



7.2 Appointment of MPAC 2nd Vice Chair (6:50 PM)

[COM 17-0024](#)

Attachments: [MPAC 2nd Vice Chair Nomination](#)

**8. Adjourn (7:00 PM)**

**Upcoming MPAC Meetings:**

- *Wednesday June 28, 2017*
- *Wednesday July 12, 2017*
- *Wednesday July 26, 2017*

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលកាមេរ៉ាសំណើរបស់លោកអ្នក ។

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## **2017 MPAC Work Program**

*As of 6/7/17*

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

<p><b><u>Wednesday, June 14, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Gresham Vista Business Park Eco-Industrial Strategies – Information/Discussion (Shannon Stadey, City of Gresham/Ken Anderton, Port of Portland; 30 min)</li> <li>• Update on Metro’s Build Small Coalition and PSU’s Institute for Sustainable Solution’s ADU Pilot Program – Information/Discussion (Emily Lieb, Metro/Robert Liberty, PSU; 45 min)</li> <li>• Comments on US Army Corps of Engineers Final Disposition Study for Willamette Falls Locks – Recommendation (Trent Wilson, Clackamas County; 10 min)</li> </ul>	<p><b><u>Wednesday, June 28, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Legislative Session Recap – Information/Discussion (Randy Tucker, Metro; 20 min)</li> <li>• <i>Taking the High Road to More and Better Infrastructure in the United States – Information/Discussion (Dena Belzer, Strategic Economics; 60 minutes)</i></li> </ul>
<p><b><u>Wednesday, July 12, 2017</u></b></p> <ul style="list-style-type: none"> <li>• 2030 Regional Waste Plan Values – Information/Discussion (Matt Korot and Marta McGuire, Metro; 30 min)</li> <li>• Update on Equitable Housing Grant Project Scopes – Information/Discussion (Emily Lieb, Metro; 30 min)</li> <li>• 2018 RTP: Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 30 min)</li> </ul>	<p><b><u>Wednesday, July 26, 2017</u></b></p>
<p><b><u>Wednesday, August 9, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Regional Business Food Scraps Policy Update (Jennifer Erickson/Pam Peck, Metro; 30 min)</li> </ul>	<p><b><u>Wednesday, August 23, 2017</u> – cancelled</b></p>
<p><b><u>Wednesday, September 13, 2017</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP: Digital Mobility (Tyler Frisbee, Metro; 45 min)</li> <li>• <i>Regional Funding/Investment Opportunities for Equitable Housing – Information/Discussion (Emily Lieb, Metro; 60 min)</i></li> </ul>	<p><b><u>Wednesday, September 27, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>What’s new in housing development around the region? – Information/Discussion (2 city reps TBD; 60 min)</i></li> <li>• <i>Expectations for Cities Proposing Residential Urban Growth Boundary Expansions – Information/Discussion (Ted Reid, Metro; 30 min)</i></li> </ul>

<p><b><u>Wednesday, October 11, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>Broker perspectives on residential market dynamics – Information/Discussion (TBD; 45 min)</i></li> <li>• <i>Expectations for cities proposing residential urban growth boundary expansions – Recommendation (Ted Reid, Metro; 30 min)</i></li> <li>• <i>2018 RTP: Project Update and Transportation Resiliency – Information/Discussion (Kim Ellis, Metro; 45 min)</i></li> </ul>	<p><b><u>Wednesday, October 25, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>What’s new in housing development around the region? – Information/Discussion (3 city reps TBD; 90 min)</i></li> </ul>
<p><b><u>Wednesday, November 8, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>Housing Data and Storytelling Resources and Initiatives – Information/Discussion (Emily Lieb, Metro; 60 min)</i></li> <li>• <i>Greater Portland Pulse Housing Data Hub (Liza Morehead and Sheila Martin, PSU Institute of Portland Metropolitan Studies; 45 min)</i></li> </ul>	<p><b><u>Wednesday, November 22, 2017 – cancelled</u></b></p>
<p><b><u>Wednesday, December 13, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>Anti-Displacement Strategies: Panel Discussion (multiple; 90 min)</i></li> </ul>	<p><b><u>Wednesday, December 27, 2017 – cancelled</u></b></p>

**Upcoming events:**

- February 2018: RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)
- June 5 Equitable Housing Lunch and Learn- Transit-Oriented Development: Challenges and Opportunities for Affordable Housing

**Parking Lot:**

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



**METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes

May 10, 2017

Metro Regional Center, Council Chamber

**MEMBERS PRESENT**

Emerald Bogue  
Sam Chase  
Carlotta Collette  
Betty Dominguez  
Denny Doyle  
Amanda Fritz  
Mark Gamba (*Chair*)  
Jeff Gudman  
Gordon Hovies  
Nathan Phelan  
Martha Schrader  
Peter Truax

**AFFILIATION**

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

**ALTERNATES PRESENT**

Carrie MacLaren

**AFFILIATION**

Oregon Department of Land Conservation and Development

**MEMBERS EXCUSED**

**AFFILIATION**

**OTHERS PRESENT:** Adam Barber, Jennifer Donnelly, Laura Kelly, Zoe Monehan, April Bertelsen, Chris Deffenbach, Karen Pulfa, Carol Chesarek, Eric Tressa, Kelly Betteridge

**STAFF:** Christopher Spencer, Nellie Papsdorf, Elissa Gertler, Kim Ellis, Elizabeth Mros-O'Hara, Frankie Lewington, Laura Odom, Alison Kean, Ernest Hayes, Jamie Snook, Emily Lieb, Tim Collins, Megan Gibb, Tom Kloster

**1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS**

MPAC Chair Mark Gamba called the meeting to order at 5:15 p.m. Chair Gamba proceeded to have attendees introduce themselves. Chair Gamba announced that the May 24, 2017 MPAC meeting had been cancelled and that the Low Income Fare Task Force would advocate for a low Income Fare program for TriMet riders in Salem on May 22, 2017. He introduced Mr. Ernest Hayes, Metro, to provide further information to MPAC.

**2. CITIZEN COMMUNICATIONS**

- *There was none*

**3. COUNCIL UPDATE**



- Councilor Carlotta Collette discussed the Willamette Falls River Walk design debut slated for June 3, 2017 at the Oregon Museum of Science and Industry (OMSI).
- Councilor Collette discussed Community Placemaking and Development Grants (CPDG) cycle, noting that the grants would strengthen the social fabric and benefit marginalized communities.
- Councilor Collette announced that the Arlene Schnitzer Auditorium sign was down for restoration.
- Ms. Emily Lieb, Metro staff, discussed Metro's Equitable Housing report. She discussed the tools and framework and work done building small coalitions leading the focus on small housing types and eliminating barriers to affordable housing.
- Ms. Lieb discussed the first strategy and tool of the framework to diversify market rate housing and infill development. She stated that housing may be moderately priced but still at market rate. She discuss concepts of lowering parking requirements for Accessory Dwelling Units (ADU's) or low income areas, as well as reducing system development charges (SDC's).
- Ms. Lieb explained the second strategy to leverage growth for affordability to incentivize the market for affordable units and policies such as inclusionary zoning and incentive based approaches. She discussed tax exemptions to stimulate development and partial property tax exemptions.
- Ms. Lieb discussed the third strategy to maximize and optimize resources to serve underserved communities by matching supply with the need for housing. She discussed federal low income tax credits and section 8 housing. She stated that tax credits were not enough to serve the community and that layered resources were necessary.
- Ms. Lieb mentioned local innovation fast track programs and general obligation bond with tax increment financing (TIF). She stated that City of Portland set 45% of TIF for affordable housing along with a construction excise tax.
- Ms. Lieb discussed mitigation and stabilization for communities by increasing and expanding home ownership and promoting renter protections. She discussed relocation requirements and efforts at eliminating the state ban on rent control. She added that rental displacement by acquiring market rate buildings to convert to market rate affordable housing was a tool that jurisdictions can currently use.

#### **4. MPAC MEMBER COMMUNICATION.**

- Mayor Peter Truax stated that discussions on affordable housing and CPDG block grants as necessities to promote equitable housing. He promoted having conversations with collegial councilors and officials to promote the awareness of the importance of CPDG grants.
- Ms. Betty Dominguez advocated that members lobby for CPDG along with the Home Investment Fund, noting that both programs were slated to be cut.
- Ms. Carrie MacLaren stated that the City of Medford was looking at zombie houses and ways to repurpose housing. She asked if there were similar methods adopted by other jurisdictions.
- Councilor Sam Chase stated that there was a wide breadth of tools and ranges for housing affordability and asked about the method to indentify tools and strategies that can apply to the Metro region. Ms. Lieb stated that there was \$2 million in planning grants with half of the funds for affordable housing and equity initiatives.

- Chair Gamba discussed vertical housing tax credits and local control. He asked on local jurisdictions can set their own parameters. Ms. Lieb confirmed with an example from City of Beaverton where they set zones with local control.
- Chair Gamba announced the opening for MPAC 2<sup>nd</sup> Vice Chair. He stated that there was a need for a nominating committee and that the position would be open to representatives in Multnomah County

## 5. **CONSENT AGENDA**

- **Consideration of the April 12, 2017 Minutes**
- **Consideration of the April 26, 2017 Minutes**

MOTION: Mayor Pete Truax moved, and Commissioner Amanda Fritz seconded, to approve the consent agenda.

ACTION: With all in favor, the motion passed.

## 6. **ACTION ITEMS**

### **6.1 Powell-Division Transit LPA and RTP Amendment**

Chair Gamba provided a brief update on the presentation. He stated that this was an update and a request for action. He explained that staff brought the Powell-Division Transit and Development Project's draft Locally Preferred Alternative Resolution and related 2014 Regional Transportation Plan Ordinance to MPAC for discussion in March. He stated that since that time, there was an official public comment period which closed at the end of March, and Metro Council held a public hearing. He explained that based on the input from project partners and the public, staff had revised the materials in the packet. He added that on April 19, 2017 MTAC considered the revised materials and recommended that MPAC recommend Metro Council's adoption. He stated that staff would provide a review and update on the edits to the draft materials presented on March 8 and request MPAC recommend that Metro Council adopt the Powell-Division Transit and Development Project's Locally Preferred Alternative resolution, and a concurrent ordinance to amend to 2014 Regional Transportation Plan. He then introduced Ms. Elizabeth Mros-O'Hara, Metro staff, to lead the presentation.

*Key elements of the presentation included:*

Ms. Mros-O'Hara stated that the last presentation for MPAC on the item was on March 8, 2017. She stated that the presentation today was on the LPA and changes to the Resolution and the RTP amendments following the public comment period. She stated that the LPA was about the mode of Bus Rapid Transit (BRT), the route from downtown Portland to Downtown Gresham with approximately 40 stations with improved stations, buses and lighting. She presented a map of the LPA area and noted that final selection of a Willamette River bridge was pending, with preference towards the Tillikum crossing with the Hawthorne bridge as a possibility.

Ms. Mros-O'Hara discussed the project beginnings as a transit and development project and that efforts to engage local communities was in depth. She stated that half of the steering committee members were from citizen groups focused on the Division BRT project, equitable housing, safety,



and improving active transportation in the corridor. She stated that the LPA was adopted by City of Gresham, City of Portland, and TriMet with ODOT support. She noted a concern over the lack of connection of the BRT line to Mount Hood Community College (MHCC) that resulted in a MOU for TriMet to partner with MHCC. She added that City of Portland had conditions of approval to serve the Powell area with community engagement, affordable housing, service enhancements, and equitable development.

Ms. Mros-O'Hara discussed the public and partner comment period, noting that there was a low amount of comments but heard from Oregon Health and Sciences University (OHSU) that they preferred a route over the Tillikum crossing. She added that they heard from citizens on clarifying the LPA and the approach with Powell. She then discussed the timeline, noting that an update was needed for the 2018 RTP with amendments in the 2014 RTP. She discussed ways to prioritize with regional discussions rather than reliance on the steering committee. She stated that they were on the timeline for adoption, with next steps to present to JPACT before a recommendation to Metro Council. She added that the overall timeline called for the design determination, the citizen advisory committee, then the decision making body while going through the environmental impact process.

*Member discussion included:*

- Ms. Dominguez asked what work was needed on bridge selection. Ms. Mros-O'Hara responded that an analysis is needed for determining mix with traffic with a low impact for infrastructure changes. Ms. Dominguez commented on the congestion noticeable on the Hawthorne Bridge.
- Chair Gamba asked about affordable housing and land banking. He discussed the commitment to the number of affordable housing units on the corridor. Mr. Radcliffe Decaney, City of Portland, responded that it was not land banking but that the Portland Housing Bureau was observing the corridor to purchase properties that become available, earmarking 300 units on the corridor between zero and five years.
- Ms. Dominguez asked when the commitments to affordable housing units would start. Mr. Decaney responded that it had already begun but the information is pending release from the housing bureau.
- Commissioner Amanda Fritz commented on the East Portland action plan and linked the project to Barbur Boulevard and Pacific Highway on the potential for redevelopment and transit improvements.

MOTION: Mayor Denny Doyle moved, and Mayor Peter Truax seconded, to recommend adoption of the Powell-Division Transit LPA and RTP Amendment to Metro Council.

ACTION: With all in favor, the motion passed.

## **6.2 2018 RTP Update: Building the RTP Investment Strategy**

Chair Gamba provided a brief update on the presentation. He stated that this item was an action item for the 2018 Regional Transportation Plan update. He stated that MPAC was being asked to make a recommendation to Metro Council on building a draft RTP investment strategy. He stated that the recommendation to Metro Council is focused on the RTP Policy Framework, which included the updated vision and current adopted goals for the transportation system in the region, and the RTP Evaluation Framework and process that would be used to assess and refine the initial draft

investment strategy. He added that both parts were a starting point and would guide building the RTP investment strategy with further opportunities for MPAC to review. He noted that MTAC made a recommendation for MPAC's consideration and that pending action on MPAC and JPACT's recommendation, Metro would issue a "call for projects" to update the region's transportation investment priorities for the 2018 Regional Transportation Plan. He then introduced Ms. Kim Ellis, Metro staff, to lead the presentation.

*Key elements of the presentation included:*

Ms. Ellis stated that the purpose for the presentation was to ask for recommendation to Metro Council on the 2018 RTP Update: Building the RTP Investment Strategy on the investment priorities both near and long term for the region. She stated that MTAC made a recommendation with feedback on the vision statement. She stated that the RTP was required to be updated every four years and that having projects in the plan establishes eligibility. She noted that the RTP worked to advance regional growth and goals and that they are working on building a draft investment strategy. She discussed challenges highlighted at the leadership forums and discussion groups with the RTP technical work groups, as well as in local communities. She added that the RTP addressed each issue through policy and implementation and that it provides a strong policy foundation. She noted that 1,200 projects were identified in the past.

Ms. Ellis discussed two key pieces of the framework, the policy framework and the evaluation framework. She explained that the policy framework and asked for approval on the draft vision statement. She highlighted feedback from the prior MPAC meeting that brought together ideas and engagement activities while showing a broader set of goals for outcomes for the future. She noted that the vision statement was refined to include context with transparency and accountability along with suggestions from MTAC, TPAC and JPACT. She then discussed the evaluation framework and stated that staff would work with local partners to update the investment priorities. She explained that there were new measures from last year to meet the broad set of goals and equity transportation measures. She stated that the third level was to test initial evaluation and pilot level projects to garner feedback and lessons learned.

Ms. Ellis discussed the overall process and the work through the call for projects. She stated that they were working to update the project list within financial targets between June and July 2017 and to develop findings and recommendations. She noted that there would be policy refinements, further discussions from leadership forums, changes to the draft investment strategies, a public review and comment period with an adoption process to follow. She explained the funding process and the funding constraint and stated that the funding level represented what was reasonable to assume, a second level of investment with the overall funding level and final draft funding targets with call for projects. She stated that the financial analysis found a constrained forecast with 13% less available due to increasing local revenue spent on maintenance projects and decreasing revenue from a static gas tax and increasing fuel efficiency of automobiles. She added that TPAC recommended to JPACT that the initial round of call for projects double the constrained forecast. She explained that it was important to highlight the constrained investment priorities to demonstrate compliance with federal requirements. She added that further discussions on raising revenues would continue and that the recommendation today was to approve the vision statement and the current policy framework as the starting point with updates to the policy and testing of new evaluation measures for pilot projects.

*Member discussion included:*

- Mayor Truax stated his appreciation for the clarification of the vision statement and the inclusion of context with accountability and transparency.
- Ms. Dominguez stated her appreciation for the updated vision statement and the description of revenue sources.

MOTION: Ms. Betty Dominguez moved, and Ms. Emerald Bogue seconded, to recommend the updated investment priorities to Metro Council.

ACTION: With all in favor, the motion passed.

## **7. INFORMATION/DISCUSSION ITEMS**

### **7.1 2018 RTP: Regional Freight Strategy Update**

Chair Gamba provided a brief update on the presentation. He stated that this item was informational only, intended to build on previous updates to the modal plans that came to MPAC as part of the 2018 RTP update. He then introduced Mr. Tim Collins, Metro staff, to lead the presentation.

*Key elements of the presentation included:*

Mr. Collins stated that the purpose of the presentation was to inform MPAC on the freight policy framework and freight strategies. He explained that the Portland region serves as the gateway for imports and exports in the state and that work was being done on enhancing how the regional freight strategy impacts movement of goods. He discussed work done with the Regional Freight Workgroup to update performance measures. He added that the workgroup consisted of representatives from local jurisdictions and the freight community.

Mr. Collins explained that the 2010 RTP provided goals for the regional freight plan. He stated that the goals would not be changes and that this was an opportunity to observe how the RTP frames the multimodal freight network. He added that all streets in the region are used to deliver goods but not all have a regional freight function. He displayed main roadways and intermodal connectors on a map.

Mr. Collins discussed policies to guide implementation and ways to reduce delays and to increase reliability. He mentioned new measures that would observe truck hours in delay and protections to industrial lands and freight access. He noted the attachments in the packet that identify constraints and challenges, ODOT freight highway bottlenecks, freight access to industry, and measures for congestion. He stated that they developed ways to address regional freight needs with strategies designed to address issues through system management and capacity improvements. He discussed methods such as adjusting signal timing for the flow of trucks and to target capacity to include configurations and key jumps. He then addressed challenges to freight rail and marine transit. He discussed grade separations around industrial areas and rail projects with restricted track capacity.

Mr. Collins highlighted future updates by referring to the regional freight network map. He stated that work was being done on updating the map with new information on the national highway freight network. He discussed freight funding through the FAST Act as an opportunity for grants

and future developments with JPACT and MTAC review. He then asked MPAC for feedback and concerns as they relate to freight movement of goods.

*Member discussion included:*

- Ms. Dominguez stated that the East Metro Connection was a concern for freight. Mr. Collins confirmed stated that work was being done to identify north-south routes on the freight map.
- Mayor Truax commented on the freight map on an area near Forest Grove that had a connecting road between Highway 47 and Martin Road. He stated that ODOT places a roundabout on the intersection that increased freight traffic. He asked if it would be possible to update the map to reflect freight traffic and improvements to safety at the intersection.
- Mr. Gordon Hovies commented on Terminal Six at the Port of Portland. He stated that it was currently void and that there was freight congestion due to freight on the highway.
- Ms. Emerald Bogue stated that the Port of Portland had seven marine terminals with Terminal Six as the best known. She stated that there was 420 acres near I-5 with the parcel leased in 2011 to a terminal operator that retracted due to labor issues. She stated that the void at Terminal Six was detrimental for the terminal operator and for exporters in Oregon. She stated that the container industry was in radical flux due to merges and cooperation's between national carriers on the size of boat and associated ports to accommodate the size of boats. She stated that the Port of Portland was engaged in a process to determine a solution with labor parties to address market needs. She noted that the infrastructure was smaller than the amount of goods transported. She announced an opportunity for a tour of Terminal Six to MPAC.
- Chair Gamba stated that I-205 and Abernethy Bridge was not depicted as a delay area on the freight map. Mr. Collins responded that the this was a large item for discussion on the bottleneck project but was not included as it was not the location for where there was a bottleneck for a large portion of a day.

**ADJOURN**

MPAC Chair Mark Gamba adjourned the meeting at 6:44 p.m.

Respectfully Submitted,



Christopher Spencer  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 10, 2017**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>6.1</b>	PowerPoint	05/10/2017	Powell-Division Transit and Development Project	051017m-01
<b>6.2</b>	PowerPoint	05/10/2017	Building the RTP Investment Strategy	051017m-02
<b>6.3</b>	PowerPoint	05/10/2017	2018 RTP: Regional Freight Strategy	051017m-03

# MPAC Worksheet

**Agenda Item Title:** Update on Gresham Vista Business Park Community Development and Planning Grant

**Presenter:** Shannon Stadey, Economic Development Director, City of Gresham; and Ken Anderton, Industrial Development Program Manager, Port of Portland

**Contact for this worksheet/presentation:** Jeffrey Raker, Investment Areas Project Analyst, Metro Planning and Development

## **Purpose/Objective**

This agenda item is informational only. It is intended to provide an update on one of Metro's Community Development and Planning grants to support implementation of eco-industrial strategies at Gresham Vista Industrial Park. This grant was awarded to the City of Gresham in 2014. Work on the grant was a partnership between the City of Gresham and Port of Portland. The Port of Portland is the owner of the 221-acre Gresham Vista Business Park.

## **Action Requested/Outcome**

Information only.

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

The grant was completed and offers lessons learned for others interested in applying eco-industrial strategies to industrial developments within the region. This report out is a requirement to close out the grant.

## **What packet material do you plan to include?**

Attached is a copy of the PowerPoint presentation to be discussed at this meeting. Lessons learned from this grant will be incorporated into Metro's Eco-Efficient Employment webpage.

## Gresham Vista Business Park Eco-Industrial Strategies

Metro Policy Advisory Committee  
June 14, 2017

Shannon Stadey, City of Gresham  
Ken Anderton, Port of Portland

## Metro Community Planning & Development Grant

\$100K to explore implementation of six eco-industrial strategies at Gresham Vista Business Park (GVBP)

1. Green stormwater
2. Connectivity
3. Green development incentives
4. Development standards
5. Eco-industrial market analysis and strategy
6. Eco-industrial concierge feasibility study

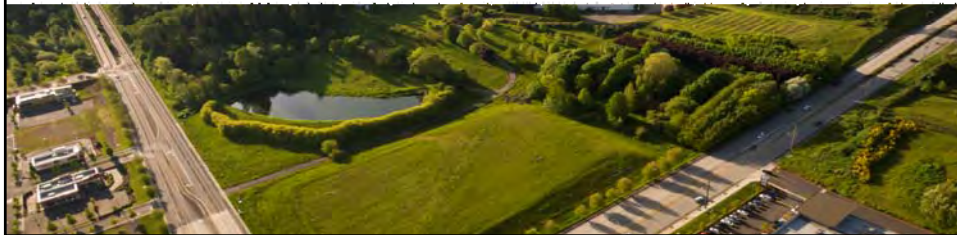


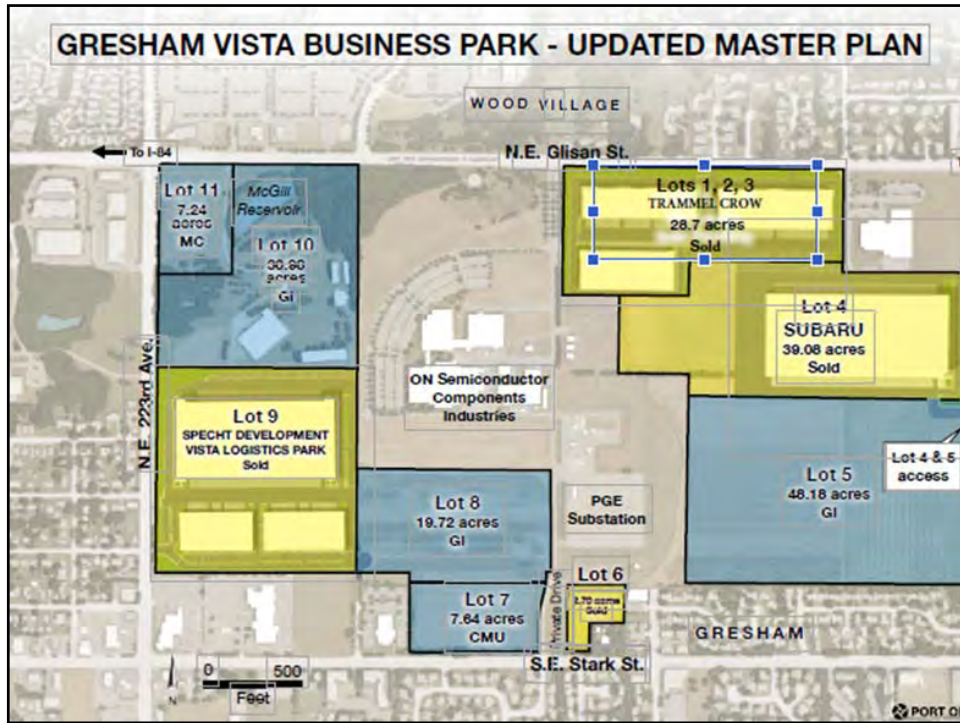
## GVBP Vision

- The City and Port vision for GVBP is create a signature business park that attracts traded-sector businesses and industries providing family wage jobs and economic prosperity for East County.

## Goals for Gresham Vista Business Park

- Strong Brand Identity
- Investment Return
- Development and Operational Advantages
- Connectivity and Accessibility
- Community Value
- Environmental Performance





## Technical Advisory Committee

City of Gresham

Shannon Stadey/Janet Young  
Steve Fancher

Metro

Gerry Uba/Miranda Bateschell

ON Semiconductor

Jim Swier

Port of Portland

Lise Glancy  
Ken Anderton  
Ryan Parker  
Robin McCaffrey  
Tom Bouillion  
Dorothy Sperry/Jamey Berg

Oregon Department of Energy

Roger Kainu

University of Oregon – Sustainability Institute

Steve Mital

## GVBP Eco-Industrial Strategies and Lessons Learned

### ECO-INDUSTRIAL DEVELOPMENT

## DEFINITION

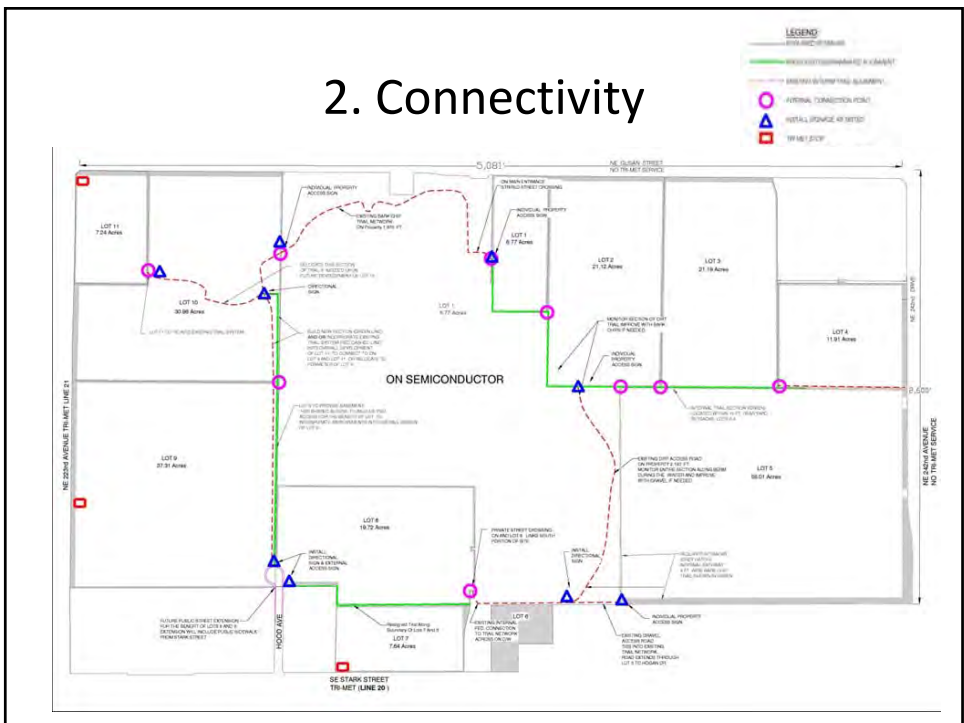
Apply lessons from nature and a systems approach (“industrial ecology”) at all stages



# 1. Green Stormwater Infrastructure



# 2. Connectivity



### 3. Green Development Incentives (buildings and infrastructure)



### 4. Eco-Industrial Marketing and Sales

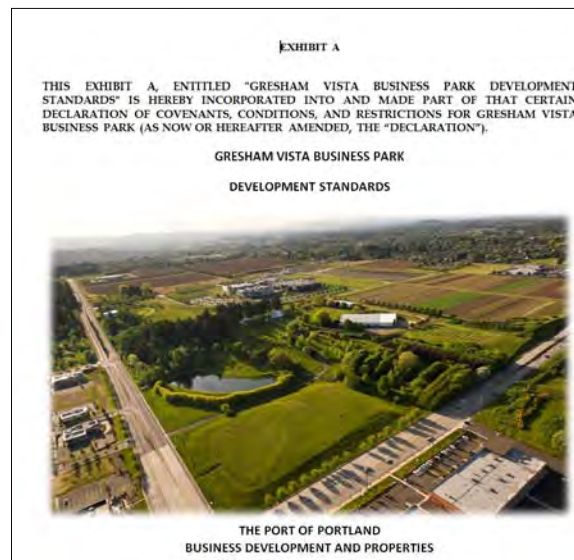
- Market analysis indicated that eco-industrial marketing is not well-understood concept
- Based on site selector input, traditional marketing approach used for GVBP
- Eco-industrial incentives served to catalyze discussion about green development practices
- Investor requirements are a larger driver of green building development decisions



## 5. Eco-Industrial Concierge Feasibility

- Industrial business-to-business collaboration (or symbiosis) difficult to achieve right from the start in a new EID
- Industrial symbiosis best achieved by existing businesses, with greater opportunities to be found if symbiosis is pursued regionally
- Future opportunities to boost the sustainability performance of businesses at GVBP

## 6. Development Standards



## General Lessons Learned

- Leadership, partnership critical to achieve success
- Well-served by preparatory work undertaken by the Port, City and Metro before the grant
- Positive outcomes included green stormwater infrastructure, green buildings, connectivity, and development standards



## Key Takeaways

- Development standards set triple bottom line vision for GVB
- Green stormwater management opportunity driven based on site characteristics
- Connectivity infrastructure being implemented
- Eco-industrial concierge services require critical mass and ongoing funding subsidy and staff support to succeed
- Value proposition of eco-industrial parks not well understood in the market





## Questions

Shannon Stadey, City of Gresham

[Shannon.stadey@greshamoregon.gov](mailto:Shannon.stadey@greshamoregon.gov)

Ken Anderton, Port of Portland

[Kenneth.anderton@portofportland.com](mailto:Kenneth.anderton@portofportland.com)

# MPAC Worksheet

**Agenda Item Title:** Build Small Coalition and ADU Initiative Update

**Presenter:** Emily Lieb, Metro Planning & Development; Robert Liberty, Portland State University Institute for Sustainable Solutions

**Contact for this worksheet/presentation:** Emily Lieb, [Emily.Lieb@oregonmetro.gov](mailto:Emily.Lieb@oregonmetro.gov), 503-797-1921

## **Purpose/Objective**

- **Purpose:** To provide an update on the Build Small Coalition, a new work program within Metro's Equitable Housing Initiative, and related efforts of Portland State University's Institute for Sustainable Solutions
- **Outcome:** MPAC members have a shared understanding of the Build Small Coalition and provide feedback on opportunities for jurisdiction engagement in this work

## **Action Requested/Outcome**

No policy actions are requested. Staff seek feedback regarding opportunities for this work to support local efforts in MPAC jurisdictions, how to engage local staff in the Coalition, and opportunities for partnership.

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

Supporting more diverse housing types was a strategy identified in Metro's collaborative framework for equitable housing. Creative small housing infill strategies support environmental goals and livability while expanding rental housing supply options in high-demand neighborhoods.

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

The Coalition—which includes a range of stakeholders spanning policy, research/academic, builders, architects, advocates and others—is open to anyone to attend. Metro is interested in expanding participation of jurisdiction staff from around the region who are working to eliminate regulatory barriers to smaller housing. Since reconvening this spring, the group has held two meetings and is working to define a set of priority focus areas/projects for the next two years. One early priority is supporting the Build Small, Live Large Summit, scheduled for Nov. 3-5, 2017.

The Coalition is also coordinating with other small housing efforts, such as Portland State University's Institute for Sustainable Solutions, which launched an ADU initiative in 2016. As part of the update, Robert Liberty will share an update on how ISS sees ADUs as a strategy for climate change mitigation, how ISS is tackling specific obstacles to increasing the supply of ADUs, and potential opportunities for regional coordination.

## **What packet material do you plan to include?**

Build Small Coalition – Background, Past Accomplishments, and Emerging Priorities

## **Build Small Coalition – Background, Past Accomplishments, and Emerging Priorities**

The Build Small Coalition, formerly known as the Space Efficient Housing Work Group, was launched by Oregon DEQ in 2011 in response to statewide research demonstrating the environmental benefits of smaller homes. Over time, much of the discussion and policy efforts surrounding space efficient housing has shifted from a focus on environmental benefits to an interest in the potential for smaller housing to provide more affordable housing choices in high-demand neighborhoods.

This year, Metro reconvened the Build Small Coalition to build on the group's many accomplishments. Metro sees small housing as a key strategy to provide [equitable housing](http://www.choices) (www.choices while supporting livability and furthering environmental goals. The group will support research, policy innovation, outreach and new partnerships to promote creation of and access to smaller housing – including accessory dwelling units, cottage clusters, and other options – in the Portland Metro region and across Oregon. Anyone interested in working to expand supply of and demand for small homes is welcome to participate.

**Over the past five years, this group of small home advocates has helped stimulate the development of more space-efficient homes through these past accomplishments:**

### Policy

- Worked with City bureaus and Portland City Council to waive Systems Development Charges (SDCs) on Accessory Dwelling Units (ADUs) and increase the ADU size limit from 33% to 75% of the primary dwelling or 800 SF (whatever is smaller). The waiver is currently set to sunset in 2018.
- Worked with Energy Trust of Oregon to allow ADUs to receive energy incentives previously available only to primary residences
- Helped inform the development of scaled SDCs for the City of Portland Parks SDCs. Smaller homes pay less.

### Research

- Created and published a “Character-Compatible, Space-Efficient Housing Options for Single-Dwelling Neighborhoods” report with DEQ/DLCD/ODOT to help inform statewide model zoning code.
- Completed the largest survey of ADU owners in the nation as of 2013

### Financing

- Produced a report providing guidance on consistent valuation of ADUs that is published in the peer-reviewed *Appraisal Journal*
- Created ADU appraisal and financing guides as a tool for ADU owners

### Education

- Launched [www.accessorydwellings.org](http://www.accessorydwellings.org), a one-stop source of information about ADUs, granny flats, backyard cottages, in-law units. The site also serves as a repository for images, plans, and the stories about successfully completed projects, including over fifty case studies of ADU owners, builders and designers
- Organized the first ever summit on space-efficient housing, Build Small Live Large, in 2012. A second summit was held in 2015 with over 500 attendees, and a third is planned for fall of 2017.

**Currently, the group is analyzing the following emerging opportunities to prioritize where to focus its efforts and resources in the upcoming year:**

#### Policy Research

- Analysis of the affordability and equity benefits of small housing types (e.g., studying the potential of ADUs to offset homeowners' costs, build wealth, and increase rental supply)
- Analysis of potential of ADUs to meet the region's projected housing needs (e.g., incorporating ADUs into regional Metroscope growth forecasting model)
- Analysis of barriers/opportunities for small housing to support aging in place and intergenerational housing (i.e., what older adults will need, income concerns, physical accessibility, location)

#### Regulatory Strategies

- Zoning/code audit and/or survey of Metro jurisdictions to identify barriers to cottage clusters, ADUs and other small housing options
- Compile and disseminate model codes for pocket neighborhoods, ADUs, and other small home options; and/or provide statewide workshops to help local jurisdiction staff understand how they can adopt model codes and best practices, including those outlined in the DLCD/DEQ report "Character Compatible Space Efficient Housing Options for Single-Dwelling Neighborhoods"
- Support local efforts to provide expedited permitting for small housing options (similar to Seattle "Priority Green")

#### Policy Advocacy

- Advocate for waiving or scaling SDCs based on home size in Portland and/or in other jurisdictions around the region
- Support advocacy efforts related to Portland's Residential Infill Project
- Continue to support Build Small Live Large Summit

#### Finance & Market Research

- Analysis of alternative ownership models for ADUs and other small housing types (including co-housing, condo-izing, limited/shared equity, etc.)
- Analysis of market valuation of ADUs using RMLS data

#### Pilot Projects & Partnerships

- Support pilot projects to demonstrate new models of ADU development (e.g., ISS and Multnomah County ADU initiatives)
- Support pilot projects to demonstrate the possibility for tiny homes to serve as transitional housing for the homeless

#### Homeowner/Developer Education

- Create a one-page checklist for homeowners considering an ADU
- Develop new tools to help homeowners understand the potential of their property for ADU development (e.g., Portland's ADU compatibility app)

# MPAC Worksheet

**Agenda Item Title:** Approval of comment letter on US Army Corps of Engineers Final Disposition Study for the Willamette Falls Locks

**Presenters:** Commissioner Schrader and Councilor Collette

**Contact for this worksheet/presentation:** Trent Wilson, Clackamas County Government

## **Purpose/Objective**

The purpose of this agenda item is to consider a draft comment letter on the Corps of Engineers "Tentatively Selected Plan" for the disposition of the Willamette Falls Locks. The agenda item is time critical because the Corps has announced a 30-day public comment period which closes June 21, 2017.

## **Action Requested/Outcome**

Approval to submit the draft comment letter to the Corps of Engineers.

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

This will be the first time MPAC considers this issue.

The Locks at Willamette Falls in West Linn have provided marine navigation connecting the upper and lower Willamette River enabling the shipment of agricultural and timber products, aggregate and construction equipment for the past 143 years. Access to the Locks played a key role in the development of these industries. However, with the construction of rail and highway alternatives and the listing of salmonid species and the spotted owl, this commercial traffic has largely evaporated. With the lack of nationally significant traffic, the Corps of Engineers moved the facility into caretaker status due to life/safety concerns resulting from deferred maintenance. In 2015, the Corps initiated a Final Disposition Study to start the process of divesting themselves of the facility. This 30-day public comment period is the first formal opportunity to review the Corps' analysis and comment on their "Tentatively Selected Plan." The Corps is recommending that they implement repairs to the upper lock gates to ensure they are seismically safe thereby protecting the integrity of the upstream pool extending to Newberg. Should these gates fail in a major seismic event, the river could flood the Locks and potentially cause damage to the PGE hydroelectric station and West Linn Paper. With these repairs, the Corps would seek to transfer the ownership and operation of the Locks to a state or local entity. The Disposition Study further recommends that, lacking a transferee, further consideration should be given to an alternative that would construct a concrete bulkhead in the vicinity of the upper gates as a permanent dam and remove/disable the remaining downstream gates. This permanent closure approach would allow the Corps to abandon the facility and reduce their long term operating cost.

## **What packet material do you plan to include?**

A draft comment letter is attached.



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

DATE: **DRAFT\*\*DRAFT\*\*DRAFT**

U.S. Army Corps of Engineers, Portland District  
Attn: CENWP-PM-E/Kelly Janes  
P.O. Box 2946  
Portland, OR 97208-2946

RE: Comments on the Willamette Falls Locks Section 216 Preliminary Draft Disposition Study with Integrated Environmental Assessment; CENWP-PM-E-17-01

On behalf of the Metropolitan Policy Advisory Committee (MPAC), we are pleased to submit comments to the Corps of Engineers on the recently released Final Disposition Study for the Willamette Falls Locks. MPAC is an advisory committee of Metro comprised of city and county elected officials and state and local public service providers charged with addressing issues of metropolitan significance.

We understand that the Corps of Engineers finds that the Willamette Falls Locks are no longer of sufficient national significance to justify continued investment by the Corps for ongoing operating and capital costs. As a result, the facility has been closed to marine traffic since 2011 for life/safety concerns resulting from deterioration. Due to the lack of nationally significant benefit, it is the Corps intent to permanently divest of the facility, preferably through a transfer to a state or local entity or through permanent decommissioning and closure and subsequent abandonment.

Overall, we support the fundamental direction the Corps is recommending, that is to seek a transfer to a state or local entity. We believe the Locks should be repaired and returned to public service, allowing them to provide community and regional benefits for many more years. We believe the Locks can provide benefits serving locally significant movement of cargo, service to the recreation and historic tourism markets, and in support of culturally significant activities by the Native American Tribes. In fact, the Locks are an essential element of the newly created Willamette Falls State Heritage Area and the pending Willamette Falls National Heritage Area, which are intended to market the historical significance of the area as the early place of western settlement and development of industry. The region has also been active in the redevelopment plans for the Willamette Falls Legacy Project on the Oregon City side of Willamette Falls. Repair and continued operation of the Locks would reinforce the viability of this historic area and catalyze the redevelopment and historic identification of the region.

We are, however, concerned that the Corps is not proposing to repair the Locks to a good operating condition. Rather, the extent of repairs proposed in the Disposition Study are limited to issues that represent a long-term liability to the Corps only. We urge the Corps to place a greater emphasis on successfully implementing a transfer to a state or local entity by enabling the Locks to be repaired and returned to public service. With the minimal level of repair proposed by the Corps and the resulting high repair and operating cost that would need to be borne by a potential new owner, we are doubtful a transferee will be found. As such, we recommend that the Corps commit to a greater share of the needed repairs and focus on assisting a new owner in implementing the capabilities required to take on this new endeavor.

Thank you for your consideration.

Sincerely,

Mark Gamba, Chair  
Mayor of Milwaukie

DRAFT





**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: Monday, May 15, 2017  
To: MPAC Members and Alternates  
From: MPAC Nominating Committee  
Subject: Proposed MPAC 2<sup>nd</sup> Vice Chair

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The Metro Policy Advisory Committee's (MPAC) 2<sup>nd</sup> Vice Chair position is currently vacant. A nominating committee was convened to fill this vacancy at the May 10 MPAC meeting comprised of MPAC Chair Mark Gamba, 2<sup>nd</sup> Vice Chair Denny Doyle, and Nathan Phelan of the Peninsula Drainage District #1.

The nominating committee has proposed that Councilor Larry Morgan of the City of Troutdale, representing Other Cities in Multnomah County, fill the vacancy.

The nomination will be reviewed and voted on at the MPAC meeting on June 14.

Thank you,

Mayor Mark Gamba, City of Milwaukie, MPAC Chair  
Mayor Denny Doyle, City of Beaverton, MPAC 1<sup>st</sup> Vice Chair  
Nathan Phelan, President of the Peninsula Drainage District #1

Materials following this page were distributed at the meeting.



## June hotsheet

### ***Parks and nature***

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

**Willamette Falls Riverwalk:** The design for the Willamette Falls Riverwalk was scheduled for release at a June 3 community celebration. The riverwalk will bring people up close to North America's second most powerful waterfall, with the site possibly opening to the public as early as 2022. It's part of the larger Willamette Falls Legacy Project, a collaboration between Metro, Oregon City, Clackamas County and the State of Oregon. The riverwalk is the first step in a long-term vision with a private property owner to redevelop the former Blue Heron paper mill site in Oregon City. The riverwalk is being created by the international design collective of Snøhetta, Mayer/Reed and DIALOG. Contact: Alex Gilbertson, 503-797-1583

**Farmington Paddle Launch:** Paddlers will be able to launch kayaks, canoes and other nonmotorized boats into the Tualatin River starting in May at Farmington Paddle Launch. Join Metro, Tualatin Riverkeepers and Clean Water Services for the Discovery Day grand opening June 24. The launch site at southwest Farmington and River roads was built in partnership with Clean Water Services. It provides a key stop between Rood Bridge and Eagle Landing parks along the Tualatin River Water Trail, a vision to provide river access points every five miles. Farmington Paddle Launch cost \$888,500 to plan and build. Money came from a \$287,500 grant from the Oregon Parks and Recreation Department and the Metro natural areas bond measure that voters approved in 2006. Contact: Tannen Printz, 503-813-7570

**Recreational policies review:** Metro's parks and nature team is beginning a review of decades-old policies on recreational uses to ensure they're compatible with modern recreation needs and the latest conservation science. Metro is working with JLA Public Involvement to convene a "sounding board," whose members will include community members and representatives of recreation and conservation interests. The first of several meetings is scheduled for June 16. Any recommendations of potential changes for the Metro Council to consider would be developed through the lens of the 2016 Parks and Nature System Plan and the 1992 Metropolitan Greenspaces Master Plan as well as current scientific research. Metro's parks and nature mission is to protect clean water, restore fish and wildlife habitat, and provide opportunities for people to connect with nature close to home. Contact: Suzanne Piluso, 503-797-1845

## ***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.*

**Regional Snapshot:** Featuring a close look at greater Portland's roads, transit and bridges – and how to work together on keeping vital transportation links working – Metro's seventh Regional Snapshot will be released online in early June. Contact: Craig Beebe, 503-797-1584.

**2018 Regional Transportation Plan:** Metro has issued a "call for projects" to develop a pipeline of priority transportation investments that serve regional and local goals, while reflecting funding expectations. Project submittals are due from local governments, transit providers and other transportation agencies by July 21. The public can weigh in on a draft project list in January. Contact: Clifford Higgins, 503-797-1551.

**Metropolitan Transportation Improvement Program:** On June 15, JPACT will discuss an update of the region-wide list of scheduled transportation projects that involve federal funds or that could significantly affect regional air quality in 2018-21. This follows a public comment period in May that attracted hundreds of comments. The Metro Council is expected to take action in August. Contact: Clifford Higgins, 503-797-1551.

**Powell-Division Transit and Development Project:** On June 1, the Metro Council is scheduled to take action on incorporating Portland-to-Gresham rapid bus service on Division Street into the existing Regional Transportation Plan. The council formally adopted the locally preferred alternative for the project on May 25. Contact: Noelle Dobson, 503-797-1745.

**Urban and rural reserves:** The Metro Council is scheduled to vote on the final re-adoption of the regional urban and rural reserves plan in June. The plan will include revised findings in response to a 2014 ruling by the Oregon Court of Appeals, as well as an agreement with Clackamas County and the cities of West Linn, Lake Oswego and Tualatin regarding the designation of the Stafford basin as an urban reserve area. Contact: Ted Reid, 503-797-1768.

**Urban growth boundary reform:** The Legislature has approved the Urban Growth Readiness Task Force's recommendations for improving the UGB review process. The Senate approved H.B. 2095 on May 23, following a successful House vote on April 3. The bill allows the Metro Council to add up to 1,000 acres to the UGB midway through the six-year urban growth review cycle. Contact: Andy Shaw, 503-797-1763.

## ***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.*

Phase 1 of developing the 2030 **Regional Waste Plan** is now underway. Starting in June, Metro will engage communities around greater Portland in a series of conversations about what they value and prioritize when it comes to garbage and recycling. Residents will be able to provide input in community conversations, at events and online. In addition, Metro has recruited for and formed an Equity Work Group that will help ensure the plan fully incorporates equity into the planning process and outcomes. Contact: Marta McGuire, 503-797-1806.

A public comment period is open on proposed amendments to Metro code relating to licensing and inspection requirements for **material recovery facilities** that process source-separated recyclables and for conversion technology facilities. Proposed administrative rules are also included for public comment. The deadline for comments is July 14. Contact: Dan Blue, 503-797-1863.

# Regional Snapshot Transportation



*However you get around greater Portland, you use roads, transit and bridges built by previous generations of Oregonians. Their investments have made this a livable, prosperous place. But as we grow, how can we protect such achievements? How should we work together to keep greater Portland moving?*

## How we travel

70% 

Share of workers commute driving alone, 6th lowest in the nation.

1 in 3

new Portland-area workers in the last 5 years commute by transit, bike or foot, or work from home.

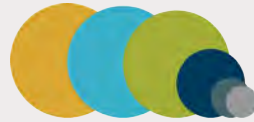


#1

Region in the nation, share of commuters bicycling to work.

## Our vision for tomorrow

The 2014 Regional Transportation Plan's projects serve more than 1.5 million people in the urban portions of Multnomah, Clackamas and Washington counties.



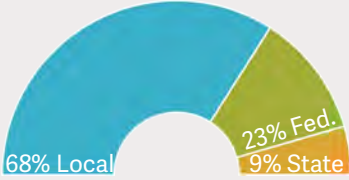
\$22.8 billion in projects include...

- 29% for Roads & Bridges |
- 28% for Transit | 26% for Highways |
- 11% Biking and Walking |
- 4% Freight | 2% Regional Programs

**"This community, more than any community in America, is the one that has led us in trying to understand how to move from Point A to Point B, and then beyond... All of us in the country count on Portland to lead."**

R.T. Rybak  
Former Mayor  
City of Minneapolis

## Our funding landscape

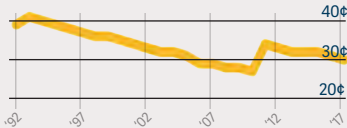


Local funds contribute to roughly 68% of all expected revenue in the Regional Transportation Plan.

# 38%



Of the region's bridges are functionally obsolete or structurally deficient.

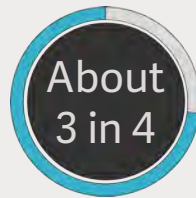


2017 state fuel tax per gallon accounts for only 74% of the purchasing power 25 years ago.

## What can we do now?

# \$200B

In local funding proposals were on ballots throughout the nation in 2016. 74% of them passed.



Greater Portland residents feel congestion impacts our region's quality of life.

**"If we are really going to solve congestion, if we're really going to solve equity issues around transportation... we're going to have to think a lot more creatively about what transportation can look like."**

Mayor Mark Gamba  
City of Milwaukie

**YOU ARE  
HERE**

For more information and the rest of the story, visit: [oregonmetro.gov/snapshot](http://oregonmetro.gov/snapshot)



2017

# Build Small LIVE LARGE

National Housing Summit  
[www.buildsmall-livelarge.com](http://www.buildsmall-livelarge.com)

Friday-Sunday  
November 3-5  
2017

Portland State  
University  
Smith Center

## An Invitation to Sponsor Build Small Live Large 2017

The two prior Build Small Live Large Summits — in 2015 and 2012 — gathered leaders in housing policy, development, real estate, construction and design to learn what's new and what's next in small housing. The sold-out crowds at each event overwhelmingly agreed they'd return to attend a future Summit.

Take your place as a leader in the movement to create sustainable, equitable and livable cities by sponsoring Build Small Live Large: a national summit focused on meeting the growing demand for smaller homes.

### Accessory Dwelling Units: A New Housing Option

ADUs are small homes - often less than 1,000 square feet - built in the back yard of existing homes or retrofitted into existing houses.

The Build Small Live Large (BSLL) Summit will bring together visionary policy makers and industry thought leaders from around the country to share successful examples of policies and programs that promote the best in design, construction, and financing for ADUs and other small housing types.

### ADUs are Poised to Take Off Within the Housing Market

ADUs provide solutions to vital social and environmental challenges: steeply rising apartment rents and home prices, gentrification and displacement, and the need to reduce the pollution that is changing our planet's climate.

Cities across the United States have changed building and zoning codes to allow ADU development, including Austin, Charlotte, Houston, Los Angeles, Minneapolis, Nashville, Seattle, San Diego, San Francisco and Portland, Oregon. Canadian cities like Vancouver have incorporated them into their housing landscape for decades. These changes empower citizens and YIMBYs to say "yes" to small-scale developments in their own back yards and neighborhoods.

### Connecting Leaders and Advancing the Movement

A new convergence of market, social, technological and policy factors are poised to make ADUs a potentially significant new part of the U.S. housing supply, and this Summit will connect and catalyze leaders in the movement.

With decades of leadership in the reform of land use regulations that promote a wider array of urban housing types, including ADUs, Portland is the perfect place to convene this national conversation.





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## BSLL 2017 Summit Content

### Who Will Attend the 2017 BSLL Summit?

The expected 500 attendees in 2017 will include:

- Representatives from financial institutions
- National, state and local government officials
- Staff from planning, housing, economic development agencies and legislative committees
- Real estate developers and home builders
- Modular building manufacturers
- Designers of homes and interior spaces
- Affordable housing providers, developers, advocates
- Housing, environmental and seniors policy advocates
- Space-efficient appliance manufacturers and distributors
- Realtors and appraisers

The first day of the Summit will convene policy makers and industry professionals, address policy questions, and include presenters and perspectives from around the country.

The action-oriented weekend will include guided tours of ADUs in Portland, regional policy discussions, and workshops for homeowners and others who are interested in developing an ADU.

### Areas of Focus:

- **Finance & Development:** Learn current and potential financing mechanisms that help home-owners with the process of ADU financing, permitting, design and construction.
- **Regulation:** Review the progress of reducing state and local regulatory barriers to ADUs (zoning and building codes), and what those changes have done to advance or restrict development of ADUs.
- **ADU Market Size & Composition:** What do we know about the potential market for ADUs? What are the needs and capacities of the property owners and tenants of ADUs?
- **Affordability:** What is the potential for ADUs to contribute to housing affordability, both market affordability and through strategic subsidies to serve low income people and households?
- **Sustainability:** The role of ADUs in reducing greenhouse gases, promoting infill and redevelopment, and realizing other environmental sustainability goals.
- **Design & Construction:** What have we learned about beautiful, functional and affordable ADU designs, including the possibilities for modular and standardized kit ADUs?
- **Age Friendly Design:** ADUs as part of an aging in place strategy.
- **Equity & Inclusion:** Whether and how ADUs can support housing choice, community stability, and wealth creation for vulnerable communities.
- **Tiny Houses:** The legal pathways and affordability potential for this related small housing type - an option distinct from ADUs.



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## Summit Co-Sponsors:

Metro Regional Government  
Portland State University's Institute for Sustainable Solutions

# SPONSORSHIP

### **\$10,000** Build Small Live Large Benefactor

A fully customized sponsorship package designed to connect your organization with your target audience.

### **\$5,000** Build Small Live Large Patron

- Sponsor will fund ten \$500 travel scholarships (to be awarded based on financial need) to allow staff and board members from nonprofit housing and environmental organizations to attend.
- Your organization logo listed on the BSLL website, hyperlinked to your company website.
- Your logo on Summit signage and acknowledgement from the podium.
- Your logo placement in all BSLL promotional materials.
- Your logo and 100-word statement in BSLL program.
- Complimentary exhibit booth that includes two Summit registrations.

### **\$2,500** Build Small Live Large Premier Partner

- Sponsor will fund registration tuition for 10 attendees.
- Your organization listed on signage at the Summit.
- Your organization logo listed on the BSLL website, hyperlinked to your company website.
- Your logo placement in all BSLL promotional materials.
- Your logo and 100-word statement in BSLL program.
- Complimentary exhibit booth that includes two Summit registrations.

### **\$1,000** Build Small Live Large Partner

- Your organization logo listed on the BSLL website, hyperlinked to your company website.
- Your logo placement in all BSLL promotional materials.
- Two complimentary Summit registrations.

### **\$500** Build Small Live Large Sponsor

- Your logo placement in all BSLL promotional materials.
- One complimentary Summit registration.



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SPONSORSHIP  
REGISTRATION  
REGISTRATION  
REGISTRATION

## TO REGISTER AS A SPONSOR RETURN THIS COMPLETED REGISTRATION FORM WITH FULL PAYMENT.

Organization Name \_\_\_\_\_

Contact Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Telephone \_\_\_\_\_

Email \_\_\_\_\_

Website Address \_\_\_\_\_

## PAYMENT INFORMATION

Total Sponsorship Amount: \_\_\_\_\_

You will be invoiced for the amount indicated above (Total Sponsorship Amount).

The invoice will include a link to pay with credit card.

## TO PAY WITH A CHECK PLEASE MAIL TO:

Build Small Live Large 2017  
P.O. Box 10142  
Portland, OR 97296

Make check payable to "Build Small Live Large 2017"

Check Number: \_\_\_\_\_

If you have questions please contact Patty Morgan at [pmorgan@europa.com](mailto:pmorgan@europa.com) or  
(503) 957-8661.

DATE: **DRAFT\*\*DRAFT\*\*DRAFT**

U.S. Army Corps of Engineers, Portland District  
Attn: CENWP-PM-E/Kelly Janes  
P.O. Box 2946  
Portland, OR 97208-2946

RE: Comments on the Willamette Falls Locks Section 216 Preliminary Draft Disposition Study with Integrated Environmental Assessment; CENWP-PM-E-17-01

On behalf of the Metropolitan Policy Advisory Committee (MPAC), we are pleased to submit comments to the Corps of Engineers on the recently released Final Disposition Study for the Willamette Falls Locks. MPAC is an advisory committee of Metro comprised of city and county elected officials and state and local public service providers charged with addressing issues of metropolitan significance.

We understand that the Corps of Engineers finds that the Willamette Falls Locks are no longer of sufficient national significance to justify continued investment by the Corps for ongoing operating and capital costs. As a result, the facility has been closed to marine traffic since 2011 for life/safety concerns resulting from deterioration. Due to the lack of nationally significant benefit, ~~it is~~ the Corps ~~intent had~~ indicated a preference to permanently divest of the facility, preferably through a transfer to a state or local entity or through permanent decommissioning and closure and subsequent abandonment.

Overall, we support the fundamental direction the Corps is recommending, that is to seek a transfer to a state or local entity. We believe the Locks should be repaired and returned to public service, allowing them to provide community and regional benefits for many more years. We believe the Locks can provide benefits serving locally significant movement of cargo, service to the recreation and historic tourism markets, and in support of culturally significant activities by the Native American Tribes. In fact, the Locks are an essential element of the newly created Willamette Falls State Heritage Area and the pending Willamette Falls National Heritage Area, which are intended to market the historical significance of the area as the early place of western settlement and development of industry. The region has also been active in the redevelopment plans for the Willamette Falls Legacy Project on the Oregon City side of Willamette Falls. Repair and continued operation of the Locks would reinforce the viability of this historic area and catalyze the redevelopment and historic identification of the region.

We are, however, concerned that the Corps is not proposing to repair the Locks to a good operating condition. Rather, the extent of repairs proposed in the Disposition Study ~~are~~ is limited to issues that represent a long-term liability to the Corps only. We urge the Corps to place a greater emphasis on successfully implementing a transfer to a state or local entity by enabling the Locks to be repaired and returned to public service. With the minimal level of repair proposed by the Corps and the resulting high repair cost (estimated around \$8 million) and operating cost that would need to be borne by a potential new owner, ~~we are~~ the Corps needs to commit to upgrading the Locks or else the situation may be doubtful that a transferee will be found. Furthermore, the Corps' minimal expenditure to restore the Locks helps to safeguard the Corps' intention to spend approximately \$500 million on upstream fish-habitat restoration efforts. As such, we recommend that the Corps commit to a greater share of the needed repairs and focus on assisting a new owner in implementing the capabilities required to take on this new endeavor.

Thank you for your consideration.

Sincerely,

Mark Gamba, Chair  
Mayor of Milwaukie

# VICINITY MAP AND PROJECT LOCATION

