
Wednesday, June 15, 2022
7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascountry.zoom.us/j/86206094026?pwd=am5sbGZpWIFaQ0FnR1lmb1dDUmhNUT09>

Telephone option: 1 (408) 638-0968

Agenda

7:30 a.m. Welcome & Introductions

7:35 a.m. JPACT ([JPACT Materials](#))

- Regional Flexible Funds Allocation (RFFA) Prioritization Discussion
Introducing: Steve Williams, Principle Transportation Planner
 - Project applicants available for questions
- TPAC Update

8:15 a.m. MPAC

- Mid-cycle UGB Land Exchange Process Update
Introducing: Ted Reid, Metro Principle Regional Planner; Anneliese Kohler, Legislative Affairs Manager
- MPAC Debrief

Attachments:	MPAC and JPACT Work Program	Page 02
	RFFA Discussion Memo	Page 07
	DRAFT Recommendations Letter	Page 09
	RFFA and Bond Project Summaries	Page 11
	TPAC Update Memo	Page 24
	Memo to Metro Council re UGB Land Exchange	Page 27

2022 JPACT Work Program

As of 5/09/2022

Items in italics are tentative

<u>May 19, 2022</u>	<u>June 16, 2022</u>
<ul style="list-style-type: none"> • Resolution No. 22-5266 For the Purpose of Amending the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to Cancel ODOT's OR224, SE17th Ave to Rainbow Campground, Safety Upgrade Project for Later Reprogramming in the 2024-27 STIP due to Funding Issues and Overlapping Scope Elements with the OR224 Riverside Fire Recovery Effort (MY22-12-MAY2) (consent) • Resolution No. 22-5265 For the Purpose of Amending the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to Increase the Construction Phase for the I-205: I-5OR 213, Phase 1A Project Allowing the Construction Phase to Move Forward and be Implemented (MY22-11-MAY1) (Ted Leybold, Metro, Mandy Putney (she/her), ODOT; 15 min; action) • Resolution No. 22-5244 For the Purpose of Adopting the Fiscal Year 2022-23 Unified Planning Work Program and Certifying That the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements (John Mermin, Metro; 10 min; action) • Update on JPACT Trip to DC (Tyler Frisbee (she/her), Metro; 10 min) • Regional Flexible Funds Allocation – summarize call for projects, present draft project outcomes evaluation report (Dan Kaempff, Metro; 30 min) • I5BRP- Introduction to the Modified LPA Discussion (Greg Johnson (he/him), I5BRP, Matt Bihn (he/him), Metro; 15 min) <p>Comments from the chair</p>	<ul style="list-style-type: none"> • IBR – Endorse Modified LPA (ODOT, Matt Bihn (he/him), Metro; 30 min; action) • <i>Better Bus Program (Matt Bihn (he/him), Metro)</i> • Regional Mobility Policy Update Discussion - Case Study Findings and Potential Options for • Freight Commodity Study (Tim Collins, Metro) <p><i>June 30th- RTP Council/JPACT Workshop 7:30am-9:30am</i></p> <ul style="list-style-type: none"> • Process, Vision, Goals and Objectives for the 2023 RTP (Kim Ellis, Metro)

<ul style="list-style-type: none"> • 2024-27 MTIP Financial Forecast Update – Grace Cho 	
<p><u>July 21, 2022</u></p> <ul style="list-style-type: none"> • RFFA - Present public comment report, initial draft proposal for funding allocations (Dan Kaempff, Metro) • Regional Mobility Policy Update Discussion - Recommended Policy for 2023 RTP (Kim Ellis, Metro and ODOT staff; 30 min) • RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro) • RTP - Transportation Needs and Disparities Analysis for 2023 RTP (Eliot Rose, Metro) • Burnside Bridge-Intro (Alex Oreschak, Metro; Megan Neil, Multnomah County) <p><i>July 28th- RTP Council/JPACT Workshop 7:30am-9:30am</i></p> <ul style="list-style-type: none"> • Regional Congestion Pricing Policy (Alex Oreschak, Metro) • ODOT Oregon Highway Plan Amendment (ODOT presenters TBD, Garet Prior) 	<p><u>August 18, 2022</u></p> <ul style="list-style-type: none"> • RFFA - Present refined draft proposal, discussion of coordinating committee priorities (Dan Kaempff, Metro) • 82nd Avenue Project Update – Elizabeth Mros Ohare - City of Portland • RTP - Revenue Forecast for 2023 RTP (Ted Leybold, Metro) • RTP - Equitable Finance 2023 RTP (Lake McTighe, Metro) • Burnside Bridge- Vote (Alex Oreschak, Metro; Megan Neil, Multnomah County) <p><i>August 25th- RTP Council/JPACT Workshop 7:30am-9:30am</i></p> <ul style="list-style-type: none"> • Safe and Healthy Urban Arterials (John Mermin & Lake McTighe, Metro)
<p><u>September 15, 2022</u></p> <ul style="list-style-type: none"> • RFFA - ACTION on TPAC recommended project list (Dan Kaempff, Metro) • Revenue Forecast and Financial Targets for 2023 RTP Call for Projects (Ted Leybold, Metro) • RTP Needs Analysis and Performance Measures for Evaluating 2023 RTP Priorities (Eliot Rose, Metro) • <i>Transit Oriented Development</i> <p><i>September 22nd- RTP Council/JPACT Workshop 7:30am-9:30am</i></p>	<p><u>October 20, 2022</u></p> <ul style="list-style-type: none"> • RTP - Call for Projects for 2023 RTP (Kim Ellis, Metro) • Sunrise Community Vision Project – <i>Tentative (Clackamas County)</i> <p><i>October 27th- RTP Council/JPACT Workshop 7:30am-9:30am</i></p> <ul style="list-style-type: none"> • Climate Smart Strategy Update (Kim Ellis, Eliot Rose & Thaya Patton, Metro)

<ul style="list-style-type: none"> • High Capacity Transit Strategy Update/Future of Transit in the Region (Ally Holmqvist, Metro) 	
<p><u>November 17, 2022</u></p> <ul style="list-style-type: none"> • RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro) • Freight Commodity Study (Tim Collins, Metro) 	<p><u>December 15, 2022</u></p> <ul style="list-style-type: none"> • RTP – Update on Call for Projects for 2023 RTP (Kim Ellis, Metro)

Parking Lot:

- *Hwy 26/Westside Transportation Study – briefing (20 min, Matt Bihn & ODOT)*
- *Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro and Laura Hanson, RDPO)*
- 82nd Avenue – Elizabeth Mros-O’Hare, Metro and City of Portland

2022 MPAC Work Program

As of 5/9/2022

Items in italics are tentative

<p><u>May 25, 2022</u></p> <ul style="list-style-type: none"> • <i>Community Placemaking Grants Update (Dana Lucero (she/her), Metro; 45 min)</i> • <i>Addressing Barriers to shelter siting / Working towards winter 2022-2023; Q&A with shelter providers; 60 min)</i> 	<p><u>June 22, 2022</u></p> <ul style="list-style-type: none"> • MPAC Consideration of MTAC Nominees (consent) • <i>Parks and Nature Bond and Levy Update (Beth Cohen; 30 min)</i> • RTP - Emerging Transportation Trends Study Recommendations for 2023 RTP (Eliot Rose, Metro; 30 min) • Tigard Mid-cycle UGB Expansion update (Elissa Gertler, Metro Ted Reid, Metro Tigard staff (TBD); 30 min)
<p><u>July 27, 2022</u></p> <ul style="list-style-type: none"> • <i>Homeless Prevention: Understanding factors that lead to someone lose housing and prevention strategies</i> • RTP - Congestion Pricing Policy Development for 2023 RTP (Alex Oreschak and Kim Ellis, Metro) • <i>Introduction to the High Capacity Transit Strategy Update for the 2023 RTP (Margi Bradway (she/her), Metro, Ally Holmqvist (she/her), Metro; 30 min)</i> <p><i>Q3 SHS report included in packet</i></p>	<p><u>August 24, 2022- CANCELLED</u></p>
<p><u>September, 28, 2022</u></p> <ul style="list-style-type: none"> • <i>TOD Program Strategic and Work Plan Update (Andrea Pastor, Metro)</i> • <i>Revisiting shelter siting: Members share opportunities for siting shelter in their jurisdictions</i> 	<p><u>October 26, 2022</u></p> <ul style="list-style-type: none"> • <i>RTP - Climate Smart Strategy Update and Climate Analysis for 2023 RTP (Kim Ellis, Metro)</i> • <i>Discussion on one-time State funding for addressing homelessness</i> • <i>Shelter siting update: members report out on potential shelter sites</i>

<ul style="list-style-type: none"> <i>RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro)</i> 	
<p><u>November 09, 2022</u></p> <ul style="list-style-type: none"> <i>Factors of Homelessness: Regional Cooperation</i> <i>Freight Commodity Study (Tim Collins, Metro)</i> 	<p><u>December 14, 2022</u></p> <ul style="list-style-type: none"> <i>Factors of Homelessness: Summary/Memo/ Lessons Learned</i>

Note: Some 2023 RTP topics are placeholders pending approval of the work plan and engagement plan by JPACT and the Metro Council.

Memo

To: C4 Metro Subcommittee
From: Steve Williams, Clackamas County Department of Transportation and Development
Date: June 15, 2022
Re: Regional Flexible Fund Allocation for 2021 Funding Cycle

Every three years Metro makes funds available through the Regional Flexible Funds Allocation (RFFA) program funds that can be used for a very broad group of transportation system improvements. Regional flexible funds provide federal funding for investments in sidewalks, trails and roadways in communities across the region.

RFFA is not a federal requirement but a special funding program that Metro has established to provide funding for non-traditional transportation projects. RFFA is one of the largest sources of funding for projects in the Portland Metropolitan area.

Up until 2015 Metro sub-allocated RFFA funds to the three counties and Portland, and asked that those 4 sub-regions identify projects up to the level of funding that was provided. Starting in 2015, Metro was directed by Federal Highway Administration (FHWA) to conduct an open process on a region-wide basis to distribute the RFFA funds to ensure that the best projects were funded, no matter where those projects were located in the region.

In this RFFA cycle Metro made available \$67.3 million in grant funds from two programs: \$47.3 million in Metro federal funds set-aside for this purpose, and \$20 million from the funds that results for the issuance of the Metro Parks and Trails Bonds. Funds from these two sources have different requirements and uses. Proposers were allowed to specify the funding source for which they were applying – RFFA Federal Funds or Metro Parks and Trails Bond Funds. RFFA Funding can be awarded for any combination of project phases: Planning, Project Development, Right-of-way, or Construction.

This cycle there were 27 total applications for RFFA or Trails Bond funding from throughout the region. Six applications were submitted by jurisdictions in Clackamas County: Three for RFFA funds and three for the Trails Bond program, as shown below.

▪ Clackamas County	RFFA	\$935,884
▪ Happy Valley Clackamas River Trail	Trails Bond	\$661,175
▪ Happy Valley Scott Creek Trail	Trails Bond	\$89,562
▪ Lake Oswego	RFFA	\$450,036
▪ North Clackamas Parks and Recreation District	Trails Bond	\$624,250
▪ West Linn	RFFA	<u>\$3,497,580</u>
		\$6,258,487

Attached to this memo are 1 page summary sheets for each of the 6 projects from Clackamas County localities.

Total funding requested by all 27 projects was \$115,915,108, slightly less than twice the funding available. RFFA funding requests for \$79,777,484, Trails Bond funding requests for \$9,611,009 and

\$26,526,615 submitted for either RFFA or Trails Bonds funding. The total requested by all six projects from Clackamas County is 5.4% of the total RFFA funding available.

At their June meeting, CTAC received presentations on the 6 proposals. Twelve of the 15 CTAC members were present. After the presentations were completed the CTAC members each prioritized all six projects with their highest priority receiving 6 points, their 2nd high receiving 5 points, their 3rd highest receiving 4 points, their 4th highest receiving 3 points, their 5th highest receiving 2 points and the 6th highest receiving 1. Using that approach the six projects were prioritized as follows:

▪ Clackamas County	59	Overall Priority #1
▪ NCPRD	46	Overall Priority #2
▪ West Linn	43	Overall Priority #3
▪ Happy Valley Scott Creek Trail	36	Overall Priority #4
▪ Lake Oswego	24	Overall Priority #5
▪ Happy Valley Clackamas River Trail	23	Overall Priority #6

RFFA Projects:

Clackamas County I-205 Multi-use Path Gap Plan (RFFA Priority #1)

West Linn Willamette Falls Drive (RFFA Priority #2)

Lake Oswego Lakeview Blvd (RFFA Priority #3)

Trails Bond Projects:

NCPRD Trolley Trail Milwaukie Bay Park (Bond Priority #1)

Happy Valley Scott Creek Trail Development (Bond Priority #2)

Happy Valley Clackamas River Trail (Bond Priority #3)

Recommendations:

Each county coordination committee and the City of Portland will have the opportunity to provide recommendations to decision-makers on which projects submitted from their jurisdictions best reflect local priorities. The CTAC recommendation will go to C4 Metro and C4 for their consideration. Additional project information gathered through the Outcomes Evaluation, Risk Assessment and public comment also will be provided to assist in making recommendations. Recommendations will be provided to TPAC and JFACT in advance of the August 2022 meetings.

After reviewing the prioritization CTAC made two recommendations for consideration by C4 Metro Subcommittee and C4:

1. CTAC recommended prioritization of the Clackamas County projects as shown above.
2. CTAC recommended that due to the very small percentage of total funding proposed for Clackamas County and the objective of the Regional Flexible Fund program to “invest around the region” that all six projects should be recommended for funding.

DRAFT – FOR DISCUSSION AT THE JUNE 15 C4 METRO SUBCOMMITTEE

Joint Policy Advisory Committee
c/o JPACT Chair Shirley Craddick
600 NE Grand Ave.
Portland, OR 97232

Re: Prioritization of the Regional Flexible Funds Allocation (RFFA) and Metro Parks Trail Bonds

Dear Chair Craddick and members of JPACT:

On behalf of the Clackamas County Coordinating Committee (C4), we submit the following prioritization and comments related to the Regional Flexible Funds Allocation (RFFA) and Metro Parks Trail Bond (Bond) process. We recognize the decision process for these funds is dynamic, and will happen at multiple tables, and that final decisions will not occur until the fall of 2022.

We appreciate being involved in shaping the process for selecting the RFFA projects and that we are given the opportunity to provide recommendations to JPACT on the projects that best reflect our communities' local priorities.

In this round, only three Clackamas County jurisdictions submitted requests for RFFA funding. Local participation was influenced by a variety of factors, such as staff capacity limitations in smaller communities and the desire for various jurisdictions to have the opportunity to receive RFFA dollars. In total, the amount of RFFA dollars requested by Clackamas County jurisdictions represents only 10.7% of available funds. **Knowing that the first 2025-2027 RFFA Program Guidance objective is to fund projects from throughout the region, we recommend that all three of the RFFA project proposals receive approval for funding.**

In addition to the RFFA process, three local projects were submitted for Trails Bond consideration. Like the RFFA process, local Bond projects requested a very small portion of available funds. In total, funding requested by the three Clackamas County projects constitutes only 6.9% of the available Trail Bond dollars. **For these reasons – and given the significant need for additional multimodal and trail investments in our communities where few exist today – we urge that all projects submitted from the communities in Clackamas County receive funding from the Trail Bond at their requested amount.**

Thank you for soliciting coordinating committee priorities to inform final project selection. While our position is that all Clackamas projects be funded this cycle, we recognize the depth of need across the region and Metro's process to objectively analyze and score projects. In support of Metro's process, we have also ranked our local projects within each funding category, seen here with 1 being the highest ranking:

RFFA Projects by Priority:

1. Clackamas County I-205 Multi-use Path Gap Plan
2. West Linn Willamette Falls Drive
3. Lake Oswego Lakeview Blvd

Trails Bond Projects by Priority:

1. NCPRD Trolley Trail Milwaukie Bay Park
2. Happy Valley Scott Creek Trail Development
3. Happy Valley Clackamas River Trail

In closing, please accept these final comments:

First, thank you for including a competitive process to access funds from the Metro Parks and Nature Bond. While it may not make sense for these two funding programs to be included in the same process in the future, we appreciate that communities can access these funds through a public process that also tried to balance regional needs.

Second, we urge you to find ways to invest in suburban communities, such as Lake Oswego, where there has not been RFFA investment in the recent past. While suburban communities may not score as highly as other, more dense neighborhoods, their proposals address program objectives and provide infrastructure where there are no alternatives in order to fill critical gaps in the active transportation system. With a number of relatively small cities and communities throughout Clackamas, we think our communities experience greater barriers to accessing funds than perhaps larger communities throughout the region. While there are many good criteria to guide how projects are scored and selected, we also encourage Metro to elevate the prioritization of projects that add multimodal, trail, or transit capacity where none exists today.

Last, given the early nature of when these comments were requested and the absence of detail about how projects across the region will score, we reserve the right to share additional feedback, prioritization, or comment as the process continues.

Thank you for your consideration.

Sincerely,

DRAFT

Commissioner Paul Savas
Clackamas County
C4 Co-Chair
R1ACT Vice Chair

DRAFT

Mayor Brian Hodson
City of Canby
C4 Co-Chair
R1ACT Member

C4 Membership: Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts; Ex Officio Members including Metro, MPAC Citizen Port of Portland, Urban and Rural Transit

RFFA/Bond Applications Submitted from Clackamas County Localities:

RFFA Funding	Phases	Request
Clackamas Co: I-205 MUP Gap Refinement Plan	Planning / Project Dev	\$935,884
Lake Oswego: Lakeview Blvd – Jean Rd to McEwan Rd	Plan/PD/ROW	\$583,245
West Linn: Willamette Falls Drive Multimodal Improvement Project	PD/ROW/Constr	\$3,497,580
Trails Bond Funding		
Happy Valley: Clackamas River Trail	PD/ROW/Const	\$366,396
Happy Valley: Scott Creek Trail	PD/ROW	\$89,562
NCPRD: Trolley Trail Multiuse Path – Milwaukie Bay Park	PD/ROW/Const	\$624,250

Project Name: Clackamas Co: I-205 MUP Gap Refinement Plan

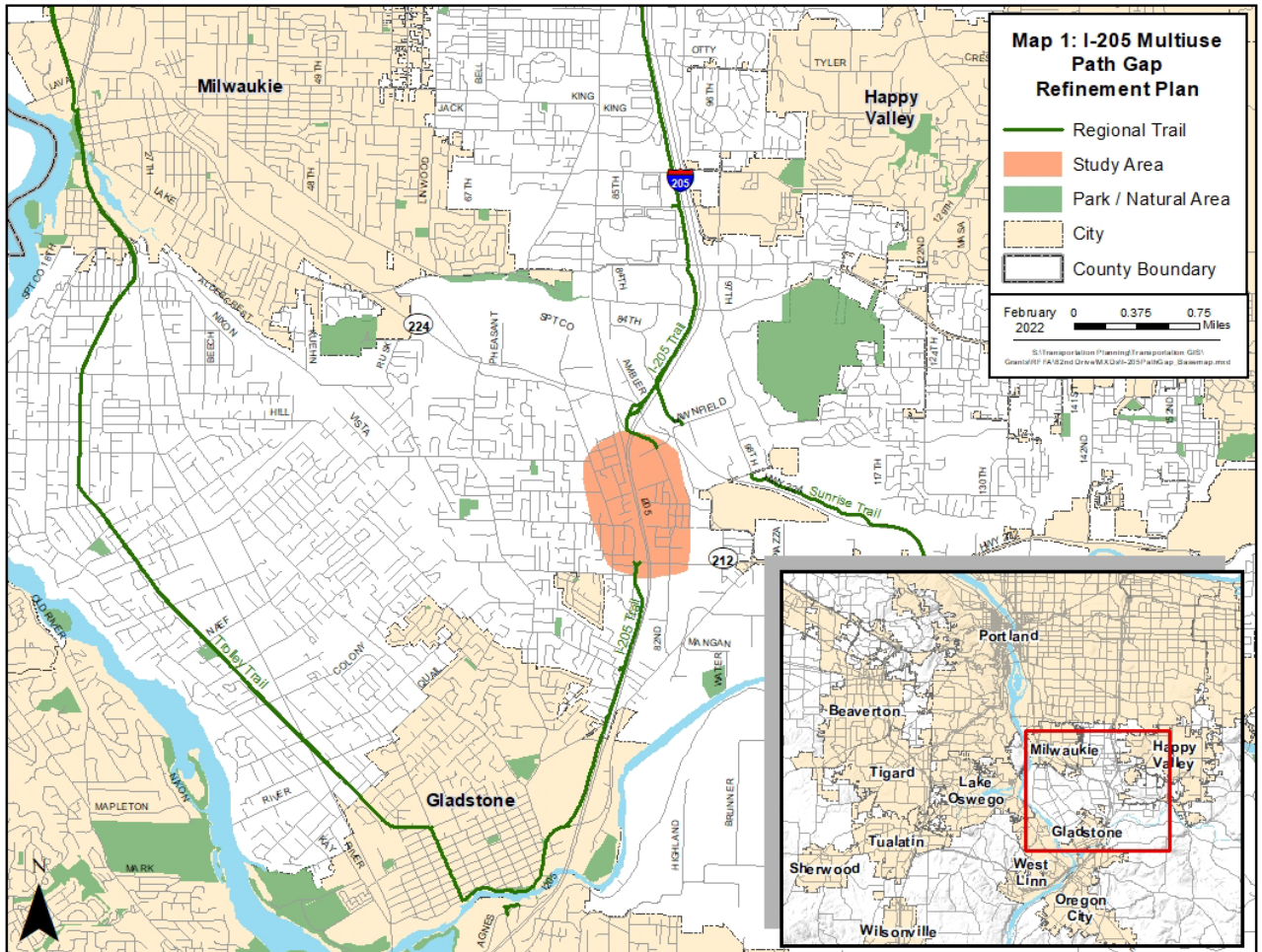
Total Project Cost: \$1,032,000

Funding Request (RFFA): \$935,884

Project Description:

The purpose of I-205 Multiuse Path Gap Refinement Plan (Project) is to develop a community-backed design solution for a preferred route within the I-205 path gap study area to facilitate non-vehicle transportation and improve safety and accessibility. Currently the area between Hwy. 224 and Hwy. 212 is uncomfortable for bicyclists and unaccommodating for those walking. The existing conditions photographs attached as Exhibit 2 show the pedestrian and cycling barriers, including substandard sidewalks without ADA compliant curb ramps; uneven, cracked sidewalks which force pedestrians to walk in bike lanes; narrow bike lanes with periodic depressed storm grates and freeway on-ramp crossings. Developing design solutions that target the “interested but concerned” will remove active travel barriers in this part of the region.

The gap in the I-205 MUP is a barrier to accessing area destinations, including schools, employment and transit by active modes. “Filling the gap” would provide safe routes to school to and from Cascade Heights School, located one block east of SE 82nd Dr. at SE Tolbert St. Cascade Heights is a public charter school within the North Clackamas School District, enrolling an average of 225 students – Kindergarten through 8th grade. Currently students and families must navigate discontinuous, uncomfortable facilities that pose a barrier to walking or biking to school. Cascade Heights will be a partner during project development. When this project is constructed, students and families will be able to access school and other destinations by walking or bicycling.



Project Funding:

Project Phase	RFFA/Trails Bond Funds	Required local match	Other funds
Project Development: Planning	\$424,461.00	\$47,396.00	NA
Project Development: Pre-NEPA Scoping	\$318,514.50	\$36,485.50	NA
Project Development: Preliminary Engineering	\$71,774.00	\$8,226.00	NA
Right-of-way	NA	NA	NA
Utilities	NA	NA	NA
Construction	NA	NA	NA
Other	\$121,135.50	\$13,864.50	NA
TOTAL	\$935,884.00	\$96,116.00	NA

Metro Score:

Project name:	I-205 Multiuse Path
Applicant:	Clackamas County
Amount requested:	\$935,884
Source requested:	RFFA
Project phase(s):	Planning, Project Development
Evaluation notes:	Analysis of three potential alignments to replace current on-street section of regional multi-use path between Highways 224 and 212 (approx. 4,000 ft. straight line distance). Project will complete gap on regional trails network. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
Outcomes ratings:	RFFA
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Congestion</i>	BEST
<i>Overall</i>	BEST

CTAC Recommended Priority: RFFA #1

RFFA Transportation Project Summary

Locality: Lake Oswego

Project Name: Lake Oswego: Lakeview Blvd – Jean Rd to McEwan Rd

Total Project Cost: \$650,000

Funding Request (RFFA): \$583,245

Project Description:

Lakeview Boulevard between Jean Road and McEwan Road serves as an access to the nearby Rosewood Neighborhood as well as the Southwest Employment Area. A significant portion of Lakeview Boulevard lacks sidewalks and has narrow travel lanes, creating barriers for active transportation for residents and access for employment or freight.

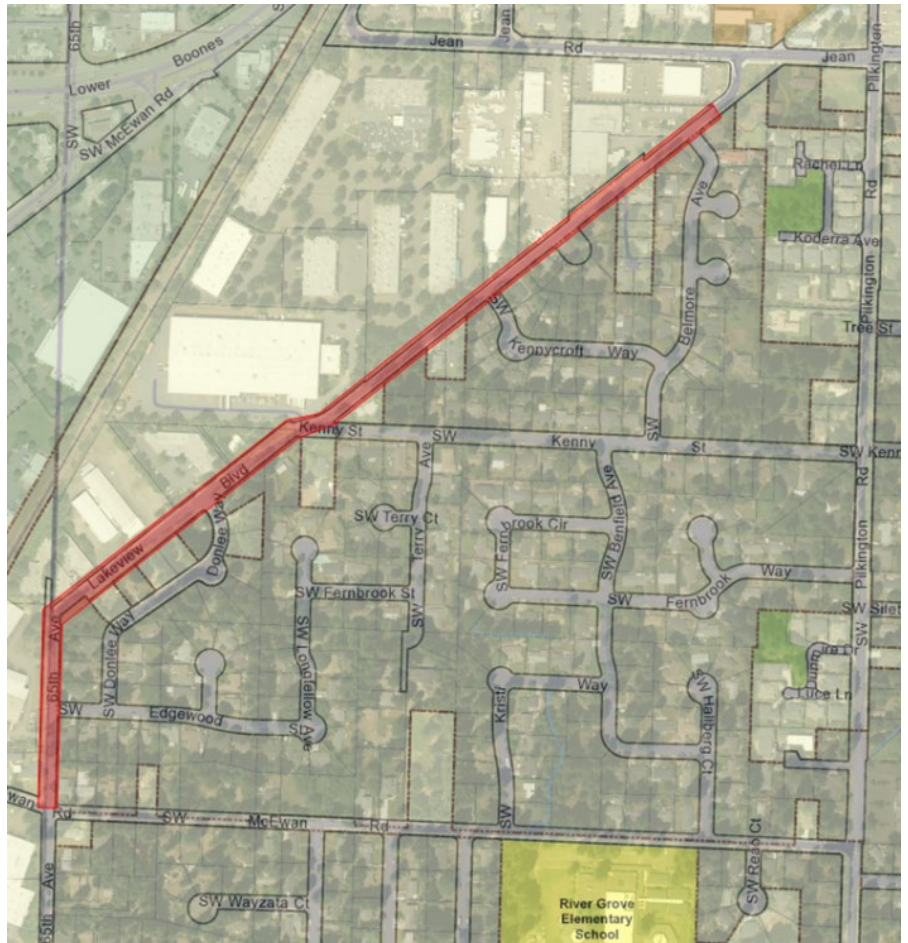
The City would like to reduce barriers by improving access and connectivity for all users of the right-of-way wishing to travel to and from the employment area and the neighborhood. The City would like to begin planning, starting outreach, and designing a better street that includes a separated pedestrian pathway and improved access to enhance connectivity on Lakeview Boulevard. This connectivity can provide a safer connection to the transit lines on Jean Road or to the nearby elementary school on McEwan Road. A new pathway can also provide connectivity to a pedestrian system that reaches services and commercial uses on Boones Ferry Road.

Without a separated facility, currently residents in the Rosewood Neighborhood wishing to walk or bike must share the roadway with freight traffic and motor vehicles. The City wishes to begin design on a project that would make active transportation a more viable option for residents wishing to walk to destinations on Boones Ferry Road or employees wishing to use transit to reach the Southwest Employment Area.

An improved street network and improved access to the commercial areas from Interstate 5 may attract more businesses to the employment area and could possibly increase economic outcomes, such as the creation of more jobs. The Southwest Employment Area is home to several large employers including Biotroniks, Lake Oswego's largest private sector employer that has approximately 500 employees.

The City will also have a goal to improve intersections such that they discourage truck traffic from using local residential streets. The reduction in freight trucks on neighborhood streets will increase livability for the nearby residents.

In 2019, the City realigned the Lakeview Boulevard/Jean Road intersection at the northern terminus of the project area in accordance with the Southwest Employment Area Plan. The planning and design of the Lakeview Boulevard improvements will connect and continue these improvements to enhance connectivity and livability of the neighborhood and employment area.



Project Funding:

Project name:	Lakeview Blvd
Applicant:	Lake Oswego
Amount requested:	\$450,036
Source requested:	RFFA
Project phase(s):	Project Development
Evaluation notes:	Analysis and planning for road improvements. Indicated initial project design would widen .7 mile of Lakeview Blvd. (Jean Rd to McEwan Rd) to 14' travel lanes with bicycle sharrows, and upgrade sidewalk on one side of street. The street has single-family homes on the south side and industrial uses on the north, presenting a challenge to meet both purposes. Analysis and outreach are needed to design a facility that will serve the needs of businesses and residents while increasing the livability of the streets in the area. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
Outcomes ratings:	RFFA
<i>Equity</i>	BETTER
<i>Safety</i>	GOOD
<i>Climate</i>	BETTER
<i>Congestion</i>	GOOD
<i>Overall</i>	GOOD

Metro Score:

Project Phase	RFFA/Trails Bond Funds	Required local match	Other funds
Project Development: Planning	NA	NA	NA
Project Development: Pre-NEPA Scoping	NA	NA	NA
Project Development: Preliminary Engineering	NA	NA	NA
Right-of-way	NA	NA	NA
Utilities	NA	NA	NA
Construction	NA	NA	NA
Other	NA	NA	NA
TOTAL	\$583,245.00	\$66,755.00	NA

CTAC Recommended Priority: RFFA #3

Project Name: Willamette Falls Drive Multimodal Improvement Project

Total Project Cost: \$4,097,893.48

Funding Request (RFFA): \$3,362,984.82

Project Description:

- The current bike and pedestrian network within the proposed project area is intermittent with entire sections missing any constructed facilities. Consistent bike and pedestrian facilities are necessary to ensure multi-modal access between residential and commercial areas which surround the project boundaries. The project builds upon the City's active investments in grade separated bike and pedestrian facilities promoting and enhancing economic activity within one of the City's busiest commercial areas.
- Pedestrian and bike facilities in the area are defined as substandard or lacking within Metro's Regional Transportation System Plan. The project proposes grade separated bike lanes to clearly delineate the various travel modes along the corridor. The proposed design will increase safety of both bicyclists and pedestrians by vertically and horizontally separating facilities.
- The proposed plan will largely fill a gap between existing and under construction bike and pedestrian facilities improving connections in the corridor. This significant reduction in the current gap of multi-modal facilities will allow increased non-vehicular access to Field's Bridge Park, the Tualatin River recreational area, the Main Street commercial district, as well as the new middle school under construction.
- The proposed plan will address substandard intersections at 16th St. /Willamette Falls Dr., 19th St. /Willamette Falls Dr., and at Ostman Rd. /Willamette Falls Dr. These improvements will improve handicap accessibility, safety, and access for all users. Improvements will utilize access management techniques in order to reduce the number of potential conflict points between vehicles, pedestrians, and bicyclists.
- The overarching goal of the proposed project is to design a multimodal transportation network for regional travel which will prioritize mobility and access for people with a range of needs and physical abilities.



Project Funding:

Project Phase	RFFA/Trails Bond Funds	Required local match	Other funds
Project Development: Planning			Completed with local funding
Project Development: Pre-NEPA Scoping			Completed with local funding
Project Development: Preliminary Engineering	\$581,153.38	\$66,515.60	\$350,000.00 30% design previously completed with local funding
Right-of-way	\$358,920.00	\$41,080.00	
Utilities			
Construction	\$2,422,911.44	\$277,313.06	
Other			
TOTAL	\$3,362,984.82	\$384,908.66	\$350,000.00

Metro Score:

Project name:	Willamette Falls Drive
Applicant:	West Linn
Amount requested:	\$3,497,580
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project continues complete street improvements for .4 mile between 16 th and Ostman Streets. High level of design detailed in application; concern is that available right-of-way may not be sufficient along the entire length to include all identified project elements.
Outcomes ratings:	RFFA
<i>Equity</i>	GOOD
<i>Safety</i>	BETTER
<i>Climate</i>	BETTER
<i>Congestion</i>	GOOD
<i>Overall</i>	GOOD

CTAC Recommended Priority: RFFA #2

Project Name: Clackamas River Trail

Total Project Cost: \$2,316,396.03

Funding Request (Trails Bond): \$366,396.03

Project Description:

In 2017, Metro awarded the City of Happy Valley a 2040 Planning and Development Grant to perform comprehensive planning for the Pleasant Valley/North Carver (PVNC) area. Following a rigorous public engagement process, hearings are now underway to finalize and adopt the PVNC Comprehensive Plan.

The PVNC Comprehensive Plan contemplates a bright and equitable future for OR 224 north of Springwater Road. This area is envisioned to become a river-oriented, mixed-use district with a villagelike scale and character that is both a desirable place to live and an attractive destination for Happy Valley residents and visitors.

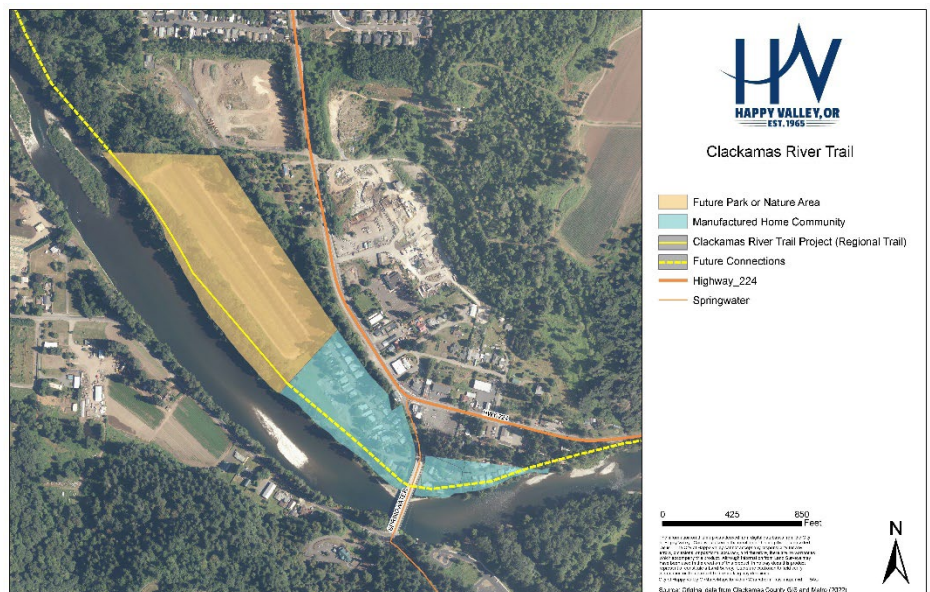
In support of the community vision, the City has purchased a large property on the historic Clackamas riverfront and adjacent to the bike/ped system gap on OR 224. With this acquisition, the City hopes to develop a new public park/nature area around the Clackamas River Trail.

If trail bond dollars are awarded, then the City will construct a 1,450-foot segment of the Clackamas River Trail along the west side of the new park property, following the existing tree line of the Clackamas riverfront. This segment of the Clackamas River Trail will eventually extend further north and south, providing off-street access to residential, industrial, and other significant land uses.

As envisioned, the Clackamas River Trail will function as regional trail and a multiuse path, separated from motor vehicle traffic and connecting regional destinations. Consistent with the Happy Valley Parks, Recreation & Open Space Plan, the City seeks to design this facility to offer universal accessibility for residents of all physical capabilities, skill levels and age as appropriate. The Trail will include a minimum 20-ft temporary construction easement width to accommodate a 12-ft, paved trail and two-foot shoulders. Trail width may narrow to 10-ft where needed to protect sensitive habitats along the Clackamas River. Moreover, artificial lighting will be limited to essential locations to minimize disruptions to the habitat.

To enhance the user experience along the trail, the City proposes to evaluate options for separating pedestrians and bicyclists in busier areas, such as through paint or other surface materials. Trail amenities will include but are not limited to easily visible access points, wayfinding, and placemaking elements to honor the community's history and unique landscape. Potential types of placemaking could include art-based features, creative seating alternatives, and lookout points.

Whereas the City seeks to construct the Clackamas River Trail quickly, this investment is not siloed. The City proposes to use a portion of project dollars to explore an easement connection to Carver Mobile Home Ranch immediately south of the project site. Development of the new riverfront park around the Clackamas River Trail is also expected in the next 3 – 5 years. The riverfront park is anticipated to include parking, restrooms, and a playground.



Project Funding:

Project Phase	RFFA/Trails Bond Funds	Local match	Other funds
Project Development: Planning	\$,6063.75	\$4,961.25	
Project Development: Pre-NEPA Scoping	\$29,712.38	\$24,310.13	
Project Development: Preliminary Engineering	\$33,350.63	\$27,286.88	
Right-of-way	\$6,063.75	\$4,961.25	
Utilities	\$6,063.75	\$4,961.25	
Construction	\$180,457.20	\$147,646.80	
Other	\$104,684.58	\$85,651.02	
TOTAL	\$366,396.03	\$299,778.57	\$1,650,221.43

Metro Score:

Project name:	Clackamas River Trail
Applicant:	Happy Valley
Amount requested:	\$666,175
Source requested:	Bond
Project phase(s):	Construction
Evaluation notes:	Project would build a 1,450 foot multi-use trail along the Clackamas River in Carver. The property adjacent is undeveloped and difficult to plan / build without knowing what will be going there. Many unknowns regarding facility design and construction – major access issues - accessible likely and issue. Not currently filling a gap. The city would bring considerable overmatch, providing 75% of the overall project cost. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	Trails Bond
<i>Equity</i>	GOOD
<i>Safety</i>	GOOD
<i>Climate</i>	GOOD
<i>Trails</i>	GOOD
<i>Overall</i>	GOOD

CTAC Recommended Priority: Trails Bond #3

RFFA Transportation Project Summary

Locality: NCPRD

Project Name: Trolley Trail – Milwaukie Bay Park

Total Project Cost: \$1,135,000

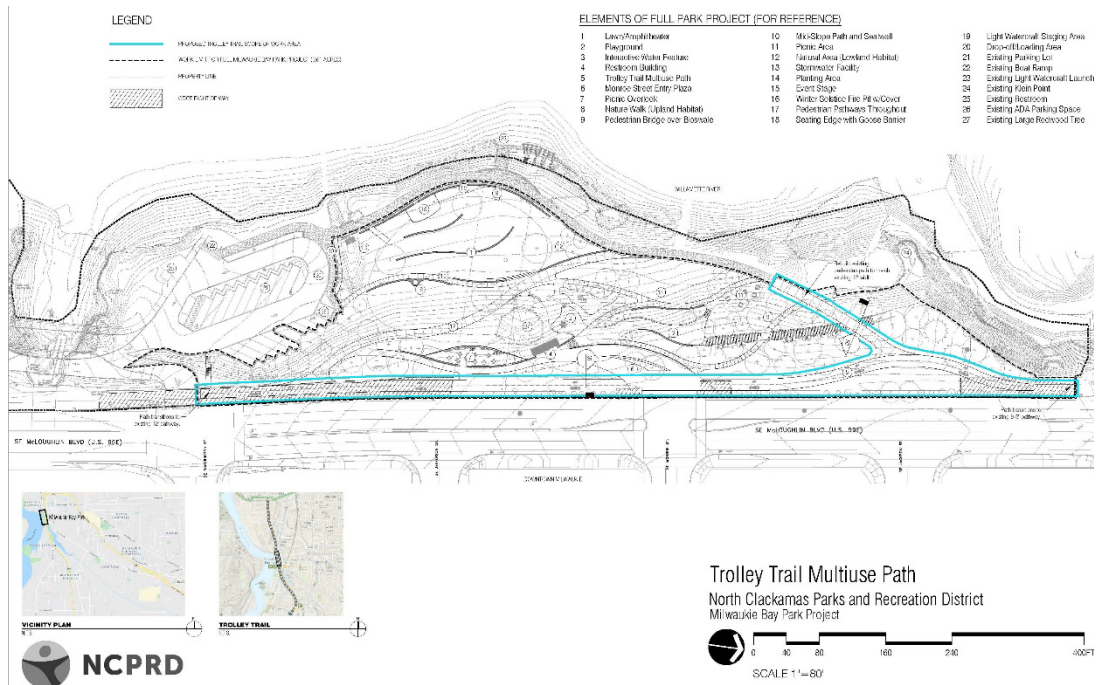
Funding Request (Trails Bond): \$624,250

Project Description:

The problem in the proposed work area of the Trolley Trail today is that it is a deficiency gap at the most prominent and connective node and rest stop along the well-used six-mile regional trail. It is a sub-standard section of the Trolley Trail today that is not as safe, welcoming or accessible to users as it needs to be to support both higher trail volumes, the diversity of people who should feel welcome to access the site/trail, and the array of amenities and connections at this location.

The opportunity is to improve this segment by providing a continuous pedestrian/bike (or other active transportation/mobility device mode) option fully separated from the state road, providing a wider continuous multiuse path, providing seamless connection to the park’s pedestrian riverside path and overall park, removing awkward and unsafe turns, delineating bicycling and pedestrian zones, mitigating potential crossing conflicts associated with park access, providing uniform new paving, and improving queuing areas for existing crossings at SE McLoughlin Boulevard/OR99E.

- Trails bond funding is an excellent fit for this project and provides great leverage for NCPRD, the City and partners to maximize contributions to the trail and park projects. The project aligns with the Trails Bond Performance Measures:



- Provides physical access to the Willamette River and visual access to Kellogg Creek and Johnson Creek within 100-200'
- Closes a deficiency gap, and connects to the existing network on both ends for a high level of connectivity
- Demonstrates a high level of readiness
- Leverages other public and non-profit investments in the park adjacent to trail and is likely to encourage related investments in the downtown due to improved access to the regional trail via this multiuse path and node
- Has already been designed and will be refined by public input, including historically marginalized communities.
- Is proximate to affordable housing and transit, and directly connects to Milwaukie Bay Park, Willamette River and creeks
- Achieves a high level of universal design

Project Funding:

Project Phase	RFFA/Trails Bond Funds	Required local match	Other funds
Project Development: Planning			
Project Development: Pre-NEPA Scoping			
Project Development: Preliminary Engineering	\$62,975	\$51,525	Local match to be provided with NCPRD System Development Charges
Right-of-way	\$72,600	\$59,400	"
Utilities	\$5,500	\$4,500	"
Construction	\$428,175	\$350,325	"
Other	\$55,000	45,000	"
TOTAL	\$624,250	\$510,750	"

Metro Score:

Project name:	Trolley Trail
Applicant:	North Clackamas Parks & Recreation District
Amount requested:	\$624,250
Source requested:	Trails Bond
Project phase(s):	Construction
Evaluation notes:	Realigns and improves an existing 1,065 foot substandard section of the regional trail along McLoughlin Blvd, within the park. The design will create a 14-ft paved multi-use path and will remove tight turns, delineate bike and ped zones, mitigate potential crossing conflict, and provide more uniform paving. This segment connects people from the regional trail network to the park and the river as well as from the transit stops, housing, and commercial areas in the adjacent downtown and neighboring communities. Identified in Regional Investment Measure. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	Trails Bond
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BEST
<i>Trails</i>	BEST
<i>Overall</i>	BEST

CTAC Recommended Priority: Trails Bond #1

Project Name: Scott Creek Trail Development

Total Project Cost: \$162,839.25

Funding Request (Trails Bond): \$89,561.59

Project Description:

The Scott Creek Trail Development Project will perform an alternatives analysis and preliminary engineering to close the bike and pedestrian system gap between Metro’s Mount Talbert Nature Park south of Sunnyside Road and Southern Lites Park north of Sunnyside Road.

The alternatives analysis will contemplate two potential trail alignments. Route A (off-street) extends parallel to Mt. Scott Creek for approximately 1,800 feet and would cross below Sunnyside Rd via culvert. Route B (on-street) extends along the east side of 117th Ave for approximately 1,400 feet. Both alternatives are over 5,000 square feet in area, and some minor stormwater treatment/detention may be required.

The development of a Scott Creek Trail alignment will contribute to last mile transit connectivity between Happy Valley’s northern residential "bowl" and Sunnyside Road, the community's primary east-west transportation route and commercial corridor. Project improvements will enhance access to regional parks and trail system. Other high need locations in proximity to improvements include Spring Mountain Elementary School, Miramont Pointe Senior Living Community, Sunnyside Meadows Memory Care, a robust medical sector, grocery shops and other retail.

From a broader perspective, the Scott Creek Trail Development Project addresses a trail gap within the proposed 37.5-mile Mount Scott Scouters Mountain Trail Loop Master Plan (the Plan). The Plan was adopted in 2014 by Metro Council and Happy Valley City Council as an element of the City’s Transportation System Plan. The Trail Loop will provide Clackamas County, Happy Valley, and Portland residents with non-motorized recreation and transportation connections to regional destinations and facilities, including the Springwater Corridor, the Clackamas River, Mount Talbert Nature Park, and Scouters Mountain Nature Park.

Section 6 of the Plan, which includes the Scott Creek Trail, was identified as a priority for implementation because it will connect a regional park to neighbors and improve gaps within the existing system. Planning and further construction of the Scott Creek Trail will build on the momentum and community support of the Plan completed in 2014, and more recently, an Oregon State Community Paths Program grant to reconstruct and make accessible the northern segments of Southern Lites trail and Scott Creek Trail.



Project Funding:

Project Phase	RFFA/Trails Bond Funds	Required local match	Other funds
Project Development: Planning	\$6,063.75	\$4,961.25	
Project Development: Pre-NEPA Scoping	\$21,223.13	\$17,364.38	
Project Development: Preliminary Engineering	\$24,558.19	\$20,093.06	
Right-of-way	\$6,063.75	\$4,961.25	
Utilities	\$6,063.75	\$4,961.25	
Construction			
Other	\$25,589.03	\$20,936.48	
TOTAL	\$89,561.59	\$73,277.66	

Metro Score:

Project name:	Scott Creek Trail
Applicant:	Happy Valley
Amount requested:	\$89,562
Source requested:	Trails Bond
Project phase(s):	Planning, Project Development
Evaluation notes:	Project would complete 30% design for a regional trail gap in an equity focus area, providing a grade-separated crossing of Sunnyside Road and a connection to Mt. Talbert Nature Park. They have reached out to Tribes about the grant request and project. The project would address a network gap and has both a Preferred A) off street option and a Backup B) On Street alignment. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential.
Outcomes ratings:	Trails Bond
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Trails</i>	GOOD
<i>Overall</i>	BETTER

CTAC Recommended Priority: Trails Bond #2

Memorandum

To: C4 Metro Subcommittee
From: Team TPAC, Representing Clackamas County & Clackamas Cities
Re: June 3, 2022 TPAC Highlights
Date: June 7, 2022

Overview

Following is a brief summary of the June 3, 2022 TPAC Meeting. Meeting materials can be found [here](#).

General Updates

- There were an estimated nine traffic fatalities in May, of which three were in Clackamas County.
- Metro is hosting a Climate Expert Panel in support of the 2023 RTP update on June 22, 7:30 – 10 am. [Preregister here!](#) The webinar will include a moderated discussion followed by an opportunity for Metro Council and JPACT members to ask questions of the panelists. Other interested parties and regional partners are invited to listen in.
- Metro staff is planning a 2023 Regional Transportation Plan update JPACT/ Council workshop series, which will take place monthly from June-October. These joint workshops of the Metro Council and JPACT are an opportunity for Metro Council and JPACT members to have space to discuss critical elements of the 2023 RTP update. The first workshop will take place on Thursday, June 30th from 7:30am-9:30am. The workshop topic will be on process, vision, goals, and objectives of the 2023 RTP update. Staff are planning for the workshop to be in-person at Conservation Hall in the Oregon Zoo. There will be a livestream to view the event, but remote participation will not be offered.
- TPAC recommended a series of amendments to the 2021-2026 MTIP, including:
 - Addition of the I-405 Fremont Bridge Painting project and addition of funding to an OR141/OR217 ADA Curbs and Ramps Improvement project.
 - Addition of TriMet's Willamette Shoreline Line Rail & Trestle Repair-Phase I project, and funding corrections to ODOT's US30BY Curb Ramps ADA Improvements plus their OR99E - Clackamas River (McLoughlin) Bridge painting project.

Meeting Highlights

Interstate Bridge Replacement Project

TPAC recommended JPACT approve and submit to the Metro Council Resolution 22-5273, for the purpose of endorsing the Interstate Bridge Replacement Program Modified Locally Preferred Alternative.

Overview

The Modified LPA identifies foundational elements that local partners agree should move forward for further evaluation, including potential benefits and impacts and formal public comment. Highlighted, some elements of the LPA include:

- Replacing the current I-5 Bridge with a **seismically sound bridge** and constructing three through lanes north- and southbound on I-5 throughout the bridge influence area (BIA).
- **Light Rail Transit (LRT) service** as the preferred mode for dedicated High-Capacity Transit improvement within the BIA. An alignment begins with a connection at the existing Expo Center LRT station in Portland,

extends north, with a new station at Hayden Island, continues across the Columbia River on the new I-5 bridge, and generally follows I-5 with an interim Minimum Operable Segment not extending north of E. Evergreen Boulevard, in Vancouver, WA.

- **Variable Rate Tolling** for funding, such as constructing the program, managing congestion, and improving multi-modal mobility within the BIA. The Program will study and recommend a low-income toll program, including exemptions and discounts, to the transportation commissions.
- **One auxiliary lane north- and southbound** between Marine Drive in Portland and E. Mill Plain Boulevard in Vancouver to accommodate the safe movement of freight and other vehicles.

IBR Recommendation: Modified LPA

<p>Hayden Island/ Marine Drive: Partial Interchange</p> <p>Transit: Light Rail to Evergreen near I-5</p>	<p>River Crossing Auxiliary Lanes: 1</p> <p>Variable Rate Tolling: Yes</p>	
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Partial Interchange Summary

Hayden Island Drive local-only trips and Tomahawk Island Drive extension increase Hayden Island east-west connectivity

Smaller interchange leaves space for a comfortable pedestrian environment and opportunities for open space

Addresses safety and congestion by improving active transportation, adding shoulders, increasing lane widths and improving ramp merges

<p>Benefits of Expanding LRT from Expo to Evergreen</p> <p>4 Stations* </p> <p>3,000+ Residents are within a half mile walk</p> <p>26% BIPOC 41% Low-income</p> <p><small>*Includes the existing Expo station and 3 new stations.</small></p>	<p>Equity - Jobs Accessible via Transit (% increase)*</p> <p>68% General 73% BIPOC</p> <p>59% Low-income 71% People w/ disabilities</p> <p><small>*Increase in jobs accessible from the program area within a 45 minute midday transit ride. Percent increase determined by adding LRT Expo to Evergreen compared to 2045 No Build.</small></p>	<p>Climate - GHG Reduction*</p> <p>36,000 metric tons/year or the equivalent of</p> <p>7,000 homes' electricity for one year OR 89,400,000 miles driven by gas powered car</p> <p><small>*GHG reduction is an estimate calculated from the displacement (or avoidance) in the shift from cars to transit.</small></p>	<p>Strategies to Combat Climate Change </p> <ul style="list-style-type: none"> • Demand Management, including Variable Rate Tolling (tolling will consider price reductions for low-income users and low-carbon vehicles) • Increase traffic operation efficiencies (ramp metering and auxiliary lanes) • Mode shift from cars to active transportation and transit • Low-carbon emission construction strategies
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Nuances

TPAC received some public testimony relating to the IBRP. Comments were interested in studying an alternative river crossing tunnel, and there were some concerns about whether the project can be phased.

Timeline

- On June 16, JPACT will be asked to recommend the Metro Council approve a resolution to endorse the IBRP Modified Locally Preferred Alternative.
- The modified LPA will be submitted for environmental review this summer. During the environmental review phase, the IBR team will continue to advance a preliminary design, acquire permits, and update the cost and funding analysis. Detailed evaluation of the IBR program’s Modified LPA will be documented in a Supplemental Draft Environmental Impact Statement (SDEIS).
- Construction is anticipated to begin in late 2025.

Questions/Comments to Raise at JPACT

- ODOT is currently developing a toll program with the dual objectives of revenue generation and demand management. Will the IBRP be limited to the same objectives/revenue applicability?
- The IBRP commits to measurable and actionable equity outcomes and to the development of a robust set of programs and improvements that will be defined in a Community Benefits Agreement. Tell us more about the Community Benefits Agreement!

RFFA & Bond Project Selection

Over the next four months, TPAC and JPACT will discuss and ultimately identify a package of projects to be funded through the 2025-2027 Regional Flexible Funds Allocation (RFFA). Metro intends to develop two or more draft funding proposals for TPAC and JPACT discussion and consideration, based on input received from those committees. These proposals are intended to illustrate different approaches to awarding funds.

The selection of Trails Bond projects is solely a Metro Council decision; however staff has indicated that they want to hear from JPACT as they're putting together their staff recommendation.

In July and August, TPAC has three opportunities to discuss and refine project funding proposals, leading to a TPAC recommendation in September. There is still additional information being gathered through the Risk Assessment and Public Comment, as well as Coordinating Committee priorities yet to be known.

Upcoming Agenda Highlights

- **June 15 – MTAC/TPAC Workshop**
 - Regional Mobility Policy Update: Draft Framework, Measures and Action Plan
 - Emerging Transportation Trends Study Recommendations
 - Regional Freight Delay & Commodities Movement Study
- **July 8**
 - Transportation Needs and Disparities Analysis
 - RFFA Public Comment Report, Initial Draft Staff Recommendations
 - Enhanced Transit Concepts/Better Bus Update
 - Multnomah County Earthquake Ready Burnside Bridge Update
 - Safe and Healthy Urban Arterials
- **July 13 – TPAC Workshop**
 - RFFA Refining Staff Recommendations
 - 2024-2027 MTIP Performance Evaluation – Approach and Methods
 - Metro RTP Congestion Pricing Policy Development and ODOT Oregon Highway Plan Amendment
 - Introduction to the High Capacity Transit Strategy Update for 2023 RTP

For More Information, Contact Team TPAC

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Memo

Date: Tuesday, May 31, 2022
To: Metro Council President Peterson
Metro Councilors
From: Tim O'Brien, Principal Regional Planner
Ted Reid, Principal Regional Planner
Roger Alfred, Senior Assistant Attorney
Subject: Tigard's mid-cycle UGB proposal/COO recommendation/exchange process

Introduction

The City of Tigard is a consistent and dependable regional partner in its forward-looking approach to housing planning. Tigard has been at the vanguard of allowing middle housing that serves residents and the region so well. Now, Tigard has proposed a well-planned UGB expansion that includes middle housing under Metro's new mid-cycle UGB amendment process. The Metro Chief Operating Officer has recommended that the Council approve this expansion, but through a UGB exchange instead of the mid-cycle process. At an April 28 work session, the Metro Council directed staff to develop a work program that will allow the Council to consider a UGB exchange by this fall.

The UGB exchange process, while already enabled under state law, has not been used in the Metro region. It would entail adding the River Terrace 2.0 area to the UGB and removing a comparable amount of buildable land elsewhere in the region. This approach is consistent with Metro's focus on city readiness in its growth management decisions. It recognizes that Tigard is ready for growth while some other areas that were added to the UGB in the past have not resulted in housing and may not for decades to come. Ultimately, adding land to the UGB can only help us address our housing shortage if it develops in a thoughtful, predictable way. Tigard has demonstrated that it is ready to develop River Terrace with a mix of middle housing types that makes efficient use of land.

The Council has asked staff to return to a June 14 work session with a proposed work program that describes, among other things, the characteristics of land that could be exchanged. This memo lays out staff's initial suggestions.

UGB Exchange Process

The UGB exchange process is codified in Oregon Administrative Rule Chapter 660, Division 24. Specifically OAR 660-024-0070 provides the requirements for exchanging land inside the UGB for land outside the UGB. A local government may remove land from a UGB provided it determines:

- a) The removal of land would not violate applicable statewide planning goals and rules;
- b) The UGB would provide roughly the same supply of buildable land after the exchange;
- c) Existing public facilities agreements do not provide for urban services in the area to be removed from the UGB, unless the public facilities provider agrees to removal and concurrent modification of the agreement;
- d) Removal of the land does not preclude the efficient provision of urban services to any other buildable land that remains inside the UGB; and
- e) The land removed from the UGB is planned and zoned for rural use consistent with all applicable laws.

The rule does not provide any additional criteria or factors to consider when removing land from the UGB. Metro staff is suggesting the following two step process for determining areas to consider for the UGB exchange.

GIS Mapping Exercise Completed by Metro Research Center/Planning Dept.

- Identify lands within and adjacent to the UGB that are not developed to urban levels using aerial photos and the 2018 buildable land inventory as a starting point
- Identify larger blocks of land using natural features, roadways, development patterns etc. to help define the areas
- Document when the land was added to the UGB and the level of planning (concept/comprehensive) that has been completed for the identified blocks of land

Consultations with City/County Planning Staff/Service Providers

- Confirm status of planning for the areas
- Document why the land has not been developed such as infrastructure deficiencies, lack of property owner interest, inability to annex, or other reasons
- Identify public facility agreements, planning area agreements and other conditions/moratoriums that are holding up or limiting development
- Identify any development proposals pending for the areas
- Identify local plans or programs intended to help accelerate the development process (CIP, funding of major infrastructure)
- Ensure that removal of the area from the UGB does not preclude the ability to provide public infrastructure to other areas within the UGB
- Refine potential land areas if necessary based on conversations with local government and service provider staff

Report Products

- Series of maps for each potential exchange area that shows:
 - ✓ General area
 - ✓ Buildable land
 - ✓ Natural resources, topography or other constraints
 - ✓ Local zoning
- A matrix of readiness characteristics that could include the following:
 - ✓ Total acreage
 - ✓ Buildable land acreage and description of spatial distribution of buildable land
 - ✓ Number of parcels and average size
 - ✓ Status of local adopted plans for the area
 - ✓ Infrastructure limitations – sanitary sewer, water, storm water and transportation
 - ✓ Risk of potential takings claim
 - ✓ Other development barriers or considerations

MTAC Review

Staff presented the proposed exchange process to MTAC on May 18th. In general MTAC members supported the idea of an UGB exchange as well as Metro's focus on land readiness and Tigard's River Terrace 2.0 concept plan. No changes to the proposed process were recommended by MTAC. There were a few questions regarding the timing and the extent of public engagement and whether this is a one-time use of the exchange process or a longer-term direction for managing the UGB.