



600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, February 14, 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 (5:05 PM)**
4. **MPAC Member Communications (5:10 PM)**
5. **Consent Agenda (5:15 PM)**
 - 5.1 MTAC Nomination [COM](#)
[18-0101](#)

Attachments: [MTAC Nomination](#)
 - 5.2 Consideration of January 24, 2018 Minutes [18-4961](#)

Attachments: [January 24, 2018 Minutes](#)
6. **Information/Discussion Items**
 - 6.1 Age Friendly Housing and Visitability (5:15 PM) [COM](#)
[18-0092](#)

Presenter(s): Alan DeLaTorre, Portland State University
Morgan Tracy, City of Portland

Attachments: [MPAC Worksheet](#)
[Visitability Best Practices](#)
 - 6.2 Affordable Housing: Regional Funding Update [COM](#)
[18-0094](#)

Presenter(s): Jes Larson, Metro Government Affairs and Policy
Development
Andy Shaw, Metro Government Affairs and Policy
Development
Emily Lieb, Metro Planning and Development

Attachments: [MPAC Worksheet](#)
[Housing Factsheet and Engagement Timeline](#)

6.3 RTP Evaluation Key Takeaways and Update on Regional
Leadership Forum #4 (5:45 PM)

[COM](#)
[18-0093](#)

Presenter(s): Margi Bradway, Metro
Kim Ellis, Metro

Attachments: [MPAC Worksheet](#)
[2018 RTP Key Takeaways](#)
[RTP Discussion Guide](#)
[Community Leaders' Forum Meeting Summary](#)
[2018 RTP Public Comment Notice](#)
[Update on Policy and Technical Work](#)

7. Adjourn (7:00 PM)

Upcoming MPAC Meetings:

- *Wednesday, March 14, 2018*
- *Wednesday, March 28, 2018*
- *Wednesday, April 11, 2018*

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បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2018 MPAC Work Program

as of 2/6/18

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

<p><u>Wednesday, February 14, 2018</u></p> <ul style="list-style-type: none"> • Age Friendly Housing and Visitability (Alan De La Torre, PSU/Morgan Tracy, City of Portland: 30 min) • Regional Housing Measure (TBD; 30 min) • RTP Evaluation Findings Discussion Guide and Update on Regional Leadership Forum #4 – Information/Discussion (Ellis; 30 min) 	<p><u>Wednesday, February 28, 2018 – cancelled</u></p> <p><i>March 2:</i> RTP Regional Leadership Forum #4, OCC (Finalizing Our Shared Plan for the Region)</p>
<p><u>Wednesday, March 14, 2018</u></p> <ul style="list-style-type: none"> • Urban Growth Management Decision Process Update (Elissa Gertler/Ted Reid; 15 min) • Draft RTX Policies – Information/Discussion (Eliot Rose, Metro; 40 min) • Regional Leadership Forum #4 Takeaways and RTP Investment Priorities – Affirmation Requested (Ellis; 60 min) 	<p><u>Wednesday, March 28, 2018</u></p>
<p><u>Wednesday, April 11, 2018</u></p> <ul style="list-style-type: none"> • Regional Housing Measure: Possible Scenarios – Information/Discussion (TBD; 30 min) • Trends Behind the Regional Population Forecast: Migration and Demographic Change – Information/Discussion (TBD; 60 min) 	<p><u>Wednesday, April 25, 2018</u></p> <ul style="list-style-type: none"> • Draft Freight Strategy – Information/Discussion (Tim Collins, Metro; 20 min) • Draft Safety Strategy – Information/Discussion (Lake McTighe, Metro; 30 min) • Employment Trends: Changes in How and Where People Work – Information/Discussion (panel TBD; 50 min)
<p><u>Wednesday, May 9, 2018</u></p> <ul style="list-style-type: none"> • Food Scraps Policy Update – Information/Discussion (Jennifer Erickson, Metro; 20 min) • Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 45 min) • Draft RTX Policies and Strategies – Information/Discussion (Eliot Rose, Metro; 40 min) 	<p><u>Wednesday, May 23, 2018</u></p> <ul style="list-style-type: none"> • Regional Housing Measure: Draft Measure and Programs – Information/Discussion (TBD; 60 min) • Draft RTP (Focus on Policies and Implementation)– Information/Discussion (Ellis; 45 min)


<p><u>Wednesday, June 13, 2018</u></p> <ul style="list-style-type: none"> • City Proposals for UGB Expansions – Information/Discussion (Representatives from 2-3 Cities; 90 min) • Regional Housing Measure Ballot Discussion – Recommendation (TBD; 20 min) 	<p><u>Wednesday, June 27, 2018</u></p> <ul style="list-style-type: none"> • City Proposals for UGB Expansions – Information/Discussion (Representatives from 2-3 Cities; 90 min)
<p><u>Wednesday, July 11, 2018</u></p> <ul style="list-style-type: none"> • Overview of Draft 2018 Urban Growth Report – Information/Discussion (Ted Reid, Metro; 45 min) 	<p><u>Wednesday, July 25, 2018</u></p> <ul style="list-style-type: none"> • Merits of City Proposals for UGB Expansions – Information/Discussion (TBD; 60 min)
<p><u>Wednesday, September 12, 2018</u></p> <ul style="list-style-type: none"> • Metro Chief Operating Officer Recommendation on 2018 Urban Growth Management Decision – Information/Discussion (Martha Bennett, Metro; 60 min) • MPAC Recommendation to Metro Council on Urban Growth Management Decision – Recommendation to the Metro Council (Ted Reid, Metro; 30 min) 	<p><u>Wednesday, September 26, 2018</u></p> <ul style="list-style-type: none"> • Introduce and Discuss MTAC Recommendation on 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 90 min)
<p><u>Wednesday, October 10, 2018</u></p> <ul style="list-style-type: none"> • MPAC Recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 60 min) 	<p><u>Wednesday, October 24, 2018</u></p>

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: January 19, 2018
To: MPAC
From: Tom Kloster, Acting MTAC Chair 
Subject: MTAC Nomination for MPAC Consideration

We have received a nomination for the Largest City in Multnomah County: Gresham MTAC position.

The City of Gresham has nominated Katherine Kelly to be their alternate on MTAC. David Berniker is the primary member and the other alternate is Ann Pytynia.

Please consider this nomination 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.



METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

January 24, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Steve Callaway

Sam Chase

Betty Dominguez

Amanda Fritz

Mark Gamba

Jeff Gudman

Kathryn Harrington

Gordon Hovies

Larry Morgan

Craig Prosser

Martha Schrader

Don Trotter

Peter Truax

AFFILIATION

City of Hillsboro, Largest City in Washington County

Metro Council

Citizen of Clackamas County

City of Portland

City of Milwaukie, Other Cities in Clackamas County

City of Lake Oswego, Largest City in Clackamas County

Metro Council

Tualatin Fire and Rescue, Special Districts in Washington County

City of Troutdale, Other Cities in Multnomah County

TriMet

Clackamas County

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

City of Forest Grove, Other Cities in Washington County

ALTERNATES PRESENT

Gretchen Buehner

Jennifer Donnelly

John Griffiths

Brenda Perry

AFFILIATION

City of King City, Other Cities in Washington County

Oregon Department of Land Conservation and Development

Tualatin Hills Park & Recreation District, Special Districts in Washington County

City of West Linn, Other Cities in Clackamas County

MEMBERS EXCUSED

Emerald Bogue

Denny Doyle (*Chair*)

AFFILIATION

Port of Portland

City of Beaverton, Second Largest City in Washington County

OTHERS PRESENT: Adam Barber, Zoe Monahan, Emily Klepper, Taylor Steenblock, Chad Eiken

STAFF: Ernest Hayes, Ramona Perrault, Miranda Mishan, Nellie Papsdorf, Kim Ellis, Jes Larson, Andy Shaw, Randy Tucker, Megan Gibb, Clifford Higgins

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Vice Chair Larry Morgan called the meeting to order at 5:07 PM.

Vice Chair Morgan welcomed the newest MPAC members, including Councilor Theresa Kohlhoff from the City of Lake Oswego, new alternate for the Largest City in Clackamas County, Ms. Linda Simmons, new alternate for TriMet, and Mr. Don Trotter, of the Clackamas County Fire District and Ms. Nancy Gibson of the Oak Lodge Water and Sanitary District, new member and alternate for the Special Districts in Clackamas County.

2. CITIZEN COMMUNICATIONS

There were none.

3. COUNCIL UPDATE

Councilor Sam Chase reminded MPAC that Councilor Collette resigned. He explained the reappointment process and highlighted some important dates.

Councilor Chase invited MPAC to the East Council Creek Natural Area open house, and explained that the planning of amenities that might be placed in the area was underway.

Councilor Chase provided important dates for the New Major Neighborhood Grant application process, and noted that applications were open.

4. MPAC MEMBER COMMUNICATION

Mayor Pete Truax highlighted State of the City addresses coming up in Washington County, recounted the dates for each city in Washington County. He invited MPAC members to attend.

Mr. Craig Prosser shared that the TriMet Board of Directors had approved the low income fair ordinance which would start on July 1st. Commissioner Amanda Fritz asked to be reminded of the rules. Mr. Prosser explained that it provided reduced fares for people who qualify, and that individuals with income less than 200% of the poverty level would qualify. Councilor Chase added that if an individual was 200% below poverty level, they could buy a pass for 50% off and a monthly pass for 72% off.

5. CONSENT AGENDA

MOTION: Mayor Gamba moved and Mayor Truax second to approve the consent agenda.

ACTION: With all in favor, the motion passed unanimously.

6. INFORMATION/DISCUSSION ITEMS

6.1 Constitutional Amendment: Housing

Vice Chair Morgan explained the proposed legislation in the 2018 Oregon legislative session that could provide local governments more flexibility to use general obligation bonds to create affordable homes more quickly and efficiently.

Vice Chair Morgan recounted that the legislation would refer a constitutional amendment to Oregon voters in 2018 and that the amendment would allow local governments to use voter-approved general obligation bond funds in partnership with private and nonprofit entities to create or protect affordable housing. He shared that this presentation was to learn more about proposed legislation and discuss a formal endorsement from MPAC.

Vice Chair Morgan introduced Randy Tucker, Metro's Legislative Affairs Manager and Alison McIntosh, from the Oregon Housing Alliance.

Key elements of the presentation included:

Ms. McIntosh explained that the Oregon Housing Alliance was a coalition of stakeholders that advocate at the state legislature for housing stability and homelessness resources. She shared that she wanted to give MPAC an idea of what was going on in Salem around housing, and emphasized that the speaker of the house and other leaders were looking for housing solutions.

Ms. McIntosh explained that Article 11 Section 9 said that jurisdictions could not lend a credit for the benefit of a private party. She provided some background on the history of municipalities using bond funds, and recalled that with this provision, jurisdictions could not blend funding sources.

Ms. McIntosh expressed that the jurisdiction had to own and control the housing that was built with the bonds, which meant either the city or the housing authority. She acknowledged that if they were to change this provision of the constitution, it would mean jurisdictions could build more housing and leverage other resources to build more units. Ms. McIntosh conveyed that this provision in the constitution created barriers for smaller jurisdictions with less staff than others. She explained that they would like to create an exception for affordable housing.

Ms. McIntosh added that there was another provision of the constitution that limited local government's ability to use state bonds that had been successful but it required the state to own and operate the housing. She emphasized that they could do more with fewer limitations, such as preserve existing housing, and build more affordable

housing while avoiding redundancies in the process. Ms. McIntosh recounted the various conversations the Housing Alliance had had with different stakeholders in the state.

Mr. Tucker added that the Metro Council was considering putting out a bond measure later in the year, and that being able to spend it in a wider variety of ways would be beneficial and allow the money to go further. He emphasized that while this amendment wasn't necessary, it would make the money more effective.

Mr. Tucker recalled that the Metro Council had already discussed the amendment and would be considering it. He added that Metro had been involved in drafting the measure and their intent was to provide as clean an exemption as possible from the restriction. Mr. Tucker noted that Speaker Kotek and Representative Kenny-Guyer had been supportive of the amendment.

Member discussion included:

MOTION: Mayor Gamba moved and Councilor Gudman seconded to approve the letter on behalf of MPAC expressing support for House Joint Resolution 201.

- Mayor Pete Truax acknowledged that this would provide another tool for addressing affordable housing issues. He added that voters would have to decide on the bond measure but that he supported the constitutional amendment.
- Councilor Chase relayed support from MPAC Chair Denny Doyle. He conveyed that this was not a new tax or a fee increase, but a measure to reduce government restrictions on how money could be spent.
- Ms. Betty Dominguez shared that she was pleased with these steps that Metro was taking on housing issues.
- Mr. Prosser expressed his support for the amendment, and explained that the U.S. tax code had a provision prohibiting private activity bonds. He explained that it limited the amount of bond issue that could go to the benefit of a private entity, and asked if they would still be able to accomplish their goals with federal restrictions.
- Ms. Alison Kean spoke to the use of private activity bonds for affordable housing by Metro, and added that she would look into this concern.
- Mr. Tucker explained that one of the funding sources for housing was tax credits which could only be used by private entities and that without provisions like this one it was harder to partner with private institutions.
- Councilor Gudman conveyed support for the constitutional amendment, and reminded MPAC that it would give each community greater control over a pressing issue.
- Ms. Dominguez shared that the housing authority had the ability to issue their own bonds to finance projects. She suggested that MPAC allow staff to figure out the details of the bond.

- Commissioner Fritz conveyed the City of Portland’s support for the amendment. She raised concerns about the equity of property taxes in Oregon, and noted that Mayor Shane Bemis shared the concern. Commissioner Fritz emphasized the need to continue thinking about property tax equity.
- Mayor Gamba spoke to the need for legislator’s awareness on the issue of equity in property taxes, and the interest in learning more about it.
- Mayor Truax noted that the League of Oregon Cities had been bringing this issue to the fore for a long time. He emphasized that tax reform was necessary for justice and equity in the region.
- Mr. Tucker mentioned that Ms. Emerald Bogue had written to convey the Port of Portland’s support of the letter.
- Councilor Gudman asked if anyone had heard arguments against the amendment. Mayor Truax shared the concern that Metro did not have the authority to attempt to amend the state constitution, and suggested sharing the letter with the Metropolitan Mayors Consortium.
- Ms. Kean added that there hadn’t been much concern expressed from legislators, but the main concern was that Metro were taking the right small, appropriate steps rather than opening up the constitution to misuse.
- Ms. Dominguez recalled that the polling results were in favor of bond issues, and that voters were likely to support a housing bond as well.

ACTION: With all in favor, the motion passed unanimously.

6.2 Housing Trends and Policies around the Region: Tigard

Vice Chair Morgan recounted that MPAC made a recommendation to the Metro Council during the 2015 urban growth management decision in which they suggested ongoing dialogue and reporting about how the region is growing.

Vice Chair Morgan explained that they would be talking about these kinds of topics more throughout the year as they prepared to make a recommendation to the Council on its next urban growth management decision. He shared that representatives from the City of Tigard would provide an overview of some of the housing trends, challenges, opportunities, policies and investments in Tigard.

Vice Chair Morgan introduced Mr. Kenny Asher and Mr. Schuyler Warren from the City of Tigard.

Key elements of the presentation included:

Mr. Asher provided background on the housing situation in Tigard, and acknowledged that there was a significant housing crisis.

Mr. Warren shared the city of Tigard vision statement that guided their work, and explained that they were not just looking at equitable outcomes but also equitable

health outcomes of the affordable community. He highlighted the history of rail in Tigard as well as some history of the city, and explained patterns of development over the years.

Mr. Warren shared that they would specifically be discussing the Tigard Triangle and River Terrace, and explained the planning processes for River Terrace including the residential permits that were issued. Mr. Warren noted that a lot of the housing was market driven, and much of the development was single family, detached or attached units.

Mr. Warren discussed Atwell Off Main, a public-private partnership, and acknowledged that it had been a success, but that there was a lack of housing affordability. He raised concerns that the growth in rent was outpacing inflation and causing a crisis in rental affordability. Mr. Warren compared the prices to median family income to demonstrate the lack of affordability.

Mr. Warren highlighted some local and regional housing assessments and information that was informing their development, including the Tigard Urban Lofts Feasibility Study. He discussed the city's new Lean Code that allowed for more mixed use development, which could allow for the creation of more affordable housing.

Mr. Warren recounted other methods that had been used to create more affordable housing including a low income nonprofit housing tax abatement program, support for Good Neighbor Center and CDBG improvements. He recalled other programs under the consideration by the City of Tigard, and shared development code updates that had been made including providing opportunities for more missing middle housing types.

Member discussion included:

- Vice Chair Morgan asked if the full SDC waiver had been implemented. Mr. Asher explained that it had not but would go before the city council in early March, and that there was significant support. Vice Chair Morgan asked what models the city used in crafting their SDC waiver. Mr. Asher listed Portland, Bend and Eugene as models they had used.
- Commissioner Fritz clarified that rents in Tigard were as high as rents in the City of Portland. Mr. Warren explained that rents in Tigard were higher than rents in the SW Corridor of Portland.
- Mayor Gamba confirmed that they were looking at a flat SDC waiver for affordable housing but not a waiver for naturally affordable housing such as ADU's. Mr. Asher explained that they were making sure that bond financed units would qualify, and that he was not sure that the new units would have the same indices of affordability. He added that their code does not yet allow for ADU's but that they were interested in exploring the possibilities.

- Mayor Gamba inquired about their efforts to increase renter's assistance. Mr. Warren explained that they were considering extending the notification period for no cause evictions. Mr. Asher shared that they were considering a local option levy in May to look at dealing with services and keeping them up to date. He shared that they may also look into emergency rent assistance.
- Ms. Dominguez raised concerns about the 20 year affordability period mentioned in the presentation, and suggested lengthening it. Mr. Asher acknowledged that they were sacrificing beautifully built buildings in favor of more units, and stressed the challenges of balancing livability and affordability.
- Councilor Gretchen Buehner noted that Tigard was one of the few places that didn't have a design commission. She suggested looking at paperwork for the residential PUD plan if they were interested in building cottage clusters.
- Mayor Gamba expressed surprise about the no minimum parking requirement in the City of Tigard's planning. Mr. Asher conveyed that they were insistent on street walk-able street frontage. He added that the Tigard Triangle had 12,000 parking spaces in that district with about 50% utilization.
- Councilor Anthony Martin asked if they could speak to the conflict between the desire for both density and no minimum parking. Mr. Asher explained that they were prescribing to the philosophy of no minimum development, meaning they could not turn the Tigard Triangle into a very livable space in just one generation. He emphasized that that would take a long time, and that they were hoping that with inexpensive development, adaptive reuse would happen more readily over time.
- Councilor Gudman asked MPAC which three housing projects were top priorities. Councilor Fritz highlighted land banking along the Southwest Corridor, and expressed the need to buy that property. Ms. Dominguez suggested that the housing conversation was too premature to ask that kind of question. She expressed the need to pass the housing bond and look to the housing authorities to find the greatest need. Ms. Dominguez emphasized that it was Metro's purview to find funding.
- Commissioner Schrader shared that she was present at the Portland Metro Regional Solutions Center meeting and conveyed that they were the group to prioritize housing projects which would be finalized in 2019.
- Ms. Jennifer Donnelly explained that the Portland Metro Regional Solutions Center did not know how much money they would have but were hoping that they would be funded in April and making a recommendation in August for the money to be available in 2019.
- Commissioner Schrader emphasized the need for communication between MPAC and the Portland Metro Regional Solutions Center.

6.3 Update on Technical Evaluation, Schedule and Engagement for Finalizing the 2018 RTP

Vice Chair Morgan explained that MPAC was receiving an update from staff on the 2018 Regional transportation Plan and what could be expected through the rest of

the year and through the adoption of the plan. He explained that the Regional Transportation Plan responded to both federal and state mandates which required Metro to finish by the end of the year.

Vice Chair Morgan acknowledged that a lot had changed since the adoption of the work plan in 2015. He added that they had accomplished a lot including three Regional Leadership Forums in which they discussed the region's transportation challenges and opportunities, heard what other metropolitan areas are doing to meet their transportation challenges, and developed a better picture of federal and state funding.

Vice Chair Morgan explained that Metro staff had been directed to create a more realistic budget for the financially constrained project list, and that gave MPAC confidence that the outcomes would be accomplished. He reminded MPAC that the budget still required some work from the current funding levels, some of which had already been done with house Bill 2017.

Chair Dirksen spoke to the increasing population of greater Portland area, and emphasized the need to work together to make progress on key outcomes such as safety, equity and implementing the Climate Smart Strategy.

Chair Dirksen introduced Ms. Kim Ellis and Mr. Clifford Higgins from Metro.

Key elements of the presentation included:

Ms. Ellis highlighted the challenges to quality of life in the region that were being addressed in the RTP. She discussed the 2018 RTP project priorities and reminded MPAC where these materials could be found online.

Ms. Ellis reminded MPAC of the project timeline and the plan to adopt the RTP in December 2018. She shared some of the topics for upcoming discussions in February and March. Ms. Ellis emphasized some of the key concepts that were being focused on in the RTP including equity and Vision Zero. She added that the discussions in April and May would include the entire draft.

Mr. Higgins described some of the opportunities for public engagement, and recounted the importance of community engagement on the RTP. He shared that making the decision making spectrum tighter as a result of public input would lead to easier decision making in the future.

Mr. Higgins recalled current engagement opportunities that would be taking place in the upcoming months. He reminded MPAC the upcoming regional leadership forum as well as future discussions and decisions that would come to MPAC.

Member discussion included:

- Councilor Buehner raised concerns about engagement in King City and Tualatin, and expressed the need for outreach to those who did not have easy access to the internet. Mr. Higgins explained that they had to rely on partnerships to connect with constituents, and they had a 'soft launch' with the RTP survey in the past two weeks. Councilor Buehner reiterated concerns about constituents who did not have knowledge of the system. Mr. Higgins recounted the process for engaging with communities through the partnership program, and conveyed that there was not always enough resources to cover the whole region, but that they were hoping to have representative voices.
- Ms. Dominguez asked if the yellow sheet received at the Community Leaders Forum was comparable to the online survey. Mr. Higgins confirmed that it was, and Ms. Dominguez asked if it could be an alternative to the survey and if it could be distributed by MPAC members in their communities. Mr. Higgins said that it could, and Councilor Buehner asked for copies as well.
- Mr. Prosser reiterated Councilor Buehner's concerns about creating more accessible information about the RTP and distributing it to community members. He expressed concern about involving community members in the process too late, and emphasized that the earlier engagement starts, the better.
- Councilor Gudman clarified that the state transportation package would apply to upcoming RTP projects. Ms. Ellis confirmed that many of the projects identified in House Bill 2017 were included in the RTP.
- Councilor Martin passed around two documents (Please note: b from the City of Hillsboro, comparing traffic conditions as projected by Google Maps and traffic conditions projected by RTP staff in past years. He suggested that the maps produced by the RTP staff were not adequately portraying the extent of congestion on the west side, and therefore the RTP would not necessarily adequately address issues in jurisdictions such as Hillsboro. Councilor Martin emphasized the need for a multimodal path moving forward.
- Mayor Gamba echoed councilor Martin's concerns, and highlighted the importance of thinking broadly and considering a multimodal solution.
- Mr. Higgins explained that the comparison between the Google Maps projections and the RTP projections was difficult to make because of the communication issue between travel time and Google versus scientific modeling. He agreed that there was a need to better communicate the models.
- Ms. Ellis noted that one map was a policy layer from 2000 and the other was the expected modeling.
- Ms. Dominguez highlighted that this was a 23 year plan, and that it was difficult to project within that time frame. Mr. Higgins added that they had to update every five years so there was frequent opportunity for course correction.
- Councilor Buehner asked if staff were tracking population estimates. Ms. Ellis confirmed that they were, with the help of community partners.

7. ADJOURN

MPAC Vice Chair Morgan adjourned the meeting at 7:01 PM.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Miranda Mishan", with a horizontal line extending to the right.

Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 24, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.1	Handout	1/24/18	Housing Alliance Letter	012418m-01
6.1	Handout	1/24/18	Support for House Joint Resolution 201	012418m-02
6.1	Handout	1/24/18	House Joint Resolution 201	011018m-03
6.2	PowerPoint	1/24/18	Presentation: Housing Trends Around the Region: Tigard	012418m-04
6.3	PowerPoint	1/24/18	Presentation: RTP Update on Evaluation and Engagement	012418m-05
6.3	Handout	1/24/18	City of Hillsboro Handout: Wednesday Map	012418m-06
6.3	Handout	1/24/18	City of Hillsboro Handout: Performance Excerpts	012418m-07

MPAC Worksheet

Agenda Item Title Age-friendly Housing: Advancing Visitability in Portland's Housing Stock

Presenters: Alan DeLaTorre, Ph.D., Portland State University, Institute on Aging; Morgan Tracy, Portland Bureau of Planning and Sustainability

Contact for this worksheet/presentation: Frankie Lewington, 503-813-7588

Purpose/Objective

The purpose of this presentation is to educate committee members on the concept of visitability. "Visitability" is creating housing that allows someone to visit your home, regardless of their ability. Specifically, visitable housing includes a no-step entrance, wider halls and doors, a bathroom someone could use if they were in a wheelchair or using a walker, and a living space large enough to host a visitor using a mobility device.

Action Requested/Outcome

The presenters will discuss the concepts of age-friendly housing and visitability and detail specific approaches being used in Portland's Residential Infill and Better Housing by Design Projects. The desired outcome is to create a more age-friendly housing stock that meets the needs and preferences of older adults, cyclists, families, and others.

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

This is the first time this agenda item has come before MPAC.

What packet material do you plan to include?

See Appendix D: Visitability Best Practice from the Residential Infill Project Discussion Draft.

Appendix D

“Visitability” Best Practices

To inform how best to develop new code that advances universal design principles and provide better housing opportunity for people of all ages and abilities, City staff consulted with Residential Infill Project Stakeholder Advisory Committee member Alan DeLaTorre, Ph.D, Research Associate with the Institute of Aging at Portland State University (PSU). City staff sought a broader base of knowledge beyond Alan’s contributions and information gained from prior Phase I outreach to the Portland Commission on Disability and at the 2016 Age-Friendly Housing workshop.

Alan recommended collaborating on a strategy for advancing “visitability,” an increasingly-used term used to describe a base level of housing accessibility. There are three main principles of visitability – at least one zero-step entrance, wide doorways and hallways for clear passage, and at least one bathroom on the main floor of a house that can be used, without accommodation from others, by a person in a wheelchair or using another type of mobility device. The collaborative effort aimed to identify how best to create incentives or requirements for some or all of these features.

The team assembled a two-part focus group to inform its analysis. One focus group represented consumers and users, the other group consisted of designers and builders. Notes taken during these discussions are included in this Appendix. Focus group participants are shown below.

Visibility Focus Group Facilitator: Alan DeLaTorre, Ph.D. – Portland State University, Institute on Aging

Visitability Focus Group #1

Robert Freeman – Robert Freeman Architecture
Brenda Jose – Portland Commission on Disability, Unlimited Choices
Thalia Martinez-Parker – REACH Community Development, Inc.
Julia Metz – Portland Community Reinvestment Initiative, Inc.
Michael Mitchoff – Portland Houseworks
Garlynn Woodsong – Woodsong Property Renovation Partners, LLC

Visitability Focus Group #2

Nikole Cheron – City of Portland, Office of Equity and Human Rights
Larry Cross – Portland Commission on Disability
Marie Cushman – Portland resident
Susan Cushman – United Cerebral Palsy of Oregon and SW Washington
Myra Sicilia – Portland Commission on Disability, Sakura Counseling
Joe Wykowski – Community Vision

Alan also collaborated with a team of undergraduate students from his age-friendly design class, who assisted in the focus groups and developed a nationwide inventory of visitability best practices.

Visitability Research

Alan DeLaTorre, Ph.D. – Portland State University, Institute on Aging
Alex Freeman – Portland State University
Matthew Wadleigh – Portland State University

Visitability Best Practicesⁱ

September, 2017

By Alan DeLaTorre, PhD. – Portland State University, Institute on Aging
Alex Freeman and Matthew Wadleigh, Portland State University



Visitability...refers to single-family or owner-occupied housing designed in such a way that it can be lived in or visited by people who have trouble with steps or who use wheelchairs or walkers. – Visitability.org

Introduction

The City of Portland’s growth is projected to include nearly 123,000 new households by 2035 and approximately 240,000 of those households are expected to be housed in the City’s single-dwelling zones.ⁱⁱ According to Metro’s population projections, from 2010-2035, the greater Portland region is expected to grow by 27.5%; however, the population aged 65+ is expected to grow by 98.1%, which is markedly higher than all other age cohorts.ⁱⁱⁱ

To accommodate increases to both the overall number and proportion of older adults, it is critically important that the City of Portland increases the supply of housing that allows older adults – as well as people with disability, parents with strollers, cyclists, etc. – housing that meets their day-to-day needs, as well as the long-term opportunity to age in their home and community.

Visitability

“Visitability” is a growing national trend in home design. Some variations exist in the ways in which visitability is described such as VisitAble Housing Canada which details “enhanced Visitability” that goes beyond basic features and addresses accessible bathrooms and kitchens, parking, adaptability, etc.^{iv} Visitability.org provides the most commonly used definition:^v

Single-family or owner-occupied housing designed in such a way that it can be lived in or visited by people who have trouble with steps or who use wheelchairs or walkers. A house is visitable when it meets these three basic requirements:

1. One zero-step entrance.
2. Doors with 32 inches of clear passage space.
3. One bathroom on the main floor you can get into in a wheelchair.

Note: in addition to “visitability” terms such as “accessibility,” “usability,” “age-friendly housing,” “universal design,” and other terms are used to describe housing that meets the needs of a person with a disability, mobility impairment, or other functional need. For the purpose of this report, we focus on visitability and closely related items.

Method

As part of this Capstone project, two students working under the direction of the course instructor reviewed existing literature pertaining to visitability and efforts in the United States and Canada that incorporated visitable features and approaches into local policies and programs. To begin, a document from the IDeA Center at the University of Buffalo and AARP's Public Policy Institute that detailed 59 U.S. local visitability initiatives and policies was reviewed.^{vi} To supplement those initiatives and policies an Internet search was conducted to identify additional efforts that were underway before determining 10 initiatives that were considered best practices – considerations were made for a range of regulatory, incentive-based, and voluntary programs, as well as policies that were incorporated into local zoning and/or building code and those that were implementable.

Best practices

The review of the literature and existing efforts in the U.S. led to identifying six municipalities that addressed visitability through regulatory approaches, including (note: [Details, including links to policy documents can be found in a developed spreadsheet^{vii}](#)):

- Austin, TX
- Bolingbrook, IL
- Dublin City, CA
- Pima County, AZ
- Pine Lake, GA
- San Antonio, TX

In addition to those municipalities, four local governments were identified with incentive-based and voluntary approaches, including (note: [details of those programs can be found here](#)):

- Escabana, MI
- Irvine, CA
- Monroeville, PA
- Montgomery County, MA

ⁱ This document was prepared for the Bureau of Planning and Sustainability, by Portland State University faculty (Dr. Alan DeLaTorre, Institute on Aging, College of Urban and Public Affairs) and students (Alex Freeman & Matthew Wadleigh) from the University Studies Capstone course titled *Creating Age-friendly Communities*.

ⁱⁱ City of Portland (2017). *Residential Infill Project*. Retrieved from: <https://www.portlandoregon.gov/bps/67728>. The Residential Infill Project in Portland has sought to address myriad concerns related to Portland's changing demographics and housing stock, including size of housing, demolitions, affordability, housing choice, and meeting the needs of the future populations.

ⁱⁱⁱ Lycan, R. (2016). Population Forecasts for the Portland Metro Region: Disparities between Metro's MetroScope Model and the Demographers' Forecasts. Retrieved from:

https://www.pdx.edu/ioa/sites/www.pdx.edu.ioa/files/MetroScope_Demographers_2.pptx

^{iv} VisitAble Housing Canada (n.d.). VisitAble Housing Canada – Winnipeg Task Force. Retrieved from:

<http://visitablehousingcanada.com/wp-content/uploads/2016/03/Winnipeg-TF-Accessibility-Continuum-Chart.pdf>.

^v Visitability.org (2017). Visitability – what is it? Retrieved from: <http://www.visitability.org/>.

^{vi} IDeA Center & AARP Public Policy Institute (2014). Local Visitability Initiative & Policies. Retrieved from:

<http://idea.ap.buffalo.edu/visitability/reports/existingcitylaws.htm>.

^{vii} Visitability spreadsheet developed by PSU students/faculty as part of the course *Creating Age-friendly Communities*:

<https://docs.google.com/spreadsheets/d/1HnPLvD6vVxuRA256nit7KsytvAN9Y2P4JPgLQQ9tHI/edit#gid=858828875>

Residential Infill Project — Visitability Focus Groups

Thursday, May 25, 2017 - Portland State University, Room 410

Facilitated by Alan DeLaTorre, Ph.D. - Portland State University, Institute on Aging

“Visitability” refers to housing designed in such a way that it can be lived in or visited by people who have trouble with steps or who use wheelchairs or walkers. A house is visitable when it meets these three basic requirements: (1) has at least one zero-step entrance; (2) has doors with at least 32 inches of clear passage space; and (3) has at least one bathroom on the main floor that can be used, without accommodation from others, by a person in a wheelchair or other mobility device.

Focus Group #1 (11:00 am to Noon) - Questions for Designers/Builders:

- 1. How common is it for new construction to have visitable features, as defined above? What about remodels and renovations?** Is there a market trend towards more visitability and/or accessibility for all users and abilities ('universal design')?
- 2. In addition to the three visitability features mentioned above, what other visitability features do you feel lead to more accessible, age-friendly housing?** For example, features such as door and cabinet hardware, electrical switches and plugs, kitchen and bath design, paths and routes, raised/accessible garden areas, etc.
- 3. What are the barriers to including more visitability and accessible features in new and remodeled houses?** For example: cost, consumer preference, floorplan constraints, difficulties in providing zero-step entrances etc.
- 4. What construction approaches or floorplan designs facilitate easier adaptability in response to a change in one's ability or function?** For example: having ground floor bedroom/bathroom, placement of plumbing for laundry facilities, minimum size of bathroom to adapt for later accessibility, blocking/backing for future grab bars, etc.
- 5. What visitability and adaptability features would be most effective if mandated or incentivized in the zoning and/or building code?** Which features are best mandated vs. incentivized?
- 6. With respect to visitability, how important is a reserved space for parking or passenger loading (on-street, off-street, covered, etc.)?** What standards should be required or incentivized to create usable, off-street parking for people with mobility challenges?
- 7. How important are outdoor spaces for improving visitability?** What features should be considered? (hard surface, covered or protected from weather, vegetation, etc.)
- 8. Would visitability standards need to be modified for steeply sloping sites?** If sloped lots limit the ability to reasonably provide zero-step entrances, what advice do you have for zoning agencies seeking to maximize visitability on steeply sloping sites? Are there other site constraints that impede providing a visitable unit?

Focus Group #2 (12:30 pm to 1:30 pm) - Questions for Consumers/Users:

- 1. Please discuss the relevance of these three visitability features with respect to your own day-to-day experiences.** Can these three features be prioritized?
- 2. In addition to the three visitability features mentioned above, what other visitability features do you feel should be included in the zoning and/or building code?** For example, features such as door and cabinet hardware, electrical switches and plugs, kitchen and bath design, paths and routes, raised/accessible garden areas, etc.
- 3. What construction approaches or floorplan designs facilitate easier adaptability in response to a change in one's ability or function?** For example: having ground floor bedroom/bathroom, placement of plumbing for laundry facilities, minimum size of bathroom to adapt for later accessibility, blocking/backing for future grab bars, etc.
- 4. With respect to visitability, how important is a reserved space for parking or passenger loading (on-street, off-street, covered, etc.)?** What standards should be required or incentivized to create usable, off-street parking for people with mobility challenges?
- 5. How important are outdoor spaces for improving visitability?** What features should be considered? (hard surface, covered or protected from weather, vegetation, etc.)
- 6. What visitability and adaptability features would be most effective if mandated or incentivized in the zoning and/or building code?** Which features are best mandated vs. incentivized?
- 7. Would visitability standards need to be modified for steeply sloping sites?** If sloped lots limit the ability to reasonably provide zero-step entrances, what advice do you have for zoning agencies seeking to maximize visitability on steeply sloping sites? Have you experienced other site constraints that impede providing a visitable unit?

Residential Infill Project—Visitability Focus Groups

Focus Group #1: Consumer/User Group (11:00 – noon)

Focus Group #2: Designer/Builder Group (12:30-1:30 pm)

Thursday, May 25, 2017 - Portland State University, Room 410

Facilitated by Alan DeLaTorre, PSU Institute on Aging

City of Portland, Bureau of Planning & Sustainability: Julia Gisler and Todd Borkowitz

Why these focus groups?

- City Council directed staff to explore requirements and bonus for age-friendly housing as we develop zoning standards for new development in single-dwelling zones as part of the Residential Infill Project. We are focusing on what we have control over – the Zoning Code but we can also facilitate discussions with other bureau – like BDS who have jurisdiction over Building Code implements and the Housing Bureau who administers housing programs.
- We can approach zoning regulations two ways 1) mandatory requirements. Example: in triplex require at least one unit to have a zero-step entrance and 2) Incentives- not a requirement but builder gets a bonus in units, extra height, etc.
- We need to keep in mind that zoning regulations can add cost and complexity to housing.
- We will be looking at trade-offs in design: 1) Tuck under garages reduce impact of the garage on front of house and many think they look better but elevates the finished floor and makes access more challenging. 2) Desire to separate living space from public realm for privacy and safety often results in finished floor above grade level. 3) paving increases ease of access but reduces pervious surface for vegetation and stormwater infiltration. 4) on-site parking disrupts the sidewalk, takes away an on-street parking space and creates more vehicle/pedestrian conflict points.

Working Definition of Visitability: Refers to housing designed in such a way that it can be lived in or visited by people who have trouble with steps or who use wheelchairs or walkers. A house is visitable when it meets the following three basic requirements (visitability.org).

- At least one zero-step entrance
- Doors with 32 inches of clear passage space
- One bathroom on the main floor you can get into in a wheelchair.

Focus Group #1: Consumers/Users

Myra Sicilia (Counselor & Portland Commission on Disability), Marie Cushman (resident), Susan Cushman (United Cerebral Palsy), Larry Cross (Portland Commission on Disability), Nikole Cheron (City of Portland, OEHR), Joe Wykowski (Community Vision)

How important are visitability features with respect to your day-to-day experiences?

Entrances:

- These three features are very important and used every day if I want to get around. Of course, the zero step (with appropriate clearance) is the first criteria to getting into the home.
- It is stigmatizing to not be able to get into other's houses for visiting.

- I carry a portable ramp in my car but it has limited use. Portable ramps can be unsafe. They should never be used for access of more than 5 steps – 2 steps maximum is the most comfortable.

Doors/Hallways:

- 36" is really more comfortable and becoming more necessary as wider wheelchairs are being built to accommodate our increasing obese population.
- Pocket doors offer great opportunities. They are easy to open/close and take up less space.

Bathrooms:

- Provide reasonable space in bathrooms to accommodate personal assistants.
- Should have at least a 5-foot turning radius of a t-shaped floor design.
- Wheel chair baths with no threshold are preferred ("open" bathroom floor plan with "roll-in" showers and no-slip surfaces); minimal/no additional cost of roll-in showers; hold up much better than conventional shower/tubs.
- Two grab bars at either side of toilet are preferred.
- Cabinets beneath sink limit usability of both sink and cabinets; cabinets in bathrooms are still important.
- Single water mixers on shower are easier to control than one each for hot and cold water.
- Opinions on grab bars varied; some see blocking as a waste and that grab bars should always just be designed in to a bathroom; others saw horizontal (i.e. at 30 inches high) and vertical blocking at key locations to allow future adaptability as important. Grab bars come in a variety of designs and aid more than just people with disabilities. Don't mandate grab bars but at least allow for their ready installation later.
- Low toilets are bad; no preferences indicated for toilet bowl length.
- Towel racks could double as grab bars and should also have a strong backing.
- ADA guidelines for baths should be considered minimum for any visitable residential bathroom; NKBA offers a guidebook with great kitchen/bath guidelines.
- At least an accessible ½ bath (sink/toilet) on the ground floor.

Other considerations:

- Lower door handles might be useful [some disagreed].
- Integrate visitability features into design; they should not look like add-ons.
- All wheelchairs (like electric assist) are not meant to be lifted by others; design accordingly; also, others may not understand a person in a wheelchair's personal needs, so it's best to plan spaces for the independent wheelchair user without the assumption that they will be assisted by others.
- Open floor plans are popular and offer the most adaptability/flexibility over time; rooms separated by doors may be a matter of preference but door functionality will determine whether rooms will work; there is no benefit to a bedroom that is too small to be functional for a person with a disability.

- Public areas (kitchens, living rooms, etc.) should be located at the main ‘public’ entry to a house; private areas (bedrooms, etc.) should be away from it.
- Cabinet doors are often a hassle; best to have door-free cabinets.

Comments on visitability features in other areas:

Kitchens:

- Probably the main space for socialization with visitors.
- Range tops that pull out are good.
- “Reachable” cabinets are functional cabinets.
- 30-inch high countertops are ideal and most practical; “bar seating” is way too high.
- Open kitchen design is critical; avoid long aisle, dead-end kitchens.
- Side access to appliances is extremely difficult for many people with disabilities to use; head-on access is highly preferred.
- Back burners are difficult to reach. A row of burners is preferred to front/back burners.
- Appliances, drawers and cabinets should be easy to open.
- Microwaves are important for many people with disabilities and should be at a usable height. Never placed above the stove top.

Laundry rooms:

- Should be on the main floor.
- Washer/dryer should be side-by-side.

Yards:

- Because Portland has only 3-4 months of sunny weather each year; focus should be on visitable areas inside a house.
- Focus on creating a quality and usable route to/from the housing unit.
- Consider making the back entrance as the primary entrance if visitability to it is more practical.
- Use combinations of ramps and railings; even in flat areas, railings offer balance for people who have various challenges with walking; always include a railing for even one or two steps.
- Avoid wood ramps as they’re always slippery. Consider hard surfaces.
- Drainage of all surfaces is often overlooked. Use porous surfaces (like permeable concrete) to avoid water buildup.
- Accessible garden space can provide many benefits for people with disabilities.
- Gravel is terrible, even in parking strips; grass is generally easier for people with disabilities to maneuver.
- Small steps are often used for design purposes where a sloping path could be used and would be accessible.
- Designs should allow ramps to be built later when needed in the future.
- Steep slopes are difficult and terrifying; ramps are not too stigmatizing and can be well designed into the landscape; ensure that slopes have flat landing surfaces.

Parking areas:

- Dedicated parking is not a big concern. The bigger concern is how to people in wheelchairs get in and out of cars picking them up and dropping them off.
- Avoid gravel in passenger loading areas; grass is okay, pavers are preferred. Allow surface to drain!

What visitability features are best mandated versus made as incentives?

Mandates:

- Would expand products/materials markets, making them more affordable.
- Zero step entrances are priority- mandate some percentage of units.
- One- or zero-step entries, or at least the ability to easily install a safe ramp.
- “Basic” visitability, even for skinny houses.
- Minimum: 36-inch doors and corridors, and ½ bath on first floor.

Incentives:

- Additional FAR for housing units that are fully accessible on at least one level.
- Incentivize plexes (bottom level units visitable with other units above that allow opportunity for non-mobility impaired personal assistants to have their own personal space).

Resources:

- Model examples: Ed Roberts Center (Berkeley, CA) and Axis Living (Chicago, IL)
- The City of Atlanta codified visitability into its zoning code.
- LEED-like rating system for visitability would be helpful.

Key Takeaways from Focus Group #1 (BPS Staff):

1. Location of a house (near services, transit, etc.) is often a higher need than accessibility as people with disabilities eventually find solutions to best access a house.
2. There are very few accessible apartments. Accessible houses are continually being lost to new development
3. Mandating zero-step entries on first floors would have significant benefits for advancing visitability. (priority of the group)
4. A 36-inch wide entry standard is a “non-noticeable” requirement (appearance and cost) that offer significant benefit. (priority of group)
5. Open floor plan is the best.

(Continued)

6. Dedicated parking is not a significant priority. Barrier-free access on well-drained, stable surfaces is a bigger priority.
7. Integrating visitability design features will help make them more acceptable and common.
8. Design for all ages and abilities; not just people with disabilities. Messaging should identify that everyone will likely be limited by a disability at some point on their lives.
9. Design for independent living and visiting, but also keep in mind that many people with disabilities often rely on personal assistants whose work needs should also be considered.

Focus Group #2: Designer/Builder

Thalia Martinez-Parker (Reach Community Development), Brenda Jose (Unlimited Choices, Portland Commission on Disabilities), Garlynn Woodsong (Woodsong Partners), Michael Mitchoff (Portland Houseworks), Robert Freeman (architect), Julia Metz (Portland Community Reinvestment Initiative)

How common in remodels/renovations are visitability features?

- Visitability features are not “on the radar” of most contractors.
- When visitability features are included, they are usually “a product of need” (i.e. ramps, add-on grab bars, etc.) and done cheaply and expeditiously.
- Steps have positive meaning in our culture- slab on grade is less preferred and is considered cheap construction. Threshold keeps the rain out.
- There is not much difference in costs of construction materials.

What is the market demand for visitability features?

- There is demand for visitability/accessibility features in affordable housing projects.
- One estimate: In 50 percent of jobs, the clients themselves introduce issues of accessibility.
- There is interest in visitability features in single-family homes; a legal requirement in multifamily units.

Comments on visitability features:

Entrances:

- Steps are dominant in nearly all new construction.
- Stepped entrances provide a means to keep water out of a house.
- Development without steps often requires significant site grading, which can add cost.
- Slab-on-grade construction offers accessibility and lower cost, but is usually not preferred by buyers.

Doorways/Hallways:

- Open floor plans are preferred in nearly all housing units.

- Pocket doors are sometimes hard for users to operate and are not desirable in high-use areas; carpentry skills are often needed to install correctly, increasing their costs; most are poorly designed (they often come in two grades – the lower grades often lack important “smart” handles); many are too narrow (often 24 inches wide) for many people with disabilities to use.

Bathrooms:

- Roll-in showers are common; trench drains have become increasingly more affordable and are easy to maintain.

Other considerations:

- Cabinet hardware and maneuverability features are “low-hanging fruit” that can often be done for little/no additional cost.
- Carpets are problematic for visitability; glued-on carpet is a solution; low pile, no-pad carpet is important for visitability, especially on stairs.
- Cover all outdoor spaces to protect users from weather.
- Design for people with Alzheimer’s and Dementia by:
 - Illuminating surfaces;
 - Using large address numbers;
 - Covering deck areas;
 - Including seating at front doors;
 - Assuring in-unit communication through open floor plans and/or communication devices;
 - Installing remote access on doors;
 - Maximizing safety through street orientation;
 - Influencing decision making (reducing decision making and providing “wayfinding clues” is a common best practice when designing for people with Alzheimer’s); and
 - Install windows or eyeholes in doors to maximize security.

Comments on visitability features in other areas:

Yards:

- Low- or flat-sloped walks are preferable.
- While impermeable paving materials are often preferred for people with disabilities, this preference should be balanced with the ecological benefits (i.e. stormwater permeability) of porous surfaces. Pervious concrete may offer an effective balance.
- Access to attractive outdoor areas, especially for gardening, is often very important for people with disabilities.
- May be needed to accommodate ramps, especially if switchbacks are required; porch lifts could minimize these spatial needs (they can now plug into a 110 outlet and be leased).

Parking areas:

- On-site spaces are needed.
- Transit investments should be prioritized over parking requirements.

- Modify parking requirements to allow for zero-step entries.

What are primary barriers to designing for visitability?

- Code requirements for accessible units (1 for every 4 units) limits overall housing that might otherwise be built; solution: residential elevators.
 - Cost around \$40,000 installed in a 3- to 4-story building (additional \$2,000 per floor) – including \$30,000 to purchase and \$10,000 to install (by comparison, commercial elevators are about \$135,000 to purchase/install and about \$200/month to maintain).
 - Create an incentive that provides a net benefit by covering the cost of elevator purchase/installation.
- Availability of land is a barrier to visitability in new construction. Most remaining lots are narrow/skinny, which are difficult to make visitable.
 - Visitability incentives (i.e. extra units, etc.) could rectify this.
 - While lots in East Portland are often larger, they often have poor transportation access.
- On-site stormwater mitigation requirements (drywell) limit available space for visitability features.
 - Create incentive to have stormwater requirement waived if house is lowered to allow for visitability, if mitigating through a rain garden, or if using stormwater in a graywater system.
 - Allow water to discharge into sewer if at least 1 unit has 1 or less steps to access.

How can housing be adaptable to provide visitability later?

- Promote open floor plans.
- Block out for elevators.
 - Requires a 6-foot by 8-foot shaft, 12-inch vertical space at bottom and 18-inch clear at the top (for mechanical equipment).
 - Create building code exceptions for 5 or fewer units (buildings with over 2 units now must meet commercial elevator code).

What visitability features are best mandated versus made as incentives?

Mandates:

- Zero- or no-step entrance (not all agreed, one person indicating that steps are actually healthy for anyone who does not have a mobility impairment; another indicated the prevalence of steeply sloping lots in Portland); could be either front or back door.
- Any mandate could “kill a project” and reduce the amount of housing units that would otherwise get built.
- Steep slopes make mandates problematic.

Incentives:

- Consider incentivizing different levels of visitability.
- Bonuses should be offered as a package (FAR, height, AND setback).

- Creative solutions to meeting on-site stormwater requirements, while presumably a challenge to codify, could provide key space available on-site to meet visitability needs.

Key Takeaways from Focus Group #2 (BPS Staff):

1. The increasing affordability and practicality of residential elevators present an interesting opportunity to achieve some visitability goals.
2. Modifying on-site parking requirements could minimize barriers to visitability.
3. Mandates for “low hanging fruit” like “visitability-friendly” door handles, cabinet hardware and rails could provide some not-overly prescriptive mandates for little/no additional cost.
4. Zero- or 1-step entries, while possibly the most impactful feature, could also be the most challenging to achieve given costs and market preferences. Changing this paradigm may require strong and meaningful incentives and viable development options for steep sloping lots.

Identification of U.S. States with Standards for Visitability

The following U.S. states have standards that aim to achieve some levels of visitability: California, Maryland, Oregon, Pennsylvania and Texas.

Inventory of Local Regulatory Mandates for Visitability

Austin, TX *Date of Adoption: 2014*

Weblink to Policy Description: www.austintexas.gov/edims/document.cfm?id=205386 / www.austintexas.gov/sites/default/files/files/Planning/Residential/Visitability_Presentation.pdf / www.austintexas.gov/edims/document.cfm?id=202500

Key Features to Implementation: "A dwelling must be accessible by at least one no-step entrance with a beveled threshold of 1/2 inch or less and a door with a clear width of at least 32 inches. The entrance may be located at the front, rear, or side, or in the garage or carport, of the dwelling". Ramps leading to entrance must not exceed 1:50 grade slope.

External Design Highlights (entry, halls/doors, bathrooms, kitchen, electrical, etc.): Only direct mention of parking/garages in the policy document is R320.7, which requires an approved entrance to have a no more than 1:50 sloped ramp from a garage, driveway, public street, or sidewalk to reach the no-step entrance.

Internal Design Highlights (site, yard, paths, patios, parking, etc.): Bathrooms: Minimum 30 inches clear opening, lateral 2x6 blocking installed flush with studs in bathroom walls 34 inches from and parallel to the floor except behind the lavatory. Route to bathroom must remain 32 inches wide from entrance to bathroom entrance. Electrical Switches/controls no higher than 48 inches from floor, outlets no higher than 15 inches except outlets designed into the floor.

Exemptions or exceptions: Does not apply to remodels or additions; waiver of exterior visitable route provision for: 1) lots with 10 percent or greater slope prior to development; or 2) properties for which compliance cannot be achieved without the use of switchbacks.

Bolingbrook, IL *Date of Adoption: 2003*

Weblink to Policy Description: www.bolingbrook.com/vertical/sites/%7B55EB27CA-CA9F-40A5-A0EF-1E4EEF52F39E%7D/uploads/MunicipalCodeChpt25.pdf

Key Features to Implementation: Zero step entrance, ramps to not exceed 1:12. "All exterior and interior doors shall not be less than 3 feet in width and 6 feet, 8 inches in height, and shall provide a minimum clear opening of 32 inches. All required exit doors shall be side hinged. The minimum width of a hallway or exit access shall not be less than 42 inches."

External Design Highlights (entry, halls/doors, bathrooms, kitchen, electrical, etc.): "This step free entrance shall be approached by a slope no greater than 1 in 12 (less steep is desirable). This entrance can be approached by a sidewalk, a driveway, a garage floor, or other useable route. The step free entrance may be located at any entrance to the home. If the step free entrance is located in the garage, a door bell button shall be located outside the overhead garage door. In a case where a lot is so steep that it cannot be graded to a maximum slope of 1:12, the driveway may have to exceed a 1:12 slope. In this case, upon approval by the Building Commissioner, the builder may construct a 1:12 (or less) route leading from the driveway to the

no-step entrance. If the grade of a lot is so steep that providing a step free entrance would be unfeasible or dangerous, the Building Commissioner may waive this requirement."

Internal Design Highlights (site, yard, paths, patios, parking, etc.): One zero-step entrance into the home. One bathroom on the same level as the zero-step entrance. Bathroom wall reinforced for grab bars. Minimum 42-inch wide hallways and 36-inch passageways. Electrical wall outlets/ receptacles shall be 15 inches above the finished floor. Wall switches controlling light fixtures and fans shall be a maximum 48 inches above the finished floor. All exterior and interior doors shall be 32 inches in width.

Exemptions or exceptions: Multiple exceptions per item in code. No direct mention to specific garage code.

Dublin City, CA *Date of Adoption: 2007*

Weblink to Policy Description: www.codepublishing.com/CA/Dublin/Dublin07/Dublin0790.html

Key Features to Implementation: The accessible primary entrance that is consistent with the requirements of CBC Chapter 11A. The floor or landing at and on the exterior and interior side of the accessible entrance door that is either of the following: consistent with the requirements of CBC Chapter 11A; or the width of the level area on the side to which the accessible entrance door swings shall extend 24 inches past the strike edge of the door.

External Design Highlights (entry, halls/doors, bathrooms, kitchen, electrical, etc.): At least one doorbell is provided for accessible entry door. An exterior accessible route must not be less than 40 inches wide and not have a slope greater than 1:20. Exterior accessible door that has a 34-inch net clear opening. If on the primary entry level, miscellaneous areas or facilities (such as a patio or yard, laundry room, or storage area) for the dwelling must have an accessible route to and from the accessible entrance, either through the dwelling unit or around the dwelling unit.

Internal Design Highlights (site, yard, paths, patios, parking, etc.): At least one accessible route through the hallway consistent with the requirements of CBC chapter 11A from the entrance of the dwelling unit to the primary entry level restroom/bathroom, a common use room, and the kitchen if located on the primary level. No sunken or raised area in the bathroom. Handrails may be installed along the accessible route. This route must have a minimum width of 42 inches. Restroom/ bathroom must have grab bar reinforcement for the shower or tub. Clear space in the restroom/ bathroom outside the swing of the door or a 48-inch circle. Sink controls not requiring tight grasping, pinching or twisting of the wrist are required in the bathroom and kitchen.

Exemptions or exceptions: A 34-inch clear doorway width may be requested from a hallway with a 39-inch width, and a 36-inch clear doorway width may be requested from a hallway with a 36-inch width.

Pima County, AZ *Date of Adoption: 2003*

Weblink to Policy Description: www.accessiblesociety.org/topics/housing/pimacoruling.html / <http://idea.ap.buffalo.edu/visability/reports/existingcitylaws.htm>

Key Features to Implementation: Zero step entrance; lever door handles.

External Design Highlights (entry, halls/doors, bathrooms, kitchen, electrical, etc.): No explicit mention of external features.

Internal Design Highlights (site, yard, paths, patios, parking, etc.): Reinforced walls in bathrooms for grab bars, switches no higher than 48 inches. Hallways must be at least 36 inches wide throughout main floor. Electrical outlets and light switches that are reachable by someone in a wheelchair.

Pine Lake, GA Date of Adoption: 2007

Weblink to Policy Description:

www.municode.com/library/ga/pine_lake/codes/code_of_ordinances?nodeId=PTIICOR_CH54PLDE_ARTIIR E_S54-33VICO / www.pinelakega.com/wp-content/uploads/2012/08/City-of-Pine-Lake-Zoning-Ordinance.pdf

Key Features to Implementation: Zero step entry. This zero-step entrance can be at any entrance to the home with the slope approaching this entrance no greater than 1:12. Threshold on the entrance no more than a 1/2 in height. 32-inch minimum clearing for interior doors and 30-inch minimum width of hallways. All required exit doors shall be side hinged. Hallways shall not be less than 42 inches in width and all passageways, other than doorways to be no less than 36 inches in width.

External Design Highlights (entry, halls/doors, bathrooms, kitchen, electrical, etc.): Step-free entrance shall be approached by a slope no greater than 1:12 (less steep is desirable). In a case where a lot is so steep that it cannot be graded to a maximum slope of 1:12, the driveway may have to exceed a 1:12 slope. In this case, upon approval by the Building Commissioner, the builder may construct a 1:12 (or less) route leading from the driveway to the no-step entrance.

Internal Design Highlights (site, yard, paths, patios, parking, etc.): Grab bars required in restrooms/ bathrooms made of wood blocking within wall framing. This reinforced wall must be located between 33 inches and 36 inches above the finished floor and must be in all walls adjacent to a toilet, shower stall or bathtub. At least one bathroom/restroom containing at least one toilet and one sink on the dwelling floor.

Exemptions or exceptions: Multiple exceptions laid out per item in code.

San Antonio, TX Date of Adoption: 2002

Weblink to Policy Description: www.sanantonio.gov/Portals/0/Files/DAO/UD-Ordinance95641.pdf

Key Features to Implementation: Flat entrance with a beveled threshold of 1/2 inch or less, all interior doors no less than 32 inches wide except doors leading to closet of less than 15 square feet. Each hallway at least 36 inches wide and level, with ramped or beveled changes at each door threshold.

External Design Highlights (entry, halls/doors, bathrooms, kitchen, electrical, etc.): At least one entrance shall have a 36-inch no step door and be on an accessible route. An accessible route is a continuous, unobstructed path at least 36 inches wide connecting all interior and exterior elements and spaces of a house and site, including corridors, parking, curb ramps, crosswalks and sidewalks. No explicit mention of parking or garages in code.

Internal Design Highlights (site, yard, paths, patios, parking, etc.): Bathrooms to have studs in wall around toilet to facilitate future grab bar installation. Bathtub/Shower to either have studs for grab bars or room for pre-approved ADA compliant alteration. All doorknobs to be lever handles. Light switches, electrical panels, and thermostat to be no less than 48 inches from the floor. All electrical plug or receptacles at least 15 inches from floor.

Inventory of Local Incentives for Visitability

Escanaba, MI *Date of Adoption:* 2002

Weblink to Policy Description: www.escanaba.org/images/11/file/visabord.pdf

Key Features to Implementation: Must comply with State of Michigan code standard for accessible route, doorway must be 36 inches wide minimum.

External Design Highlights (entry, halls/doors, bathrooms, kitchen, electrical, etc.): Sidewalks and ramps that are part of the visitable route shall have a maximum slope and length as follows: Sidewalks: 1/20 N/L, Type 1 Ramp. 1/8 5-foot (max 7.5-inch rise), Type 2 Ramp. 1/10 12-foot (max. 14.5-inch rise), Type 3 Ramp. 1/12 30-foot (Between Landings), Width: The route shall have a minimum clear width of 36 inches. Landings: Landings in a visitable route shall be not less than 36 inches by 36 inches clear or shall meet the Michigan Accessibility Code whichever is greater. Surfaces: Surfaces shall be non-slip. Drainage: Cross-slope shall be no greater than 1/50. Only direct mention comes from section 6.39(2), "The entrance may be at the front, side, or back of a dwelling if it is served by an accessible route such as a garage or sidewalk."

Internal Design Highlights (site, yard, paths, patios, parking, etc.): Wide doorways and a half bath on the first floor, the code addresses hallways, bathroom design and the height of wall switches and receptacles.

Irvine, CA *Date of Adoption:* 1999

Weblink to Policy Description: [www.cityofirvine.org/community-development/accessibility-universal-design#Design Features](http://www.cityofirvine.org/community-development/accessibility-universal-design#Design%20Features)

Key Features to Implementation: N/A

External Design Highlights (entry, halls/doors, bathrooms, kitchen, electrical, etc.): Accessible path of travel to dwelling, Maximum ½-inch vertical change in level at thresholds, 32-inch wide interior doors, Lever door hardware, doorbell no higher than 48 inches. "No specific mention to parking or Garage requirements."

Internal Design Highlights (site, yard, paths, patios, parking, etc.): Visual fire alarms and visual doorbells Switches, outlets and thermostats at 15 inches to 48 inches above the floor Rocker light switches Closet rods and shelves adjustable from 3 feet to 5 feet-6 inches high Residential elevator or lift; Bathrooms: Grab bar backing in walls, Grab bars, 5-foot diameter turning circle, 36 inches by 36 inches or 30 inches by 48 inches of clear space, Lavatory with lever faucet controls, Open-front lavatory with knee space and protection panel, Contrasting color edge border at countertops, Anti-scald devices on all plumbing fixtures, 17 inches to 19 inches high water closet seat, Roll-in shower in lieu of standard tub or shower, Shower stall with 4-inch lip in lieu of standard tub, Hand-held adjustable shower head. Kitchen: 30 inches by 48 inches clear space at appliances or 60-inch diameter clear space for U-shaped kitchen, Removable base cabinets at sink, Countertop height repositioning to 28 inches high, Lever controls at kitchen sink faucet, Base cabinets with pull-out shelves, Base cabinets with Lazy Susans, Contrasting color edge border at countertops, Microwave oven at countertop height Under cabinet task lighting.

Monroeville, PA *Date of Adoption: 2006*

Weblink to Policy Description: www.monroeville.pa.us/ordinances/ORD2419.pdf

Key Features to Implementation: No step entry, and having a threshold no greater than three fourths inch. In addition, a place where pedestrians may enter from a public right of way. This includes sidewalks, driveway, streets, alleys and paths. No-step entrances must have a clear open width of at least 32 inches.

External Design Highlights (entry, halls/doors, bathrooms, kitchen, electrical, etc.): The no step entry could be through an entrance through the visitable level of the dwelling through an integral garage.

Internal Design Highlights (site, yard, paths, patios, parking, etc.): Interior paths on visitable level must have a clear open width of at least 32 inches and be equipped with lever opening hardware. Interior hallways must be 36 inches in width throughout the length. One powder room or one full bathroom is required on the visitable level. Bathroom must be a minimum of 30 inches by 48 inches of clear floor space. Plumbing fixtures and entry doors must be equipped with lever style hardware. All powder rooms and full bathrooms throughout the house shall have a reinforcement of at least two inches by eight inches of blocking in the wall to allow for installation of grab bars. The reinforcement must be capable to resist pulling and benign forces of at least 250 pounds.

Exemptions or exceptions: Lights switches can't be higher than 48 inches above the floor.

Montgomery County, MA *Date of Adoption: 2009*

Weblink to Policy Description: www.montgomerycountymd.gov/HHS-Program/Resources/Files/A%26D%20Docs/DFLM/DFLMGuidelinesVoluntaryCertificationProgram09.pdf

Key Features to Implementation: No step entry at front door, back door or side door. Walking surfaces must have a slope no steeper than 1:20. Floor or ground surfaces shall be stable and slip resistant. Building entrance must have width of 32 inches when the door is open 90 degrees.

External Design Highlights (entry, halls/doors, bathrooms, kitchen, electrical, etc.): Accessible routes shall consist of one or more of the following components: Walking surfaces with a slope not steeper than 1:20. Doorways, ramps, curb ramps, elevators, and wheelchair (platform) lifts. Floor or ground surfaces shall be stable, firm, and slip resistant.

Internal Design Highlights (site, yard, paths, patios, parking, etc.): Hallways must be 36 inches in width. The powder room/bathroom shall be large enough to accommodate a clear space of 2 foot-6 inches by 4 feet-zero inches.

Exemptions or exceptions: New homes and renovated homes can apply for the permit, can either be level 1 which focuses on visitability or level 2 which includes livability.

MPAC Worksheet

Agenda Item Title: Affordable Housing: Regional Funding Update

Presenter: Jes Larson and Andy Shaw, Metro Government Affairs and Policy Development; Emily Lieb, Metro Planning & Development

Contact for this worksheet/presentation: Kate Fagerholm, kate.fagerholm@oregonmetro.gov, 503-813-7529

Purpose/Objective

Rising housing costs, displacement, homelessness and housing instability are increasingly urgent concerns for residents throughout the greater Portland region, particularly for working families and individuals with lower incomes. Many leaders and stakeholders have identified a need for more funding to create and protect affordable homes across the region.

For several years, Metro's Equitable Housing Initiative has conducted in-depth needs analysis, policy research and partner and community engagement on strategies to help more people find homes that fit their needs and budgets. In September 2017, Emily Lieb, program manager of the initiative, presented potential regional affordable housing funding and investment options to MPAC and the Metro Council. The Metro Council then directed Metro staff to work with partners on a potential housing funding measure.

Metro is working with many public and private partners to develop a recommended ballot measure proposal that balances interests and support of community stakeholders, elected leaders and regional voters. Initial public opinion research and community engagement have also indicated strong interest in significant new regional funding. This spring, Metro Council will make a referral decision for the November 2018 ballot.

At MPAC on Feb. 14, Metro staff will present the work plan and provide a status update for MPAC discussion. Staff will answer MPAC's questions about the process, considerations and possibilities for a regional housing measure.

Action Requested/Outcome

No formal action is requested from MPAC at this meeting. Questions for discussion:

- 1.) How could regional investment help create and preserve affordable homes in your jurisdiction?
- 2.) What are your concerns and identified opportunities relating to this potential regional effort?

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

Since late 2017, have briefed local officials around the region about the potential measure's development, including C4, EMCTC and the Washington County and Multnomah County boards of commissioners. This outreach is ongoing. Staff are also working directly with staff at local governments and housing providers to explore feasible technical options for the funding measure.

On Jan. 24, MPAC unanimously endorsed a letter supporting legislation to refer an Oregon constitutional amendment to give voter-approved general obligation bonds more flexibility for affordable housing.

In late January, Metro convened the first meetings of a technical advisory table and a stakeholder advisory table, which includes several MPAC members. Working in tandem, each will provide important input to Metro staff to inform a potential measure framework for the Metro Council's consideration. Metro has conducted outreach with community and business advocates, launched a community partnership grant program and published a webpage.

What packet material do you plan to include?

Fact sheet with draft engagement timeline.



Homes for greater Portland

Regional housing measure: Where we stand, where we could go

WHAT WE KNOW

- Housing affordability is a top-tier concern for residents throughout the region – across city and county lines and demographic groups.
- 75 people move to the greater Portland region every day, straining our supply of affordable homes.
- Only 1 in 3 low-income families in the region can find an affordable rental home. Middle-income families struggle too.
- Regional voters believe this is a crisis that can be solved – and they want to be a part of the solution.



GOALS

- Create more permanently affordable homes throughout the region through new construction and acquisition
- Increase housing stability and opportunity for working families, seniors, communities of color, veterans and people experiencing homelessness
- Collaborate with community stakeholders and local government partners to structure programs based in best practices, innovation and equitable outcomes

POSSIBLE FRAMEWORK

- **Land for homes:** Acquiring land for building affordable homes with good access to transit and amenities
- **Affordable homes:** Funding for local governments, housing authorities and private/non-profit builders*:
 - Fill financing gaps and build new affordable homes
 - Acquisition and rehabilitation of at-risk affordable homes

**A potential amendment to the Oregon Constitution would allow bond funds to be granted to private and non-profit entities and leverage other funding sources, such as low-income housing tax credits.*

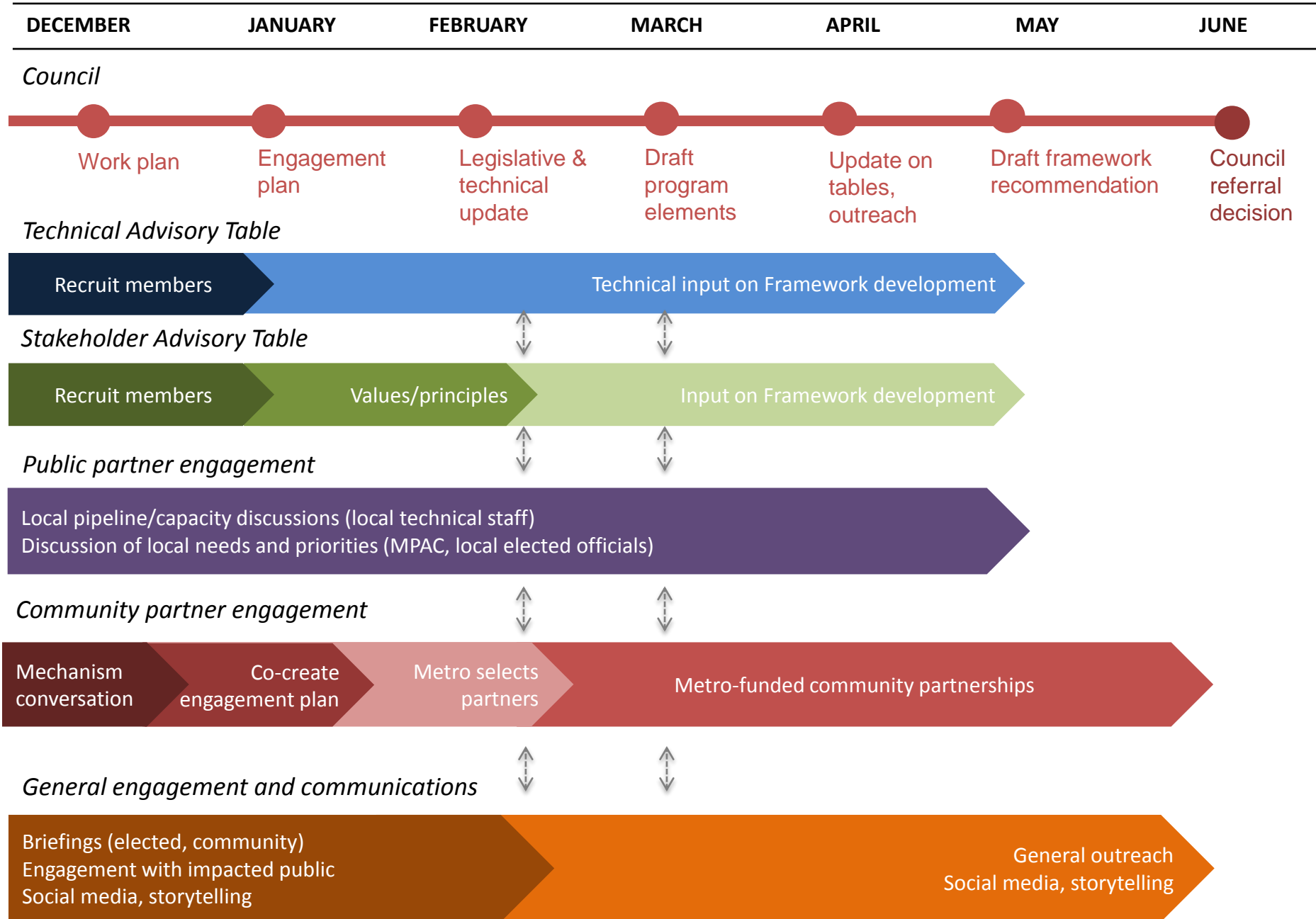
NEXT STEPS

- Convene stakeholder and technical advisory committees to assist with measure development and make a recommendation to Metro COO
- Engage with partners to maximize equitable outcomes in the measure
- Collaborate with partners exploring an Oregon constitutional amendment to help funding create more homes*
- Continue research, engagement and analysis to shape measure
- Metro Council consideration of referral in late spring for the November ballot



DRAFT Regional Housing Measure Engagement Timeline

Draft 1/23/18



MPAC Worksheet

Agenda Item Title: RTP Evaluation Key Takeaways and Update on Regional Leadership Forum #4

Presenters: Margi Bradway, Planning and Development Deputy Director
Kim Ellis, RTP Project Manager

Contact for this worksheet/presentation: Kim Ellis (kim.ellis@oregonmetro.gov)

PURPOSE/OBJECTIVE

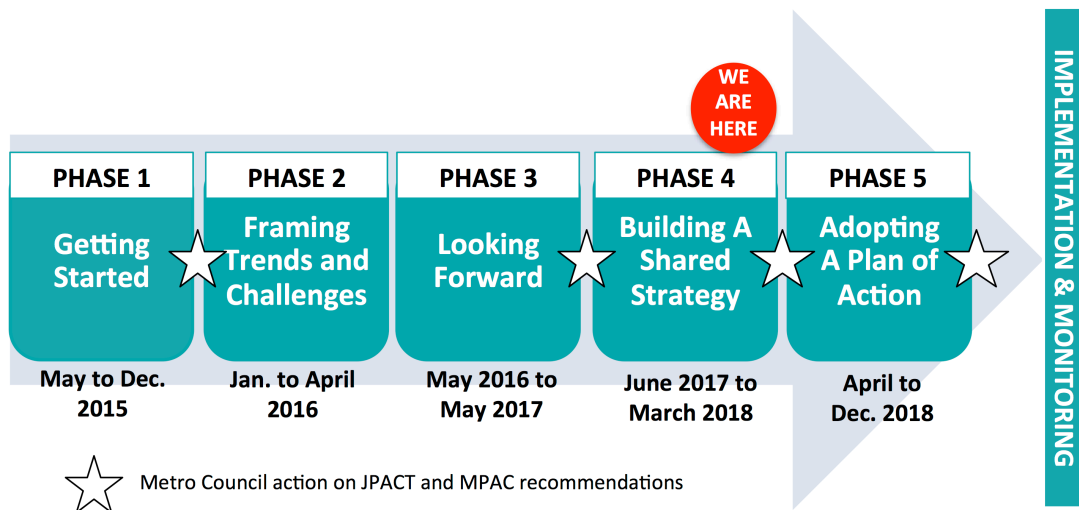
Receive the key takeaways from the regional-level analysis of the draft RTP project lists in preparation for March 2 Regional Leadership Forum.

ACTION REQUESTED/OUTCOME

No formal action is requested. This is an opportunity for MPAC to ask questions and begin discussion of the key takeaways in preparation for upcoming policy discussions.

BACKGROUND AND CONTEXT

The Portland metropolitan region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, reliable, healthy and affordable travel options. Through the 2018 RTP update, the Metro Council is working with leaders and communities throughout the region to plan the transportation system of the future by updating the region's shared transportation vision and investment strategy for the next 25 years. Shown in **Figure 1**, the plan update is in Phase 4 and on schedule.



SUMMARY OF PAST COUNCIL DIRECTION ON THIS ITEM

- In **December 2016**, the Council reaffirmed past direction to staff to use development of the 2018 RTP to clearly and realistically communicate our transportation funding outlook and align the financially constrained project list with updated financial assumptions. This direction included developing a pipeline of priority projects for the regional transportation system for Metro and other partners to work together to fund and build.
- In **February 2017**, the Council directed the RTP project list and strategies for safety, freight, transit and emerging technology be developed in a transparent way that advances adopted regional goals, supports regional coalition building efforts, and emphasizes equity, safety and climate change.

- In **May 2017**, the Council further directed staff to move forward with the Call for Projects as recommended by MPAC and JPACT. This direction included approval of a vision statement for the 2018 RTP, also approved by MPAC and JPACT, to guide development of the draft RTP project lists.
- In **September and December 2017**, Council reaffirmed Council priorities as to emphasizing safety, racial equity, climate change and managing congestion as the RTP is finalized in 2018.

WHAT HAS CHANGED SINCE MPAC LAST CONSIDERED THIS ITEM?

- **Regional-level evaluation of draft RTP projects completed.** Staff completed the regional-level evaluation of projects submitted by local governments and other agencies last summer, consistent with past Council direction.
- **March 2 Regional Leadership Forum planning continues.** Members and alternates should have received an electronic invitation from EventBrite on January 26. MPAC members are requested to RSVP for the forum by February 16. Like past forums, at this forum, Metro councilors, MPAC and JPACT members and designated community and business leaders will be seated at tables. If a MPAC or JPACT member is not able to be present, the designated alternate may participate in their place. Limited audience seating will be available for staff and other registered attendees. Copies of the draft agenda will be provided at the February 14 meeting.
- **Public comment opportunity continues through February 17.** On January 17, staff launched a 30-day comment opportunity for the Regional Transportation Plan, focusing on the draft project lists. A flyer announcing the comment period is attached to the packet. Members of the public and other interested parties have the opportunity to take a 5-7 minute survey and learn about the projects through the on-line interactive map. Email and letters are also being accepted. More than 1600 responses to the on-line survey have been received to date. MPAC members are encouraged to share the survey link with your networks (<https://2018rtp.metroquest.com>). The on-line survey results will be summarized for the Regional Leadership Forum on March 2.
- **January 19 Community Leaders’ Forum summary notes prepared.** As noted at the last MPAC meeting, on Jan. 19, 2018, the Metro Council hosted a community leaders’ forum, bringing together community leaders focused on social equity, environmental justice, labor fairness and community engagement. Invitees included community representatives on several of Metro’s advisory committees - MPAC, the Committee on Racial Equity (CORE), the Public Engagement Review Committee (PERC), the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC), as well as previous participants in RTP regional leadership forums and individuals involved in discussions about an affordable housing measure.

More than 90 community leaders were invited, and 23 leaders participated to learn about the current status of the RTP update, engage on the takeaways from the analysis of the draft project lists, and discuss priorities and tradeoffs. Participants were also asked to work together to determine the most important messages to share with the Metro Council, MPAC and JPACT as the policymakers begin finalizing the 2018 RTP. Summary notes from the discussions are provided in the packet. Staff are working to summarize the comment sheets collected at the forum. This additional summary will be provided separately.

All of this feedback will be summarized for the Regional Leadership Forum on March 2.

- **RTP business and community outreach launched.** Metro Councilors have been presenting information to economic alliances, business associations and other interested organizations. These presentations will continue through March and focus on where we are in the RTP process, key takeaways from the RTP evaluation, and informing groups of the current and future public comment opportunities.

List of scheduled presentations to business/community groups (as of 2/5/17)

- East Metro Economic Alliance – Thursday, February 8 at 11:45 a.m.
- Washington County Coordinating Committee – Monday, February 12 at noon
- Clackamas County Business Alliance – Wednesday, February 14 at 7:30 a.m.
- East Portland Action Plan LU/Transp. Committee – Wednesday, February 14 at 6:30 p.m.
- Joint meeting of Westside Economic Alliance/Westside Transportation Alliance – Thursday, February 15 at 7:30 a.m.
- Tualatin Chamber of Commerce – Tuesday, February 20 at 11:30 a.m.

Feedback we hear at the business and community briefings will be summarized for the Regional Leadership Forum on March 2.

- **Discussion materials prepared to support upcoming policy discussions.** Staff prepared materials designed to help elected, business and community leaders and residents better understand outcomes to be expected from the draft 2018 RTP project lists. The materials are attached for your consideration in preparation for upcoming RTP policy discussions:

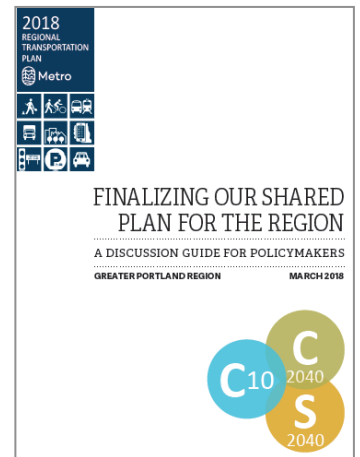
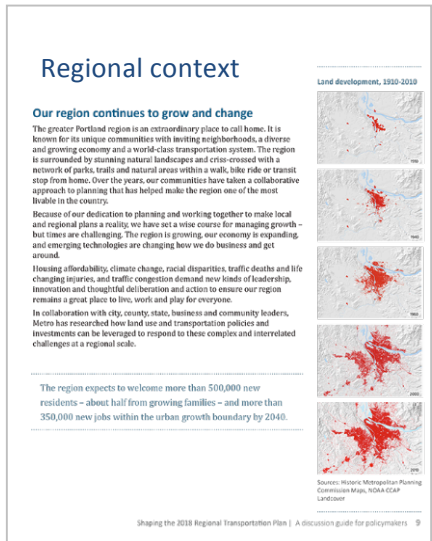
1. Key takeaways handout | 2018 RTP: Getting there with a Connected Region (Jan. 31, 2018)

This is an eight-page summary of the draft constrained project list and key takeaways from the regional-level evaluation of those projects. The takeaways handout is posted online on the RTP web page (www.oregonmetro.gov/2018projects) for use during the rest of the comment period. Printed copies will be available at the Feb. 14 MPAC meeting.

2. Policymakers’ discussion guide | Finalizing Our Shared Plan for the Region (Jan. 31, 2018)

This guide will be the touchstone for conversations at Regional Leadership Forum #4 on March 2. It will be introduced to MPAC and the Joint Policy Advisory Committee on Transportation (JPACT) the week of Feb. 12. The guide is posted online (www.oregonmetro.gov/2018projects) and will be provided electronically to individuals who register for the forum. Printed copies will be available at the Feb. 14 MPAC meeting and Regional Leadership Forum.

The discussion guide has three key sections:



The **regional context** section, beginning on page 9, sets the stage for policymakers who may not realize the goals we have set and prior commitments we have made as a region, including implementing the Climate Smart Strategy. It also provides information on the state of racial equity in the region, Vision Zero, managing congestion and paying for needed investments.

The **what we learned** section, beginning on page 33, begins with an overview of the draft constrained project list that is followed by a summary of the key takeaways from the regional-level analysis of the draft constrained list. The information in this section is the same information presented in the eight-page key takeaways handout.

Highlights include:

- **Safety is a priority** in high injury corridors and communities of color and other historically marginalized communities.
- **Congestion will not ease**, but investments will help improve reliability (the system would perform much worse without mix of the investments included in the draft lists).
- **Increased physical activity and reduced emissions will help people live healthier lives, but the region will fall short of its adopted greenhouse gas reduction commitment.** (The draft RTP Constrained project list falls short of levels of investment in transit service, active transportation, and system and demand management strategies adopted in the 2014 Climate Smart Strategy).
- **Affordability will improve with better access to travel options, but not everyone will see the same level of benefit for access to jobs and community places.**

What we learned

Key takeaways on what the projects will do for our transportation system

The following information is provided to assist the public and decision-makers in determining if the project priorities are making enough progress toward our desired outcome, especially over the next 10 years, to set the greater Portland region on the right trajectory and build momentum for a transportation system that works for everyone.

The vision for the 2018 Regional Transportation Plan is that by 2040, everyone in the greater Portland region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy and affordable transportation system with travel options.

Focusing on the main outcomes of the vision, there are four key takeaways from the analysis of the draft constrained list of projects.

- Safety is a priority in high injury corridors and communities of color.
- Congestion will not ease, but investments will improve reliability.
- Increased physical activity and reduced emissions will help people live healthier lives, but the region will fall short of its adopted greenhouse gas reduction commitment.
- Affordability will improve with better access to travel options, but not everyone will see the same level of benefit.

Social equity

Social equity in the future is very difficult to forecast and analyze due to the margin of error present in existing data and modeling tools that are used. However, given community feedback and the continued history of disparity, it is important that the region's decision-makers continue to focus on social equity. This means working to meet the needs of communities of color and other historically marginalized communities and to better understand the potential impacts and benefits of investments for these communities.

With the draft constrained list, we are making progress toward improving equity in some areas, but there is still more to do. The region will invest in historically marginalized communities at higher rates than the region as a whole for safety, access to transit and walking and biking investments. For the measures for access to jobs and community places, the results were less optimistic – historically marginalized communities experienced slightly less improvement in access to jobs and community places when compared to the region as a whole.

This is especially challenging, considering those communities start with worse service and access, so any gap in the rate of improvement for any measure has the potential to continue to leave these communities behind.

Vision for the 2018 Regional Transportation Plan



By 2040, everyone in the greater Portland region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy and affordable transportation system with travel options.

Approved by the Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation and Metro Council in May 2017.

Shaping the 2018 Regional Transportation Plan | A discussion guide for policymakers 33

Overview of evaluated RTP investment strategies

This section provides background information on the investment strategies being considered by the region's policymakers as part of updating the 2018 Regional Transportation Plan to:

- Implement adopted local and regional plans.
- Make transit frequent, convenient, accessible and affordable.
- Make roads, bridges and throughways safe, reliable and connected.
- Move freight in a safe, reliable, connected and sustainable way.
- Make biking and walking safe and convenient.
- Use technology to actively manage the transportation system.
- Provide information and incentives to expand the use of travel options.
- Manage parking to make efficient use of parking resources.

In summer 2017, local jurisdictions and county coordinating committees worked within a constrained budget and funding targets to put forward project priorities for inclusion in the plan in collaboration with Metro, ODOT, TriMet, SMART and the Port of Portland. All projects were to have come from adopted plans or studies that provided opportunities for public input.

Metro analyzed the performance of three scenarios to help inform finalizing the plan's project priorities in spring 2018.

Three funding scenarios in the 2018 Regional Transportation Plan

18-year constrained funding scenario

2018-2037
This scenario shows the results of building the highest priority projects scheduled in the first 10 years of the draft constrained list.

2040 constrained funding scenario

2018-2040
This scenario shows the results of building the highest priority projects by 2040 within the constrained budget.

2040 strategic funding scenario

2018-2040
This scenario shows the results of the building the projects of the constrained list plus additional strategic priority projects by 2040.

Defining terms

Constrained budget

The budget of federal, state and local funds the greater Portland region can reasonably expect through 2040 under current funding trends – prepares some increased funding compared to current levels.

Constrained list

Projects that can be built by 2040 within the constrained budget.

Strategic list

Additional priority projects to show what could be achieved with additional resources.

Shaping the 2018 Regional Transportation Plan | A discussion guide for policymakers 39

The overview of evaluated RTP investment strategies section, beginning on page 39, gives context, maps and “at-a-glance” tables for each of the modes, programs and policies that make up the investment strategies. The maps and at-a-glance tables attempt to paint a picture of what can be expected with investments in the draft project lists in the next 10 years (C10) with the constrained list, and in 2040 Constrained (C2040) and 2040 Strategic (S2040) project lists.

The at-a-glance tables also include information from the adopted Climate Smart Strategy to help decision-makers understand how much of the region's past commitment will be implemented through the draft project lists.

UPCOMING MPAC DISCUSSIONS

As described at the January 24 MPAC meeting, many other RTP-related activities are underway in support of the finalizing the 2018 RTP. Remaining activities are summarized in an attachment for reference. MPAC dates and topics through June follow.

- 3/14 Report back on Regional Leadership Forum (RLF #4 Takeaways and 2018 RTP investment priorities – affirmation requested)
- 4/25 Draft Safety Strategy and Draft Freight Strategy
- 5/9 Draft Transit Strategy and Draft Emerging Technology (RTX) Strategies and Policies
- 5/23 Draft RTP (focus on policy and implementation chapters)

What packet material do you plan to include?

- Key takeaways handout | 2018 RTP: Getting there with a Connected Region (Jan. 31, 2018)
- Policymakers' discussion guide | Finalizing Our Shared Plan for the Region (Jan. 31, 2018)
- January 19 Community Leaders' Forum meeting summary
- RTP Comment Opportunity Flyer
- Update on Remaining Policy and Technical Work in Support of 2018 Regional Transportation Plan (Feb. 1, 2018)



Metro

2018 Regional Transportation Plan

Getting there with a connected region

How we get around shapes our communities and our everyday lives. Through the fall of 2018, Metro will work with local, regional and state partners and the public to update our region's shared transportation vision and investment strategy for the next 25 years.

Building a connected region

Planning for the region's transportation system means more than deciding where to build throughways (freeways and major highways), roads, bridges, bikeways, sidewalks and transit and freight routes. It's also about:

- taking care of people and building great communities
- maintaining and making the most of past investments and leveraging new technologies and innovation
- ensuring that no matter where you're going, you can have safe, reliable, healthy and affordable options to get there
- creating vibrant and connected communities, nurturing a strong economy, improving social equity and protecting our environment and the quality of life we all value.

The Regional Transportation Plan

The Regional Transportation Plan provides a shared vision and investment strategy that guides projects and programs for all forms of travel to keep people connected and commerce moving throughout the greater Portland region. The plan is updated every four to five years to stay ahead of future growth and address trends and challenges facing the people of the region.



Now is the time to act

A half-million new residents – more than half from growing families – are expected to live in the Portland area by 2040. Our communities are becoming more ethnically diverse, bringing rich cultural activity to neighborhoods. A new generation will grow to adulthood as others move toward retirement.

To keep people connected and commerce moving, we need to work across interests and communities to bring innovative solutions to the challenges facing our growing and changing region.

Why is the 2018 update important?

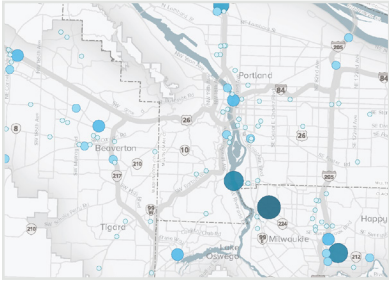
Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable, healthy and affordable ways to get around.

The 2018 Regional Transportation Plan will help the region respond to the changing transportation needs of our communities and businesses. The update will establish priorities for state, federal and regional funding and help set the stage for the new and expanded options for people and products to get where they need to go.

Funding is limited, and we have multiple transportation priorities. The way we respond will shape how our transportation challenges impact greater Portland's economic prosperity and quality of life.

Overview of the draft project list

Did you know?



Since the last update in 2014

Of the 1,256 projects listed in the 2014 Regional Transportation Plan, 132 have been built or will be completed by 2019 – a total of \$3.15 billion invested in the region’s transportation system

Defining terms

Constrained budget

The budget of federal, state and local funds the greater Portland region can reasonably expect through 2040 under current funding trends – presumes some increased funding compared to current levels

Constrained list

Projects that can be built by 2040 within the constrained budget

Strategic list

Additional priority projects to show what could be achieved with additional resources

Why the constrained project list matters

The Regional Transportation Plan comprises two main parts: the policy section and the project lists. The policy section sets the vision, goals, performance targets and guidelines for the greater Portland region’s system of throughways, roads, bridges, bikeways, sidewalks, and transit and freight routes.

The project lists are priority projects from local, regional or state planning efforts that provided opportunities for public input. Last summer, Metro issued a call for projects to its regional partners to begin updating the region’s transportation investment priorities. Clackamas, Multnomah and Washington counties and cities within each county recommended priority projects for their jurisdictions at county coordinating committees. ODOT, the Port of Portland, TriMet, SMART and other agencies worked with county coordinating committees and the City of Portland to recommend priority projects. The City of Portland recommended projects after reviewing priorities with its community advisory committees. These projects were provided to Metro to build the Regional Transportation Plan.

The project lists are separated into two categories:

1. the projects that fit within a **constrained** budget of federal, state and local funds the greater Portland region can reasonably expect through 2040 under current funding trends
2. additional **strategic** priority investments (not constrained to the budget based on current funding trends) that could be built with additional resources.

In order to be eligible for federal or state transportation funding, a project must be included on the “constrained” list.

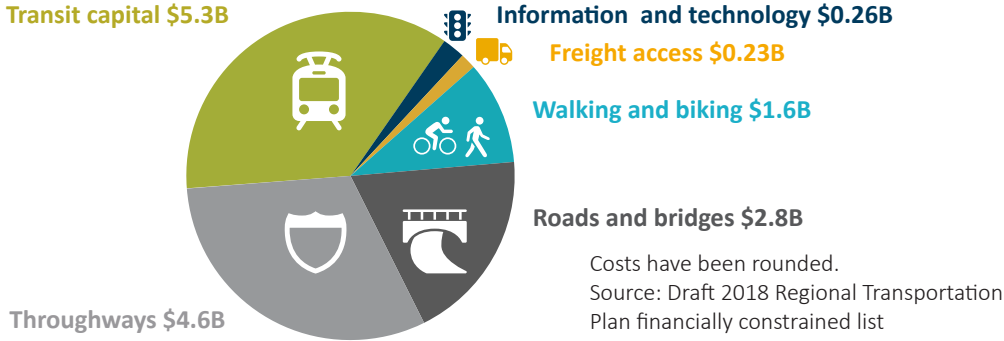
Refining the project list

The next pages summarize the projects in the constrained list and provide key takeaways on how these investments are expected to affect how our system of throughways, roads, bridges, bikeways, sidewalks and transit and freight routes will perform. This information is provided to assist the public and decision-makers in determining if the project priorities are making enough progress toward our desired outcomes, especially over the next 10 years, to set the greater Portland region on the right trajectory and build momentum for a transportation system that works for everyone.

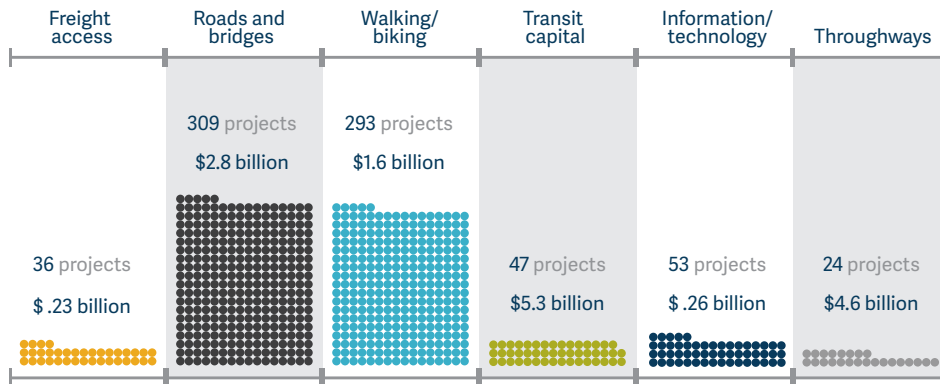
In spring 2018, regional decision-makers will discuss these findings, new funding information and public input to provide direction for additional refinements to the list of project priorities. In summer 2018, the refined project lists will be available for further public review and feedback.

Types of projects

A complete and efficient transportation system must meet multiple needs and offer options for people and goods to get around. The draft constrained list represents a \$14.8 billion investment in the region's transportation system, with over half of that going to throughways, roads and bridges. *Note: Road and transit operations and maintenance costs are not included in the project list or information presented here.*

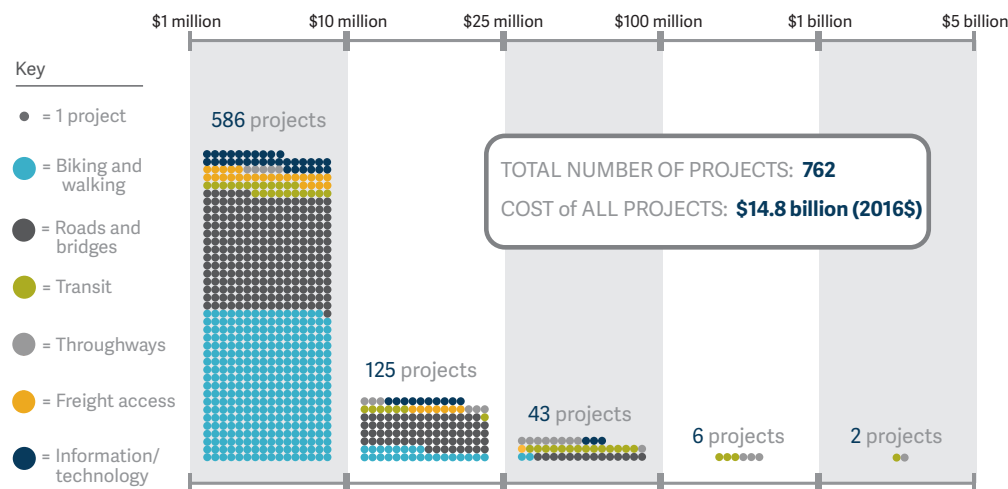


Roads, bridges, and walking and biking connections have the most projects in the draft 2018 Regional Transportation Plan constrained list, though the cost of projects vary greatly.



Costs have been rounded. Source: Draft 2018 Regional Transportation Plan financially constrained list

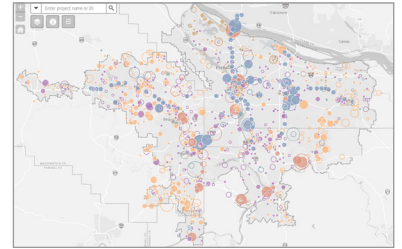
Projects in the draft 2018 Regional Transportation Plan constrained list range from \$1 million to nearly \$3 billion.



Source: Draft 2018 Regional Transportation Plan financially constrained list

Explore online

Find out about individual projects with an interactive project map at oregonmetro.gov/2018projects.



Defining terms

Throughways

Controlled access (on-ramps and off-ramps) freeways and major highways

2018 Regional Transportation Plan



safe • reliable • healthy • affordable

Find out more at oregonmetro.gov/rtp.

What we learned

Key takeaways on what the projects will do for our transportation system

Vision for the 2018 Regional Transportation Plan



In 2040, everyone in the greater Portland region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy and affordable transportation system with travel options.

Approved by the Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation and Metro Council in May 2017.

The following information is provided to assist the public and decision-makers in determining if the project priorities are making enough progress toward our desired outcomes, especially over the next 10 years, to set the greater Portland region on the right trajectory and build momentum for a transportation system that works for everyone.

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Focusing on the main outcomes of the vision, there are four key takeaways from the analysis of the draft constrained list of projects.

- Safety is a priority in high injury corridors and communities of color.
- Congestion will not ease, but investments will improve reliability.
- Increased physical activity and reduced emissions will help people live healthier lives, but the region will fall short of its adopted greenhouse gas reduction commitment.
- Affordability will improve with better access to travel options, but not everyone will see the same level of benefit.

Social equity

Social equity in the future is very difficult to forecast and analyze due to the margin of error present in existing data and modeling tools that are used. However, given community feedback and the continued history of disparity, it is important that the region's decision-makers continue to focus on social equity. This means working to meet the needs of communities of color and other historically marginalized communities and to better understand the potential impacts and benefits of investments for these communities.

With the draft constrained list, we are making progress toward improving equity in some areas, but there is still more to do. The region will invest in historically marginalized communities at higher rates than the region as a whole for safety, access to transit and walking and biking investments. For the measures for access to jobs and community places, the results were less optimistic – historically marginalized communities experienced slightly less improvement in access to jobs and community places when compared to the region as a whole.

This is especially challenging, considering these communities start with worse service and access, so any gap in the rate of improvement for any measure has the potential to continue to leave these communities behind.

Safety is a priority in high injury corridors and communities of color

While the region is a leader in transportation safety, we still average 482 deaths and life changing injuries each year for people driving, walking and biking. **Based on the draft constrained list, the region can expect:**

- **One third of projects will directly address safety.** While all projects will be designed with safety in mind, more than 35 percent of projects in the draft constrained list identify addressing a safety issue as a primary or secondary objective. A majority of these projects are planned to be implemented in the next 10 years.
- **A majority of projects directly addressing safety will be located in historically marginalized communities and in high injury corridors.** People of color, people with low incomes and English language learners are disproportionately impacted from traffic crashes. A majority of high injury corridors and a majority of fatal and severe injury pedestrian crashes occur in these communities.
- **Most projects will be in high injury corridors.** Nearly 60 percent of all projects in the draft constrained list are located in high injury corridors. While not all of these projects are identified as safety projects, they present an opportunity to make travel safer for all modes.

Congestion will not ease, but investments will improve reliability

With 500,000 more people and 350,000 more jobs in the region by 2040, we'll see more economic activity and more people and goods traveling on the region's transportation system than today. This means more freight, more traffic and congestion, busier buses, and more people walking and biking.

Based on the draft constrained list, the region can expect:

- **The region will not achieve the adopted regional mobility policy within current funding levels or with the mix of investments included in the analysis.** There will be a 32 percent increase in daily vehicle miles traveled. The forecasted increase in population and jobs will mean more driving in the region, despite significant increases in biking, walking and transit travel.
- **Autos, buses and freight will spend more time in traffic than today.** The projects in the draft constrained list will not eliminate or even reduce vehicle delay from today's levels, but without these major investments for driving, walking, bicycling and using transit, traffic levels will be much worse. Buses and freight trucks will experience the same congestion levels as other vehicles – unless projects that prioritize their movement are built.

Greater Portland voices



"I use a mobility scooter if there's a long distance in between places I'm traveling... I do have to drive on the streets sometimes, because the sidewalks are bad. I mean, there are places where there are no sidewalks and it leaves the necessity to ride in the road with a mobility scooter, or even with a walker." – *Annadiana, Forest Grove resident*



"The [MAX] ride from Milwaukie doesn't vary much at all. That's one of the best things about having the Orange Line. When I took the bus, the time to work was entirely dependent on the traffic" – *Adria, Milwaukie resident*

Greater Portland voices



“I think traffic in general [is a problem], depending on the area. My commute can be anywhere from 40 minutes to an hour and a half.” – *Adam, Cornelius resident*



“My ideal transportation experience would be one where I didn’t necessarily have to transfer from route to route so often, because that’s where I tend to miss more buses and have to wait for longer periods of time.” – *Tana, Portland resident*

- **Throughways will see the most congestion.** While only 4 percent of all roads and throughways will be congested or severely congested in 2027, 28 percent of the region’s throughways will experience congestion or severe congestion during the 4-6 p.m. rush hour. This will increase to 32 percent by 2040. While many people driving during rush hour will not experience significant delay, those driving on the most congested roads and throughways could experience a considerable increase in delay. Congestion pricing – as well as other system and demand management strategies to increase efficiencies and reduce demand – will be needed to further address congestion.
- **Truck delay will increase, raising the cost of daily freight movement.** Delays for freight trucks will increase significantly by 2040, for both the peak and off-peak time periods. This could reduce the attractiveness of the region as a business location.

Increased physical activity and reduced emissions will help people live healthier lives, but the region will fall short of its greenhouse gas reduction commitment

Access to healthy travel options for commuting or recreation are a priority for people, and emissions from motor vehicles are becoming a larger concern – from their role in increasing asthma rates to accelerating climate change. Transportation investments can help people live healthier lives, while reducing emissions. **Based on the draft constrained list, the region can expect:**

- **People will walk, bike and use transit more.** By 2040, healthier modes of travel – walking, bicycling and using transit – will increase at a higher rate than driving. Total trips overall will increase by 35 percent. While the number of auto trips will increase by 31 percent, the number of transit trips will more than double, trips by bicycle will increase by 54 percent, and walking trips will increase by 39 percent. Increased physical activity and reduced emissions will help people live healthier lives.
- **More physical activity and less air pollution will save lives and reduce illness.** By 2040, 24 people are expected to avoid premature deaths, based on analysis conducted by the Oregon Health Authority and Multnomah County Public Health. The majority of lives saved are expected to be attributable to improved air quality. The analysis also found the reduction in chronic illness will be 24 percent greater than it would be without the constrained list of projects. More than 70 percent of the reductions in chronic illness are expected to be due to improved physical activity – and will result in people living healthier lives and provide direct and indirect health care cost savings. Strategies that reduce per capita vehicle miles traveled and increase biking, walking and use of transit on a regular basis will improve our region’s health, reduce premature deaths and lower health care costs.

- **Employer- and community-based programs will encourage and promote physical activity.** These programs are anticipated to include the use of commuter programs, Open Streets events, individualized marketing approaches, Safe Routes to School and other types of activities aimed at providing a safe environment for people to walk and ride their bikes.
- **The region may miss opportunities to further increase walking, biking and transit use.** More than two-thirds of biking and walking projects will not be built until 2028 or later. This means many sidewalk gaps, deficient pedestrian crossings, missing trail connections, incomplete bikeways – including those that complete key connections to transit – will not be addressed for 10 years or more. In 2027, only 57 percent of arterial roadways will have completed sidewalks, and only 43 percent will have completed bikeways. This will increase to 61 and 50 percent, respectively by 2040. Other projects in the draft constrained list might be leveraged to address some additional gaps and deficiencies in the walking and biking networks.
- **The region will fall short of its greenhouse gas reduction commitment.** Transportation will contribute less air pollution and greenhouse gases, though this is mostly due to vehicle technology and fuel economy improvements. While the draft constrained list does not have enough focus on biking, walking, transit, smart technology and demand management programs, it does make progress toward implementing local plans. To meet the region’s greenhouse gas reduction commitment adopted in the 2014 Climate Smart Strategy, more funding is needed.

Affordability can improve with better access to travel options, but not everyone will see the same level of benefit

From gas prices to car insurance and maintenance, parking fees, bus fares and ride service (e.g., Uber, Lyft) costs, how we get around and how far we need to go affects the cost to get there. This can be a critical challenge for people who need to live farther from jobs and community places due to rising housing costs. **Based on the draft constrained list, the region can expect:**

- **Demand for transit will grow.** The demand for bus, MAX, streetcar and commuter rail service will more than double by 2040. Increased MAX frequency, more bus and shuttle-type service, faster service and better station access will help meet the increased transit demand throughout the region.
- **More people will have access to transit.** Sixty percent of the region’s households – and nearly 70 percent of low-income households – will live near 15-minute or better rush hour transit service by 2040.
- **More sidewalk connections, bikeways and trails are planned near transit stops.** This means better access to transit – and jobs, school, shopping and other destinations – overall.

Greater Portland voices



“I wish the government could do more to increase the number of buses, extending lines for the MAX, and putting in more bicycle lanes.”

–*Martín, Hillsboro resident*

Defining terms

Community places

Key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, and other places which provide key services and/or daily needs

Greater Portland voices



“La bicicleta es más económico. Es un poco más rápida, con precaución conducirla. Y pues ahorra tiempo, dinero y – pues no quiere decir esfuerzo, pero si eh – también relaja, ósea también es saludable. Me gusta mucho andar en bicicleta porque puedo disfrutar de los paisajes que hay al mí alrededor. Disfruto ver los cambios de las estaciones del año. La primavera, el otoño, el invierno, y por supuesto, mi favorito es el verano.
| Commuting by bike is inexpensive and a little faster, of course, as long as you bike safely. So it saves time and money and – I don’t want to say effort – but it’s also relaxing. It’s also healthy. I enjoy biking so much because I get to enjoy the scenery around me. I love seeing the seasons change: spring, fall, winter, and, of course my favorite, summer.” – *Francisca, Portland resident*

- **The investments will help us achieve regional targets for the percent of drive-alone auto trips in and to centers throughout the region.** Investments will be focused in employment, business and urban centers. This will result in better access to more affordable travel options – walking, bicycling and using transit – where there are jobs and services.
- **Not everyone will benefit equally with better access to community places.** Overall, more community places will be within a reasonable driving, transit, bicycling, and walking trip. For communities of color, a greater number of community places within a short trip will be available to these communities than the region as a whole. However, over the first 10-years, areas with a greater rate of people with low income, English language learners, older adults and young people will see slightly less benefit in reaching community places than the region as a whole.
- **More jobs will be near transit.** Jobs near 15-minute or better transit service during the rush hour will grow to 76 percent by 2040.
- **Not everyone will benefit equally with better access to jobs.** Overall, more jobs are expected to be within a reasonable driving, transit, bicycling, and walking commute in the future, but the rate of increase in jobs within that reasonable commute is slightly less for communities of color, people in poverty and English language learners. This has the potential to mean there is a disproportionate impact to, or less benefit for, these communities.
- **Partnerships will help employers provide information and incentives to expand the use of travel options.** These programs include paying some or all of transit pass or vanpool costs, providing secure bicycle parking and locker rooms for walking and bicycle commuters, and providing flexible-parking pricing options to encourage workers to use these resources.

Economic prosperity

A strong economy relies on a safe, reliable, healthy and affordable system of throughways, roads, bikeways, sidewalks and transit and freight routes to get people to work and school and get goods to market and delivered to consumers.

Analysis of the draft constrained list, shows people will drive less each day, meaning less time spent in traffic, risk of traffic crashes, greenhouse gas emissions and air pollution than would occur if these projects are not implemented. Households will save money by driving fewer miles and biking, walking and using transit more, allowing people to spend money on other priorities; this is particularly important for households of modest means. Spending less time in traffic and reduced delay on the system saves businesses money, supports job creation, and promotes the efficient movement of goods and a strong economy. Fewer emissions help people live healthier lives and will lower healthcare costs.



Click on box to download discussion guide.

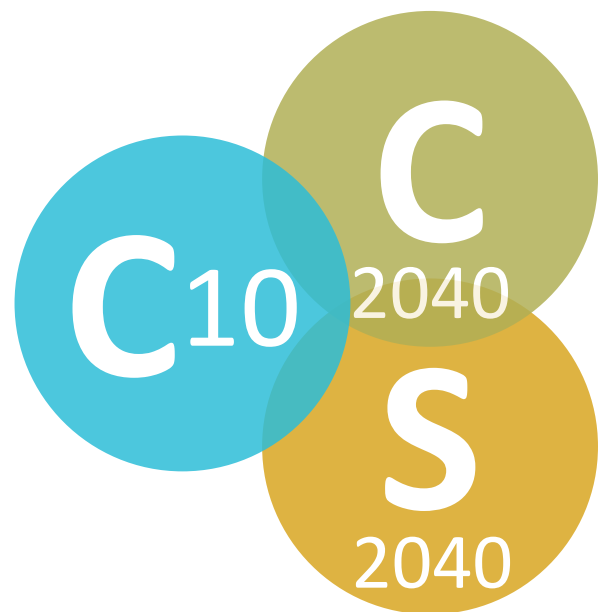


FINALIZING OUR SHARED PLAN FOR THE REGION

.....
A DISCUSSION GUIDE FOR POLICYMAKERS
.....

GREATER PORTLAND REGION

MARCH 2018



On Jan. 19, 2018, Metro hosted a community leaders' forum, bringing together community leaders focused on social equity, environmental justice, labor fairness and community engagement. Invitees included community representatives on MPAC, CORE, PERC, MTAC and TPAC, as well as previous participants in RTP regional leadership forums and those involved in discussions about an affordable housing measure. More than 90 community leaders were invited, and 23 leaders participated to learn about the current status of the RTP update, engage on the analysis of the draft project lists, take a stand on priorities and tradeoffs, and work together to determine the most important messages to the Metro Council.

Attendees

Community Leaders: Betty Dominguez, Hannah Holloway, Noel Mickleberry, Gerik Kransky, Thomas Aquinas Debuur, Jen Massa Smith, Carol Chesarek, Fiona Yau-Luu, Gloria Pinzon, Luis Nava, Hal Bergsma, Martine Coblenz, Chris Rall, Nicole Phillips, Maria Hernandez Segoviano, Jenny Lee, Emily Lai, Glenn Koehrsen, Alex Page, Tyler Bullen, Abe Moland, Angela Kremer, Begona Rodriguez Liern, LaQuisha Minnieweather, Amandeep Sohi, Ed Gronke, Carolyn Anderson

Metro and other jurisdictional staff: Clifford Higgins, Noelle Dobson, Chris Ford, Brian Harper, (*observers:*) Lake McTighe, Margi Bradway, Grace Cho, Eryn Kehe, Matthew Hampton, Sam Garcia, Jennifer Koozer (TriMet), Jon Makler (ODOT)

Elected officials: Councilor Shirley Craddick, Councilor Kathryn Harrington, Councilor Bob Stacey, Commissioner Paul Savas (Clackamas County)

Summarized discussion themes and comments

- Lead with equity
- Equity is number one concern – economic prosperity lowest concern (people over money)
- If you address equity, you get other desired outcomes (e.g. safety, congestion management)
- Explicitly link safety and equity
- Explicitly state – who is benefitting? Safety for whom? Congestion management for whom?
- Personal safety needs to be part of transportation safety
- Older adults and children need to be highlighted – impacts to them
- Project list/outcomes do not adequately meet goals and desired outcomes

Discussion 1: RTP evaluation and takeaways – large group conversation

- Disappointment that the plan falls short of the region's Climate Smart Strategy goals, including falling short of our goals for safety and social equity outcomes.
- Describing the last two bullet points in the equity section, Councilor Harrington noted “[we] agreed as a region we want these goals...we haven't changed our project list to hit those goals that really affect people's lives.”

- Disappointment that the takeaways don't mention our aging population and what this means for that particular population.
- Would like more information on how economic prosperity and equity outcomes relate and articulating the tensions of pursuing both. *Emily Lai stated, "Economic prosperity is built on the expense of marginalized communities."*
- Would like to address the funding constraints in the RTP...this seems to be the root cause of a lot of our issues.
- *"The region has come a long way from including equity to moving towards embedding equity [in programs and projects]. I would like to see us move from embedding equity into prioritizing equity."* – Emily Lai
- The discussion guide doesn't talk about how youth are being affected by these decisions. Need you to articulate more on who is benefitting from increased safety. Is it for those already being impacted or for other people already benefitting?
- Need to articulate how safety and equity connect. Really articulate who we're actually talking about and who we want to prioritize. Highlight the intersection of these goals.
- One participant cautioned assuming the Southwest Corridor light rail project was going to be built. Reflected on community opposition on the Orange Line project and that Southwest Corridor might face same hurdles.
- One participant described their concern around the process. Call for projects came out when transportation equity assessment group was developing goals; a lot of time and energy went in to creating those goals. Don't see these goals represented in the plan so flagging the disconnect between the two processes. However, not surprised that the goals and results of plan don't align. Finally, it feels "off" that after putting the work in for two years, the effort doesn't result in what the projects look like.
- One participant asked for more information on the intersection of congestion pricing/tolling and affordability. From an equity point of view, the state has limits on what it can do with the funds. How can Metro make sure those funds are going to equitable issues?
- One participant stressed to really look at the current reality and ask who needs [these investments] most and target those communities. Really disappointing that communities of color and historically marginalized communities are seeing less benefit in the first 10 years. A lot of people are bringing this point up, which is telling.

Discussion 2: RTP takeaways and top priorities – small group discussions with large group debrief

- We heard from our community leaders at the forum two weeks ago that we need to be specific about who is benefitting from these investments.
- Some participants expressed their disappointment that we're not making enough progress on social equity.
- Concern about safety on the bus and first and last mile travel to transit (especially for older adults). *"If they don't feel safe, people won't want to take public transit"* – Carolyn Anderson
- One table noted that equity should be the top priority and infused in all other priorities.
- Demand management at the bottom of the list of priorities.
- One table raised the issue of serving an aging population and people with disabilities, commenting that it didn't seem reflected in the discussion materials. Others at the same table wanted to emphasize their perspective of needed to prioritize racial equity

- Equity and safety were the top two priorities articulated by community leaders. *“Love hearing that equity is interwoven in other priorities but want to see how.” – Martine Coblentz*
- Profiling of black residents and low-income folks on transit was another concern flagged during the conversation.
- Some people noted that they want economic prosperity and demand management at the bottom of our priorities. *“[Economic prosperity] seems to be the most important thing because that’s where we put it. We need to put people first...if we focus on what people need first, all of the other things will fall into place naturally.” – Gloria Pinzon*
- *“Driving force is economic development...this is the system that has been created and has caused so much injustice at the expense of so many people. Safety will be a byproduct of prioritizing equity first. Accountability also needs to be built in.” – Gloria Pinzon*

Discussion 3: Southwest Corridor – large group discussion

- *“As a starting premise, there is a problem when most of the oversight committee is white” – Emily Lai*
- Huge kudos from the group about the project using self-sufficiency standards/metrics. Suggestion to use these standards for Metro employees.
- Appreciate the people-based approach vs. place-based approach. However, the group stressed to engage the populations that will most be affected by this project’s impacts. Also suggested expanding outreach to populations that don’t usually participate (most responses on SWC map tool were from white males).
- One participant suggested educating groups like this about tools that don’t exist and how those same groups could advocate for said tools.
- Martine Coblentz requested/asking to understand how much more the CORE committee can engage with the plan. What are other opportunities exist for this group to plug in?



Public comment opportunity on the 2018 RTP January 15 to February 17, 2018

Your input today will help guide decision-makers as they continue to refine and focus investments before adopting the Regional Transportation Plan in late 2018.

There's a reason our region is such an extraordinary place to call home - decades of careful planning have created inviting neighborhoods, supported a diverse and growing economy, protected our farms, forestland and natural areas, and built a world-class transportation system. Because of our dedication to planning and working together, Metro is seeking your input on the priorities you want to see in the 2018 Regional Transportation Plan.

Your voice is important

The choices we make today about how we live, work and get around will determine the future of the region for generations to come.

You are invited to provide feedback on the plan during the **public comment period from Jan. 15 through Feb. 17, 2018.**

The 2018 Regional Transportation Plan provides the opportunity to update the investments we will make in roads, sidewalks, bikeways, transit and freight routes to support communities today and in the future. This update is an opportunity to define how we will create a safe, reliable, healthy and affordable transportation system for the next 25 years.

Visit 2018rtp.metroquest.com to provide your input and have your voice heard.

SHARE YOUR THOUGHTS January 15 to February 17

Let us know what you want the greater Portland region's transportation system to look like in 2040.

Take the survey at:

2018rtp.metroquest.com

Your input will be shared with regional decision-makers as they work together to provide direction on finalizing the project priorities to be included in the 2018 RTP.

Learn more about the 2018 RTP at oregonmetro.gov/rtp

oregonmetro.gov/rtp

Update on Remaining Policy and Technical Work in Support of the 2018 Regional Transportation Plan

February 1, 2018

Policy and technical updates

- **Assessment of the pilot project evaluation completed.** Metro staff summarized comments received from partner agency on the pilot evaluation and is in the process of compiling a summary of lessons learned and recommendations for refinements to the process and criteria. Staff recommend deferring use of project-level evaluation to future planning efforts (post-RTP update). Documentation of the pilot project evaluation and recommendations for future efforts will be included in the 2018 RTP Technical Appendix.
- **Goals, objectives, performance targets and policies review continues and taking longer than planned.** Recognizing this RTP update has an increased focus on addressing safety, equity and climate change, the adopted work plan calls for the policy framework to be reviewed and updated to more fully address these and other issues of concern identified through the process (e.g., congestion, maintenance, emerging technologies and funding). In May, JPACT and the Metro Council directed staff to review and refine the RTP policy chapter, including:
 - **Review of RTP goals and objectives**, particularly goals related to safety, equity, climate change, accountability, transparency, congestion, maintenance, emerging technologies and funding. The review will seek to:
 - clarify the distinction between the vision, goals, objectives, performance targets and policies and their role in performance-based planning and decision-making;
 - reduce redundancy between the goals and objectives;
 - reflect priority outcomes identified through the process; and
 - better align the objectives with existing or desired data, including updated system evaluation and transportation equity measures and updates to the RTP performance targets to meet regional goals and federal and state requirements.
 - **Review of performance targets** to meet regional policy goals and federal and state requirements. The review will seek to:
 - clarify and update definitions and terms related to performance-based planning and measurement;
 - identify gaps in existing performance targets and opportunities to reduce redundancy;
 - update performance targets, including incorporating federally-required performance targets;
 - streamline how the 2018 RTP addresses state and federally-required target-setting and on-going performance monitoring, and reporting; and
 - define an action plan for system monitoring, including an approach to data collection, maintenance, sharing, and methods development.
 - **Review of modal policies and maps**, particularly the throughways/arterials, transit, and freight policies and system maps for each network. This review will seek to:
 - compile recommended changes to RTP system maps;
 - add a new freight safety policy;
 - expand policies for transit to reflect desired ridership, accessibility, convenience, frequency, reliability, and affordability performance outcomes;
 - expand policies for throughways and arterials to reflect desired access/connectivity, reliability and safety performance outcomes;
 - update relevant design policies;
 - draft new policy sections related to address safety, equity, climate change, and emerging technologies; and

Update on other Policy and Technical Work Underway in support of the 2018 Regional Transportation Plan

February 1, 2018

- clarify the distinction between the modal policies in the RTP and modal strategies in the Regional Transit Strategy, Regional Freight Strategy and Regional Safety Strategy that are being developed concurrent with updating the RTP.

The regional bike and pedestrian network policies will not be subject to this review because they were extensively reviewed and updated as part of the 2014 Regional Active Transportation Plan. The system maps may be updated to reflect additions or updated functional classification designations stemming from local transportation plan updates and the RTP Call for Projects.

From Sept. to Dec. 2017, staff reviewed the existing policy framework to identify and recommend potential refinements to the 2014 RTP policy chapter for consideration by JPACT, MPAC and the Metro Council. TPAC and MTAC will discuss initial findings and recommendations from this review at their March meetings. Discussions are expected to continue in early 2018. The Metro Council will discuss findings and recommendations from this review in March or April 2018.

- **Financially constrained funding assumptions updates to reflect House Bill 2017 underway.** Metro staff is working with ODOT staff to update the state transportation revenue forecast in response to HB 2017. An updated forecast is anticipated in early 2018. TPAC, JPACT and the Metro Council will discuss the updated forecast when available, tentatively in March.
- **Update to RTP implementation chapter to begin in 2018.** Metro staff will begin work to update the implementation chapter in early 2018. This chapter outlines future studies and other work needed to advance implementation of the RTP or resolve issues that could not be fully addressed during the update. This will include updating sections on needed regional mobility corridor refinement plans, planned project development activities (e.g., Southwest Corridor and Division Transit Project), performance monitoring, and other implementation activities to be undertaken post-RTP adoption. TPAC and MTAC will discuss staff recommendations for updates to this chapter in March 2018. The Metro Council and policy advisory committees will discuss this chapter in late-Spring 2018, in advance of the final public review and adoption process.
- **Development of a transportation recovery and disaster preparedness element underway.** Metro staff will partner with Portland State University and the Regional Disaster Preparedness Organization (RPDO) to map previously identified regional emergency transportation routes and prepare recommendations for future work and partnerships needed to more fully address this issue prior to the next RTP update (due in 2023).

In early December, staff participated in a 2-day training on the development of an All-Hazards Transportation Recovery Plan for the Portland metropolitan region. The Federal Transit Administration (FTA) funded a research grant to develop a recovery plan for the City of Portland that includes transit and travel demand management (TDM) strategies, intelligent transportation system (ITS) technologies, and use of social media as an integral part of a recovery plan. The project included the development of this two-day training program to be pilot tested in Portland and offered to six other metropolitan regions nationwide. The training will be useful for developing recommendations for future work to be undertaken post-RTP adoption.

Regional advisory committees and the Metro Council will discuss the existing regional emergency transportation routes and recommendations for future work in Spring 2018.

Update on other Policy and Technical Work Underway in support of the 2018 Regional Transportation Plan

February 1, 2018

Modal and topical strategies development

- **Development of the Regional Transit Strategy continues.** Staff continue to work with the Transit Work Group to develop a draft strategy, update the System Expansion Policy and define Enhanced Transit Concept (ETC) pilot corridors to advance to project development funded by the 2019-21 Regional Flexible Funds Allocation (RFFA). TPAC discussed a proposed approach to the ETC pilot work at the October meeting, including working with County Coordinating Committees to identify the potential universe of Enhanced Transit locations to inform upcoming jurisdictional workshops. TPAC and MTAC will discuss a technical review draft transit strategy at their April 2018 meetings and receive periodic updates on the ETC work. The Metro Council and regional policy committees will discuss the draft strategy in May 2018. Staff are available to provide briefings, if desired.
- **Update to the Regional Transportation Safety Strategy continues.** Staff finalized work with the Safety Work Group to develop a draft strategy for technical review. TPAC and MTAC discussed a technical review draft safety strategy at their November 2017 meetings. The Metro Council and regional policy committees will discuss the draft strategy in February 2018. Staff are available to provide briefings, if desired.
- **Update to the Regional Freight Strategy continues.** Staff continue to work with the Freight Work Group to develop a draft strategy. TPAC and MTAC will discuss a technical review draft freight strategy at their March 2018 meetings. The Metro Council and regional policy committees will discuss the draft strategy in April 2018. Staff are available to provide briefings, if desired.
- **Development of a policy framework and strategy for emerging transportation technologies (RTX) continues.** Council discussed a proposed approach to this work at the October 10 work session. Staff is working with TPAC and MTAC to draft policies and strategies for the RTP. The Metro Council and regional policy committees will discuss the draft policies in February 2018 and a draft strategy in May 2018. Staff are available to provide briefings, if desired.
- **Update to Designing Livable Streets and Trails Guide continues.** Staff continue to work with the Design Work Group to update existing design practices. Staff are available to provide briefings, if desired.

Final public review and adoption process

- **Planning of the final 45-day public review period and adoption process is underway.** In June, staff will seek Council direction to release the Draft 2018 RTP and draft strategies for freight, transit, and safety for public review and comment. The comment period is planned for June 29 to Aug. 13 (pending legal staff review). The comment period will include a public hearing and consultation with tribes and federal and state agencies.

In early fall TPAC and MTAC will be asked to identify remaining policy issues to be discussed by MPAC, JPACT and the Metro Council prior to adoption of the 2018 RTP and strategies for freight, transit, and safety. The 2018 RTP will be adopted by Ordinance as a land use action to meet federal and state requirements. The strategies for freight, transit, safety and emerging technology will be adopted by Resolution.

MTAC and TPAC will be requested to make final recommendations to MPAC and JPACT, respectively, in September. MPAC and JPACT will be requested to make final recommendations to the Metro Council in October. The Council is anticipated to consider final action on 2018 RTP (by Ordinance) and strategies for freight, transit, safety and emerging technology (by separate Resolutions) on December 6, 2018.

Materials following this page were distributed at the meeting.



Metro

2040 PLANNING AND DEVELOPMENT GRANTS PROGRAM

Everyone in the metro region benefits when all of greater Portland's communities can reach their full potential. 2040 Planning and Development grants help communities implement our region's long-range vision, create new housing and commercial opportunities, revitalize town centers, develop employment areas, reduce barriers to equitable housing and plan for future infrastructure and development in new urban areas. The program, formerly known as the Community Planning and Development Grants (CPDG) Program, has been in place since 2006. Prior grant cycles have awarded over \$22 million to fund more than 90 projects across the region. The grants are funded by a regional excise tax on certain construction projects in greater Portland.

ELIGIBLE APPLICANTS

Local governments (cities and counties) within Metro's service district may submit applications. They may apply as sole applicants, or in partnership with other government entities or private, non-profit or community-based organizations. Other local governments, as defined in ORS 174.116, may apply for a grant in partnership with a city or county within the Metro service district.

Neighboring jurisdictions embarking on similar community planning and development planning projects are encouraged to coordinate or combine their projects. If two or more government entities apply for one grant, one must be lead for the application and only one application for the project should be submitted. Up to 4 project Letters of Intent and 3 full grant applications may be submitted per jurisdiction during the 2018 grant cycle. Metro is not eligible to apply for or receive grant funds.

INVESTMENT TARGETS FOR THE 2018 APPLICATION CYCLE

The Metro Council establishes a policy emphasis for each grant cycle to help align the grant program with current trends and issues affecting development in the region. Presently, the region continues to have a crisis in adequate housing supply, especially for residents with lower incomes. Multiple tools, strategies, and approaches are needed to provide more equitable housing throughout the region. Complementary strategies for employment growth, redevelopment, and land readiness are also important to address other current regional growth and development issues. The policy and investment emphasis for the 2018 grant cycle is as follows:

- 25% of grant funds will be targeted for concept planning or comprehensive planning projects in Urban Reserves or new urban areas
- 50% of allocated funds will be targeted for qualified projects that will facilitate implementation of equitable development projects inside the UGB, which may include but are not limited to:
 - Planning or pre-development work for equitable housing (diverse, physically accessible, affordable housing choices with access to opportunities, services, and amenities);
 - Planning or pre-development work for projects that will advance quality of life outcomes for communities of color, such as quality education, living wage employment, healthy environments, and transportation;



February hotsheet

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.

The application window for Metro's **Community Placemaking grants** program closes on Feb. 2. The grants support projects that address a community challenge or opportunity, while encouraging social interaction and connection to place throughout the region. Up to \$160,000 is available. This year \$60,000 will be set aside for projects proposed within the Southwest Corridor. Contact: Dana Lucero, 503-797-1755.

The comment period for **Metro's Regional Transportation Plan** closes Feb. 9. Metro is inviting regional leaders to a forum on March 2 to discuss the plan's 2018 update; the forum is part of the public comment process. Contact: Cliff Higgins, 503-797-1932.

Five cities have submitted letters of interest for **Urban Growth Boundary expansions** in the 2018 decision. The cities include Beaverton, Hillsboro, King City, Sherwood and Wilsonville. The five areas would total approximately 2,800 acres and could accommodate about 14,000 homes. The next step is for the cities to submit full proposals by May 31. Cities will need to provide a plan for the proposed expansions and demonstrate – among other things – that they are taking steps to encourage the development of affordable housing in their existing urban areas. The Metro Council will make a growth management decision by the end of 2018. Contact: Ted Reid, 503-797-1768.

The comment period for Metro's **Regional Travel Options** draft strategy opens Feb. 5 and closes at 5 p.m. on Feb. 23. The draft 2018 RTO strategy provides new direction for the program into the next ten years. It guides the region in creating safe, vibrant and livable communities by supporting programs – through grants and technical assistance – that increase walking, biking, ride-sharing, telecommuting, and public transit use. Contact Dan Kaempff, 503-813-7559.

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.

Nature in Neighborhoods grants: Applications for Nature in Neighborhoods grants are now available. Nature education and outdoor experiences grants support and create partnerships in local communities that improve water quality, restore fish and wildlife habitat and connect people with nature. Money is available for projects that promote cultural, environmental and economic equity. A wide variety of projects can fit the bill, such as nature programs for school-aged children, job training or internships for nature-based careers, or building capacity for groups to connect their communities to nearby parks and natural areas. Grants will range from \$30,000 to \$100,000 for multi-year projects, with a total of \$700,000 available this year. Community groups, nonprofits, neighborhoods, individuals, faith groups, and service groups with nonprofit or other tax-exempt status may apply. Pre-applications are due 4 p.m. March 6 and are available at oregonmetro.gov/grants. Funding for Nature in Neighborhood habitat restoration and community stewardship projects will be available in 2019. Contact: Crista Gardner, 503-797-1627

East Council Creek Natural Area: Community members are invited to attend an open house Feb. 7 to weigh in on options for visitor amenities at the future park at East Council Creek Natural Area in Cornelius. The open house is scheduled for 5:30 to 7 p.m. at Centro Cultural de Washington County in Cornelius. East Council Creek is a 33-acre natural area along the banks of Council Creek, and public access is envisioned for the south side of the creek. The site is next to residential neighborhoods and offers an opportunity for people to experience nature close to home. Community outreach for the project is integrated with Connect with Nature, an initiative focused on including diverse communities in parks planning. Contact: Olena Turula, 503-813-7542

Willamette Falls Legacy Project: The Metro Council unanimously approved the Willamette Falls Riverwalk master plan at its Jan. 4 meeting. The master plan provides the long-term vision that will guide development and public use of the riverwalk at the former Blue Heron paper mill site in Oregon City. The riverwalk will bring visitors up close to North America's second most powerful waterfall. Parts of the riverwalk could open as early as 2022. The riverwalk is part of the larger Willamette Falls Legacy Project, a collaboration between Metro, Oregon City, Clackamas County and the State of Oregon. Oregon City commissioners are expected to consider approving the plan in February. The plan is available at willamettefallslegacy.org. Contact: Alex Gilbertson, 503-797-1583.

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.

This summer the Metro Council will consider a **commercial food scraps collection policy** which has been under discussion for more than two years. A summer decision allows the completion of contract negotiations with a food scraps processor, as well as the development of an approach for addressing potential long distances to food scraps transfer facilities, before the requirement goes to Council. Draft rules that will guide the collection policy will be available for public comment in April. A discussion of the policy is scheduled for the MPAC meeting on May 9. Contact: Jennifer Erickson, 503-797-1647.

Community enhancement grants: In January, Metro awarded approximately \$246,000 across 11 projects near the Metro Central Transfer Station in Northwest Portland, which funds the annual grants through a surcharge on waste delivered there. Funded projects will improve neighborhoods, preserve recreational areas, and support underserved communities such as youth, elders and people of color. A committee, chaired by Metro Councilor Sam Chase and comprised of residents, businesses and conservation groups from the target area, promotes, evaluates and selects projects. Contact: Rob Nathan, 503-797-1691.

- Facilitation of development-related efforts in partnership with a community organization whose primary mission is to serve communities of color;
 - Planning or pre-development for projects that will serve a specific neighborhood or geography with a high percentage of residents that are people of color;
 - Planning for public and private developments, investments, programs and policies that will be enacted to meet the needs of communities of color and reduce racial disparities, taking into account past history and current conditions.
- 25% of funds will be targeted for projects to facilitate development in centers, corridors, station areas, and employment areas
 - In the event that there are not sufficient strong applications in any target area, grant funds may be allocated to other types of applications.

Metro staff will review applications that seek consideration under the equitable development category; those that do not have a sufficiently strong equitable development emphasis to merit funding in that category will be then be added to the general pool of applications for projects within the UGB, and evaluated alongside those applications based on their relative overall merits.

TIMELINE FOR THE 2018 GRANT APPLICATION CYCLE

Feb. 1, 2018	Metro begins to accept draft Letters of Intent.
Feb. 12 - March 8	Scheduling of required pre-application conferences with Metro staff. Required draft Letter of Intent due to Metro no later than March 8. Early submission of draft Letter of Intent is strongly encouraged.
March 23	Deadline to submit final Letters of Intent.
April 20	Deadline to submit Full Application.
May – June	Staff/screening committee evaluations and recommendations,
July – Aug.	Metro Council action to award grants.
Aug. – Jan. 2019	Negotiation of inter-governmental agreements (IGAs) between Metro and grantees; procurement/selection of project consultant teams; finalization of project scopes, milestones, and timelines.
Feb. 2019	Grant application Cycle 7 to begin.

QUESTIONS? Application information available at oregonmetro.gov/2040grants

Applications and general information	Laura Dawson-Bodner	503-797-1756
Projects inside the urban growth boundary	Lisa Miles	503-797-1877
Projects in urban reserves and new urban areas	Tim O'Brien	503-797-1840



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

To: Metro Council

From: Susan Anderson, Director, Portland Bureau of Planning and Sustainability

Leah Treat, Director, Portland Bureau of Transportation

RE: Regional Transportation Plan 2018 Update

Date: January 18, 2017

We appreciate the efforts that Metro has made to engage the City of Portland and our regional partners in the development of the 2018 Regional Transportation Plan. The RTP provides the region with a tremendous opportunity to make strategic investments and policy decisions to advance our common goals to create a great place with a safe, efficient, and equitable multimodal transportation system. It is our belief that the best way to achieve these outcomes is through sustained collaboration.

As you know, the development of the RTP is on a tight timeline. We are at a critical juncture in its development. The initial performance analysis, based on the first round of the Call for Projects, shows our region coming up short of our goals for safety, equity, climate, and congestion. Under even the best scenario, the region will fall short of the targets and visions agreed upon in the Climate Smart Strategy and the 2040 Growth Plan. These outcomes have consequences for the region's economic development, air quality, environmental justice, and quality of life.

Instead of seeing these initial results as a shortcoming, we see this moment as an opportunity. This provides us all – cities, counties, special districts, and the MPO - with an opportunity to ask if there is more that we can do to achieve the region's desired outcomes. This could include taking a deeper dive into the projects list to see what adjustments could be made to bring us closer to our targets. It could also include looking at other strategies such as congestion pricing, transportation demand management, and parking to see how we can achieve better outcomes in the near, immediate, and long term. We think it would be productive to evaluate these and other strategies.

We ask that you direct Metro staff to work with our staff and others from around the region to fully explore the options and to develop a clear path forward. It is our hope that we can continue to work closely with Metro and our regional partners to develop a plan that includes future strategic transportation investments that set us in the right direction to reach our common equity, safety, and climate targets.

Thank you again for the continued engagement on the 2018 Regional Transportation Plan.



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

Feb. 13, 2018

Susan Anderson, Director
Portland Bureau of Planning and Sustainability
1900 SW 4th Ave., Suite 7100
Portland, OR 97201

Leah Treat, Director
Portland Bureau of Transportation
1120 SW Fifth Ave., Suite 800
Portland, OR 97204

Dear Susan and Leah:

Thank you for your comments regarding the 2018 Regional Transportation Plan. The Metro Council could not agree more that the Regional Transportation Plan provides the greater Portland region with a tremendous opportunity to identify strategic investments to advance our common goals to improve safety, advance equitable outcomes, reduce our greenhouse gas emissions, and ease congestion. We also agree that this is a moment in time for our region to prioritize investments that further advance achievement of all four of these outcomes.

To that end, in December 2017, the Metro Council outlined four policy priorities we are committed to as the 2018 Regional Transportation Plan is finalized this year:

- implementing the Climate Smart Strategy, which was supported by the Metro Policy Advisory Committee (MPAC) and adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in 2014 with broad support;
- implementing Vision Zero to achieve zero transportation-related deaths and life changing injuries by 2035, as endorsed by MPAC, JPACT and the Metro Council last spring;
- improving equity for historically marginalized communities, especially people of color; and
- putting the region on a productive path to address our growing congestion through demand management and a continued shift to the most efficient modes of transportation.

We also agree that the initial evaluation results should not be viewed as a shortcoming but instead should serve as a call to action for all of the greater Portland region. As you point out, we are at a key point in the Regional Transportation Plan process in which policymakers can collectively use the initial results and public input we receive to give feedback to our jurisdictional partners on how they can refine or improve the transportation projects submitted to the Regional Transportation Plan to better meet our shared goals.

We recognize that at current funding levels, the region cannot afford all of what we need. While the Oregon Legislature – with HB 2017 – made significant investments in the region’s transit operations and highway bottlenecks, there is still a significant gap in funding for investments in the region’s transportation system.

The project lists are priority projects compiled from local, regional and state planning efforts under this constrained budget. The evaluation results provide a mirror of how the jurisdictional project submissions will perform as a regional system. Now is the time to identify the outcomes

we're going to prioritize – especially in the next 10 years to set the right trajectory for our transportation system – through this Regional Transportation Plan.

Based on staff's analysis, there are several additional ways the region could do better to meet its safety, climate change, equity, and congestion goals:

1. **Expand transit operations to meet service levels adopted in the Climate Smart Strategy** to increase transit coverage, frequency and ridership. Service expansion could target congested corridors and major travel corridors in historically marginalized communities, areas with higher concentrations of jobs and housing today or planned in the future, and implementing community/jobs connector shuttles as recommended in adopted TriMet Service Enhancement Plans across the region (e.g., GroveLink, Clackamas industrial area).
2. **Target investments to address safety as well as congestion on the region's arterial and throughways that extends beyond the peak travel periods** with a focus on improving safety in historically marginalized communities and high injury corridors for all modes of travel, investing more in system management and intelligent transportation systems strategies to meet the investment level adopted in the Climate Smart Strategy, improving operations of frequent transit service routes and congested freight routes, and improving network connectivity and access to freight intermodal facilities and industrial lands.
3. **Complete 100 percent of the gaps in the regional active transportation network**, with a focus on historically marginalized communities, high injury corridors, major travel corridors served by frequent transit service, and streets that provide first- and last-mile connections to schools and frequent transit service. This should also include looking for opportunities to complete more of the gaps in the first 10 years of the plan period.

Additionally, we appreciate and support your request to take a closer look at congestion pricing. Congestion pricing will be an important tool to manage demand in the greater Portland region. We are participating in the ODOT process to introduce value pricing in part of the region's highway system (I-5 and I-205 corridors), and Metro will conduct further research in this area.

We look forward to working with your policymakers and other partners to prioritize investments that allow this region to strategically meet our shared goals. We have directed Metro staff to work with you and others around the region to explore the options on how to better meet our safety, climate, equity and safety goals through this Regional Transportation Plan and future efforts.

Thank you again for your leadership and continued collaboration on the 2018 Regional Transportation Plan, and we look forward to seeing you at the Regional Leadership Forum on March 2 and working together with the City of Portland and other partners to finalize the Regional Transportation Plan this year.

Sincerely,



Metro Council President Tom Hughes
On behalf of the Metro Council

cc: Mayor Ted Wheeler, City of Portland
Commissioner Dan Saltzman, City of Portland



Metro

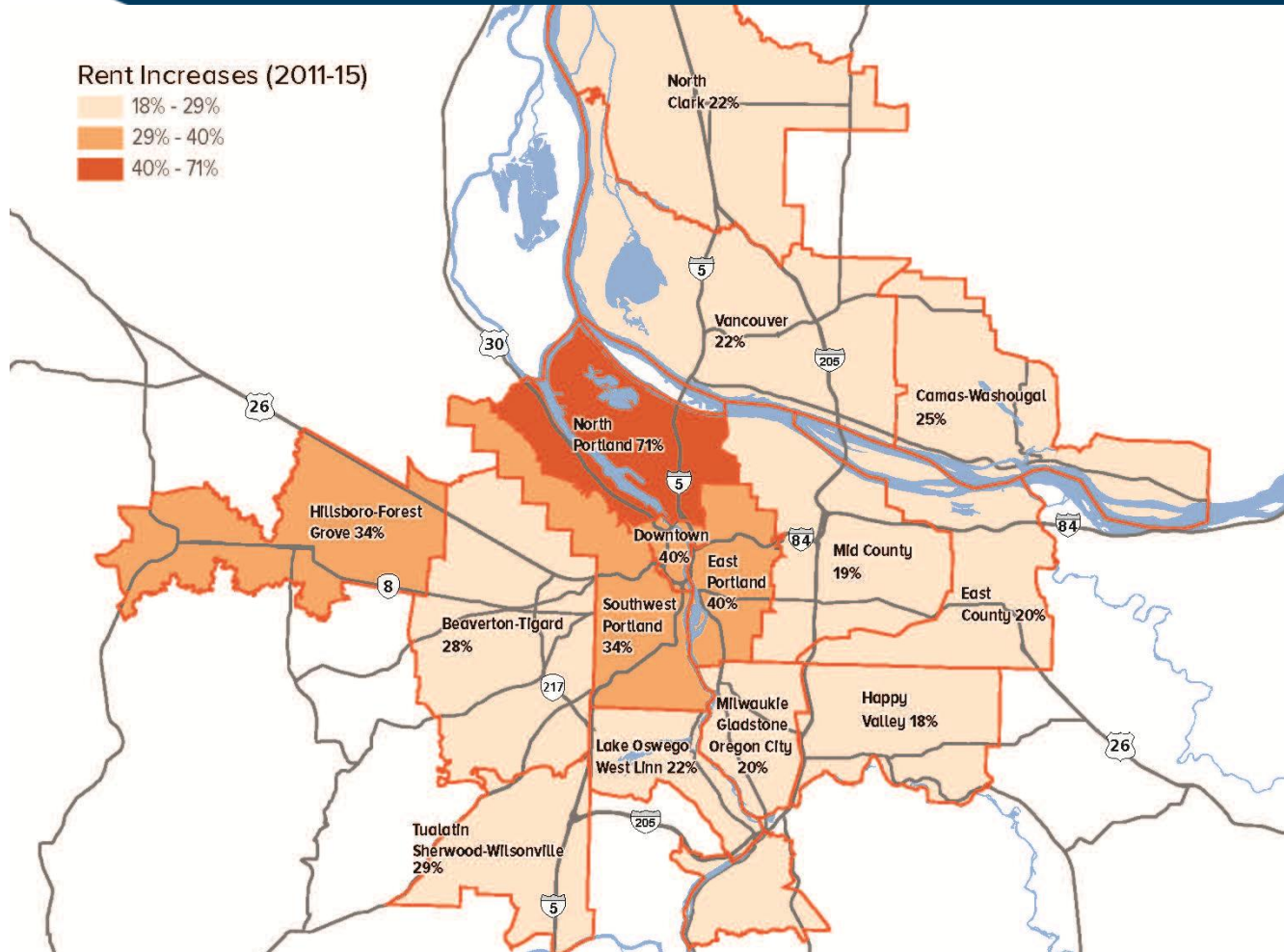
Regional housing measure: Update

MPAC

February 14, 2018



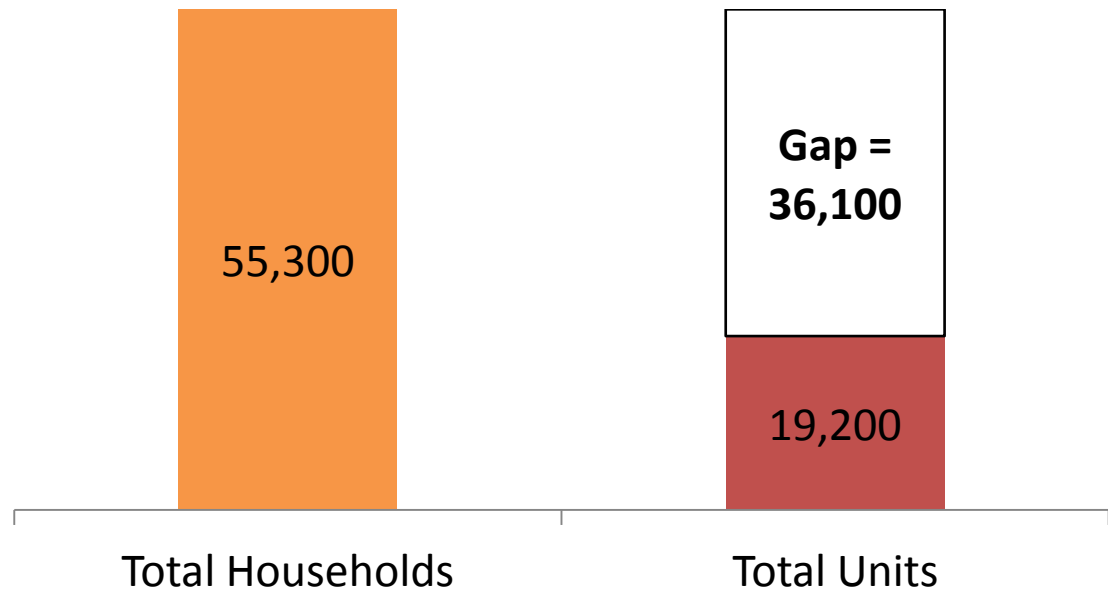
Regional context



Source: Axiometrics, Multifamily NW, Johnson Economics

Affordable Housing Need and Supply in the Metro Region

0-30% Median Family Income (MFI)

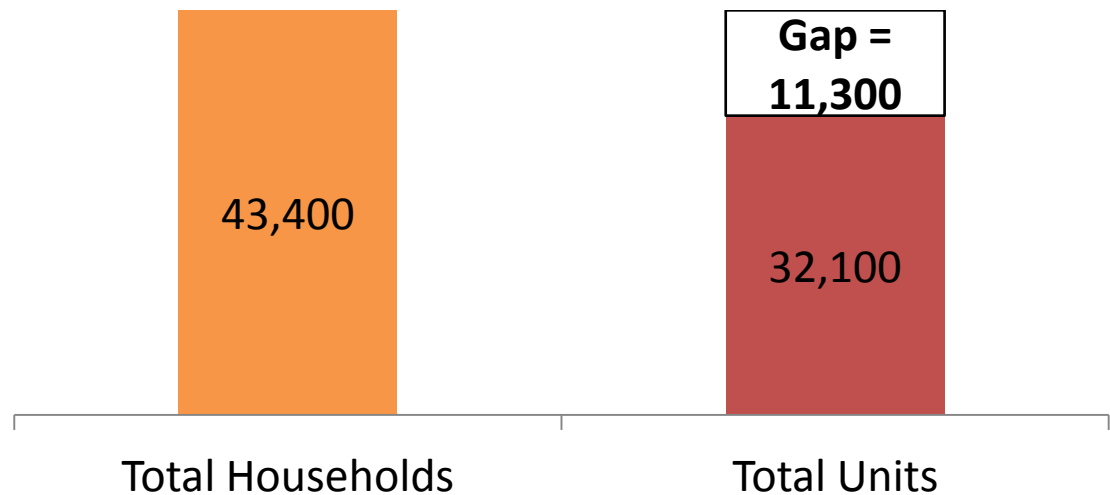


30% MFI ranges from \$16,000 for a household of one to \$22,000 for a household of four.

Affordable Housing Need and Supply in the Metro Region



30-50% Median Family Income (MFI)



60% MFI ranges from \$26,000 for a household of one to \$37,000 for a household of four.

Collaborative Framework

Mitigate **displacement**
and stabilize communities

Maximize and optimize
resources
for affordable housing

Leverage **growth**
for affordability

Increase and diversify
housing supply

Equitable Housing Initiative: Work so far

Analysis, engagement and collaborative framework

Local planning grants for equitable housing

Transit oriented development grants

Build Small Coalition

Regional funding and investment



Regional housing measure: What it could look like

General obligation bond

New construction and acquisition
of land and affordable homes
region-wide

Pass-through funding, grants and
gap financing



Regional housing measure: What happens next

Advisory tables

Public and partner engagement

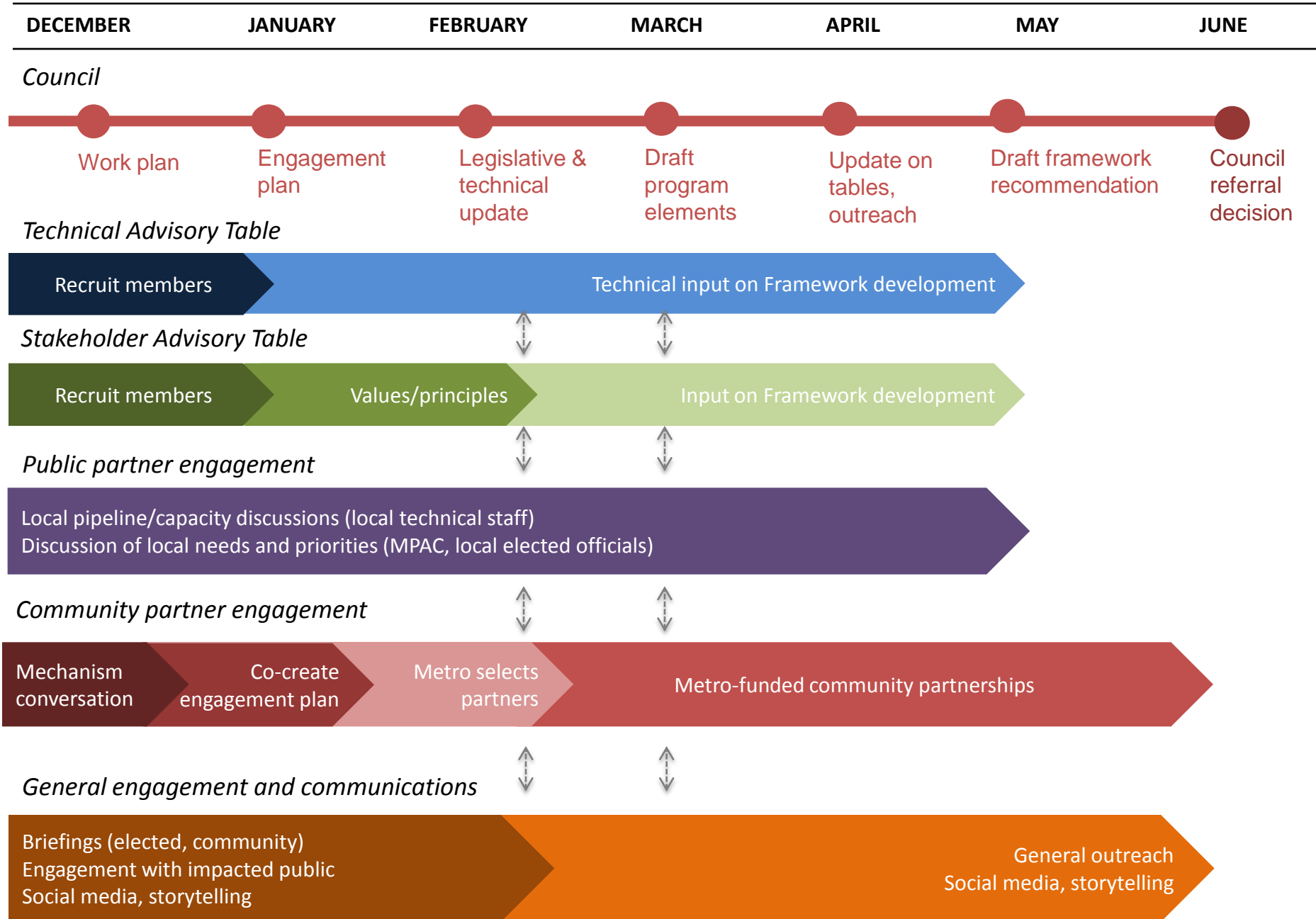
Technical work & research

Council considers referral: Late
spring



DRAFT Regional Housing Measure Engagement Timeline

Draft 1/23/18



oregonmetro.gov





Metro

2018 Regional Transportation Plan
What we learned: key takeaways
February 2018

Regional Transportation Plan



Metro

Sets the course for moving the region safely, reliably and affordably for decades to come

Establishes priorities for federal, state and regional funding

Required every 5 years (after this RTP)



Plan context



Metro



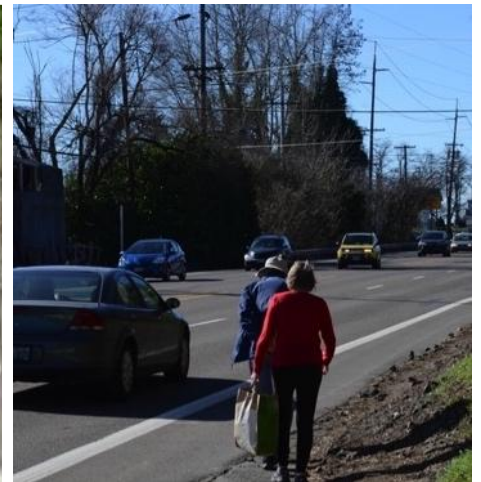
Our region is growing and changing

Insufficient transportation funding to meet our needs today and in the future

Project priorities came from adopted local, regional and state plans in support of regional vision and policy goals

Our shared vision

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.



Vision statement approved by the Metro Council, JPACT and MPAC in May 2017.

Adopted RTP policy goals and desired outcomes

WHAT WE WANT TO ACHIEVE

Vibrant communities

Economic prosperity

Transportation choices

Travel efficiency

Safety and security

Environmental stewardship

Public health

Climate leadership

HOW WE GET THERE

Equity

Fiscal stewardship

Accountability

RTP Goals (first adopted in 2010, amended in 2014, and put forward for 2018)

Draft 2018 RTP project priorities

submitted by cities, counties, ODOT, TriMet, SMART and other jurisdictions from adopted plans and studies



Metro

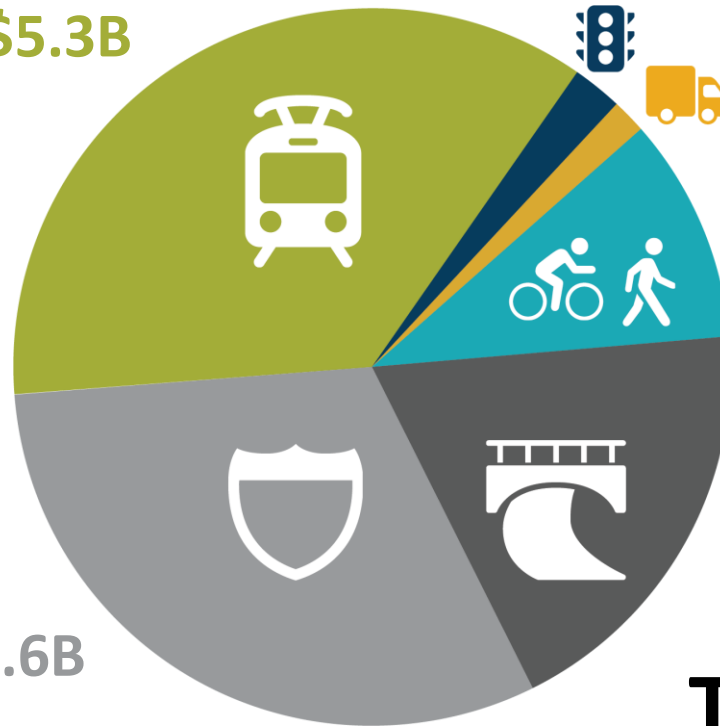
Information and technology \$0.26B

Transit capital \$5.3B

Freight access \$0.23B

Walking and biking \$1.6B

Roads and bridges \$2.8B



Throughways \$4.6B

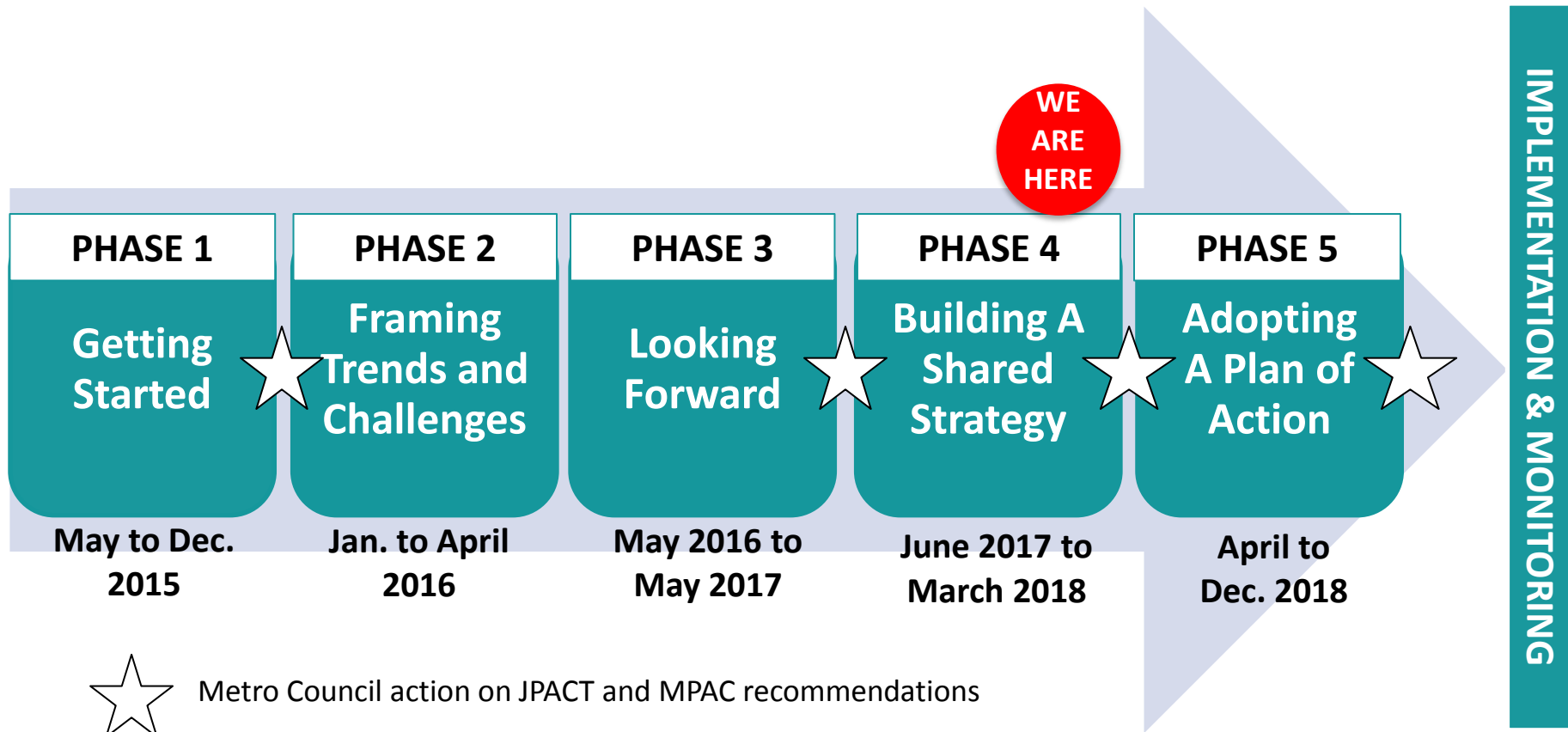
Total: \$14.8 billion

draft RTP constrained project list
(capital projects only)

Project timeline



Metro

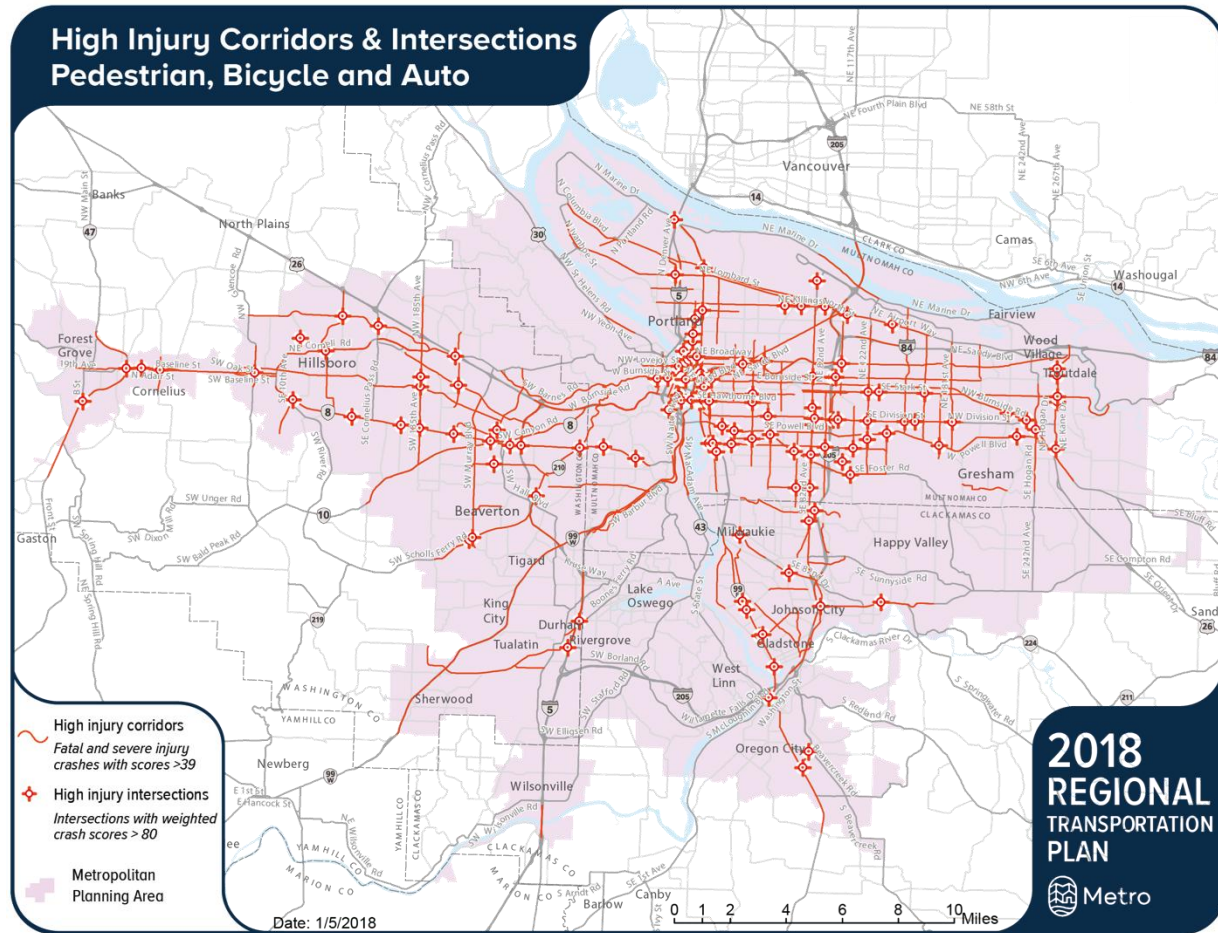


Safety is a priority in high injury corridors and communities of color

1/3 of projects will directly address safety

Most safety projects in historically marginalized communities and high injury corridors

60% of projects are located in high injury corridors, presenting an opportunity to further address safety



Congestion for vehicles will not ease, and will be much worse without investment



Individuals will drive less each day, but more people and goods will travel

Congestion will extend beyond the peak periods

Throughways will see most congestion

Trucks and buses will see increased delay

The region will fall short of its adopted Climate Smart Strategy commitment

Funding levels for transit, system management and active transportation are less than the adopted Climate Smart Strategy

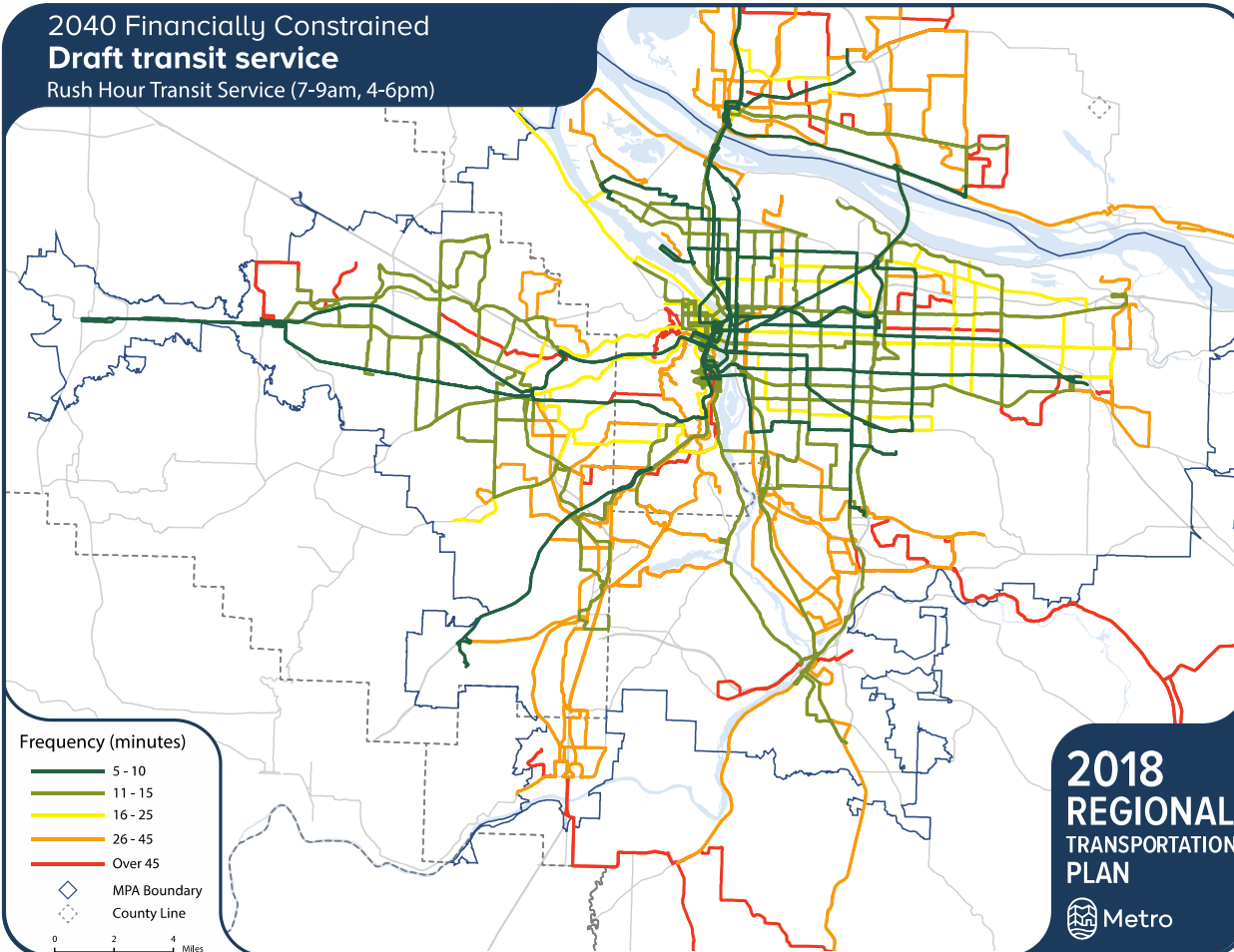
More physical activity, less air pollution will save lives and reduce chronic illness

Region may miss near-term opportunities to further increase walking, biking and transit use



Affordability will improve with better access to lower cost travel options, but not everyone will benefit equally

2040 Financially Constrained
Draft transit service
Rush Hour Transit Service (7-9am, 4-6pm)



Demand for transit will more than double

More people will have access to transit

More jobs and homes will be near transit

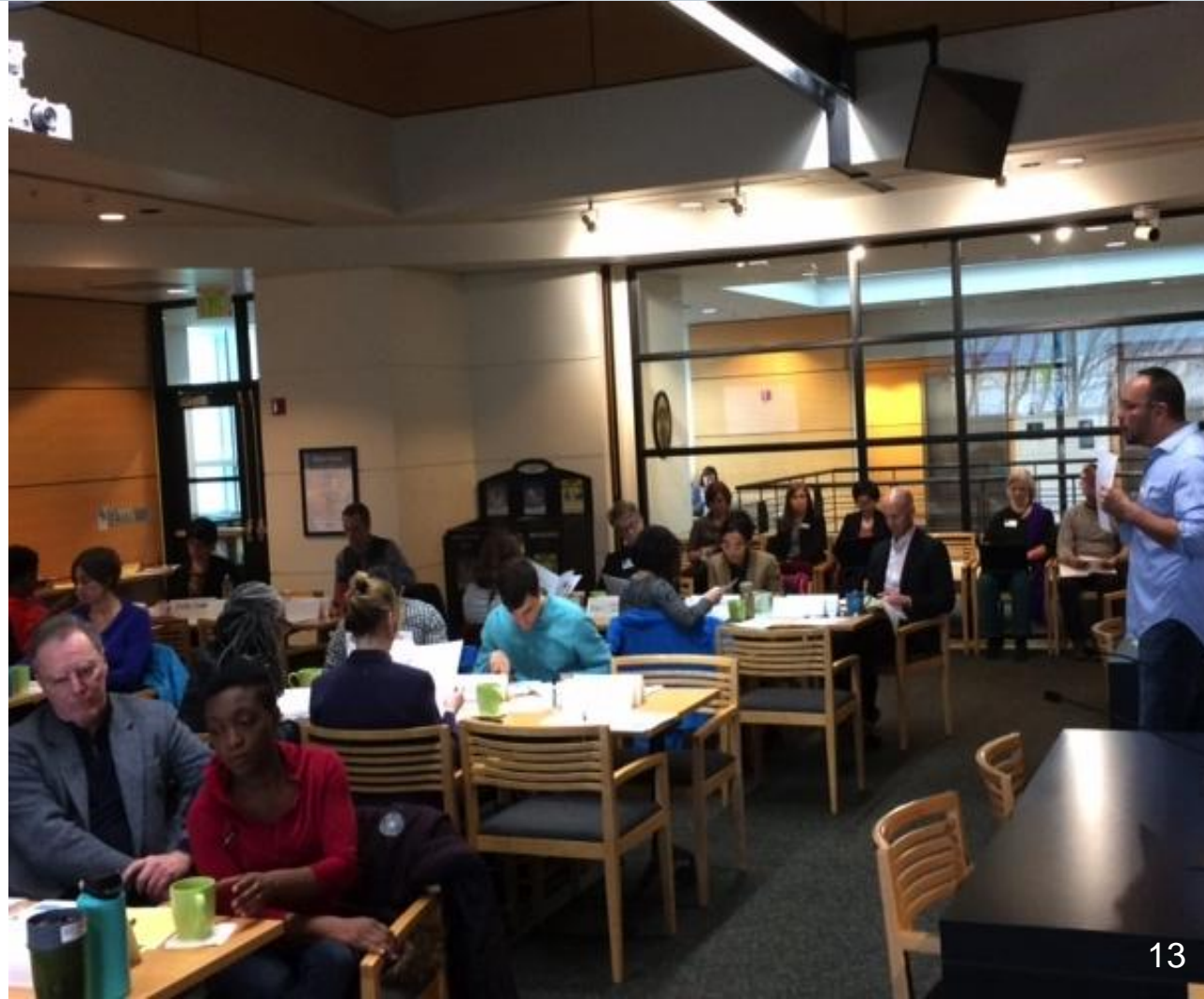
Not everyone will benefit equally with access to jobs or community places

What we heard at the Community Leaders' Forum

Lead with equity – if you address it, you get other desired outcomes

Explicitly articulate who will benefit from these outcomes

Better explain how the needs of people will be met by connecting equity to housing to jobs to transportation



What we are hearing at business and community briefings



Jan. 31, 2018

2018 Regional Transportation Plan Getting there with a connected region

How we get around shapes our communities and our everyday lives. Through the fall of 2018, Metro will work with local, regional and state partners and the public to update our region's shared transportation vision and investment strategy for the next 25 years.



Building a connected region

Planning for the region's transportation system means more than deciding where to build throughways (freeways and major highways), roads, bridges, bikeways, sidewalks and transit and freight routes. It's also about:

- taking care of people and building great communities
- maintaining and making the most of past investments and leveraging new technologies and innovation
- ensuring that no matter where you're going, you can have safe, reliable, healthy and affordable options to get there
- creating vibrant and connected communities, nurturing a strong economy, improving social equity and protecting our environment and the quality of life we all value.

The Regional Transportation Plan

The Regional Transportation Plan provides a shared vision and investment strategy that guides projects and programs for all forms of travel to keep people connected and commerce moving throughout the greater Portland region. The plan is updated every four to five years to stay ahead of future growth and address trends and challenges facing the people of the region.

Now is the time to act

A half-million new residents – more than half from growing families – are expected to live in the Portland area by 2040. Our communities are becoming more ethnically diverse, bringing rich cultural activity to neighborhoods. A new generation will grow to adulthood as others move toward retirement.

To keep people connected and commerce moving, we need to work across interests and communities to bring innovative solutions to the challenges facing our growing and changing region.

Why is the 2018 update important?

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable, healthy and affordable ways to get around.

The 2018 Regional Transportation Plan will help the region respond to the changing transportation needs of our communities and businesses. The update will establish priorities for state, federal and regional funding and help set the stage for the new and expanded options for people and products to get where they need to go.

Funding is limited, and we have multiple transportation priorities. The way we respond will shape how our transportation challenges impact greater Portland's economic prosperity and quality of life.

oregonmetro.gov/rtp

Our region's transportation system must be accessible to everyone

We need more bus service in East Portland and other areas where underserved communities live

Concern that freight projects make up a small portion of the cost of the entire plan

What we are hearing from the general public

Nearly 2,500 responses from across the region

Safety, reliability and travel options are the priority outcomes

73% support raising taxes or adding fees to increase transportation funding

2018 Regional Transportation Plan

Progress

2018 RTP

WELCOME

We need your input!

The Regional Transportation Plan is a tool to help strengthen our economy and improve our quality of life by providing safe, reliable, healthy and affordable travel options that connect people to jobs, schools, families, parks and other important places.

Find out more at oregonmetro.gov/rtp.

Begin

2 CHOOSE PRIORITIES

3 RATE STRATEGIES

4 ADDITIONAL THOUGHTS

5 WRAP UP

Metro

It's time to look ahead to what our transportation system can look like in 2040. The 2018 Regional Transportation Plan provides the opportunity to update the investments we will make in roads, sidewalks, bikeways, transit and freight routes to support communities today and in the future.

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Based on responses as of February 13, 2018

March 2 Regional leadership forum

1 Exploring Big Ideas for Our Transportation Future 4/22/16 ✓

2 Building the Future We Want 9/23/16 ✓

3 Connecting Our Priorities to Our Vision 12/2/16 ✓

4 Finalizing Our Shared Plan for the Region 3/2/18

8 AM to noon at the Oregon Convention Center



Next steps

March 2	Regional Leadership Forum
March 15/20	JPACT/Council provide direction on refining projects
March 23 to April 27	Regional partners refine project lists
Spring 2018	Council, MPAC and JPACT review draft regional strategies for transit, safety, technology and freight
June 29 to Aug. 13	Public review and comment on draft plan, policies, strategies and project lists (45-day comment period)
Oct. 2018	Policy committees recommend 2018 RTP and regional strategies to the Metro Council for action
Dec. 6	Metro council considers final action on 2018 RTP and strategies for transit, safety, technology and freight

Questions and discussion

Comments or questions about the information presented?

Do you have suggestions for ways the region could do better to meet our desired outcomes for safety, climate, equity and congestion?



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