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Clackamas County
www.clackamas.us

Wednesday, September 18, 2024

7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/86511120223?pwd=BpSV0Toqlx5fWUGsWHYCFWo6peZOwB.1>

Agenda

7:30 a.m. Welcome & Introductions

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

- Regional Flexible Funds Allocation (RFFA)
 - RFFA Overview / Next Steps
Presenting: Karen Buehrig, Clackamas County
 - Step 1 and Local Projects
Presenting: Jamie Stasny, Clackamas; Dayna Webb, Oregon City
 - RFFA Step 2 and Local Projects
Presenting: Jeff Owen, Clackamas, Will Farley, Lake Oswego
- 2025 Transportation Package JPACT Priorities Discussion
Presenting: Trent Wilson, Clackamas

TPAC Update

- *Presenting: Jeff Owen, Clackamas County
Will Farley, Lake Oswego*

8:20 a.m. MPAC Update ([MPAC Materials](#))

- Urban Growth Report (UGR) COO Recommendation to Metro Council
*Presenting: Jamie Stasny, Clackamas; Martha Fritzie, Clackamas;
Laura Terway, Happy Valley*

MTAC Update

- *Presenting: Laura Terway, Happy Valley; Jamie Stasny, Clackamas*

Attachments:

JPACT and MPAC Work Programs	Page 02
RFFA Step 1 Memo and Nominations	Page 04
DRAFT JPACT Priorities: 2025 Transportation Package	Page 12
TPAC Memo	Page 14
UGR COO Recommendation and Metro Staff	Page 18
Supplemental Materials	
MTAC Materials	Page 55

2024 JPACT Work Program

As of 07/1/24

Items in italics are tentative

<p><u>July 18, 2024 (online)</u></p> <ul style="list-style-type: none"> • Resolution No. 24-5426 For the Purpose of Adding, Canceling, or Amending a Total of Seven Projects to Meet Federal Transportation Project Delivery Requirements (consent) • Resolution No. 24 -5424, For the Purpose of Adding Two New Projects and Canceling One Existing Project from the 2024-27 MTIP, and Amending the Previously Obligated Rose Quarter Improvement Project, to Meet Federal Transportation Project Delivery Requirements (action) • RFFA Next Steps (Ted Leybold (10 min) • Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (Anneliese Koehler, Metro; 60 min) • Regional Emergency Transportation Routes Phase 2 (Tom Kloster, Metro; 20 min) 	<p><u>August 15, 2024- No meeting</u></p>
<p><u>September 19, 2024</u></p> <ul style="list-style-type: none"> • <i>RTP follow up and table setting (Catherine Ciarlo, Metro; 30 min)</i> • TriMet Safety and Security Presentation (JC Vannatta, other presenters TBD; 30 min) • Westside Multimodal Improvements Study (Stephanie Millar, ODOT, Malu Wilkinson, Metro; 30 min) • Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (JPACT Member Discussion) 	<p><u>October 17, 2024</u></p> <ul style="list-style-type: none"> • Connecting First and Last Mile (Ally Holmqvist, Metro; 30 min) • Regional TDM Strategy Kickoff (Noel Mickelberry, Metro, Grace Stainback; 30 min) • Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (JPACT Member Discussion)
<p><u>November 21, 2024</u></p> <ul style="list-style-type: none"> • Regional Transportation Priorities and Funding: Recommendation (Action) • Cascadia Corridor Ultra-High-Speed Rail (Ally Holmqvist, Metro; 20 min) • 82nd Avenue Transit Project Update (presenters TBD, 30 min) 	<p><u>December 19, 2024</u></p> <ul style="list-style-type: none"> • Safe Streets for All Update (Lake McTighe (she/they), Metro; 30 min) • TV Highway Implementation Strategy (Jess Zdeb, Metro; 30 min)

Holding Tank:

- I-5 Interstate Bridge Replacement Program Update (IBR): SDEIS
- Better Bus Program update
- Boone Bridge Update (Ally Holmqvist, Metro; 30 min)

2024 MPAC Work Program

As of 08/22/24

Items in italics are tentative

<p>July 24, 2024 (online only)</p> <ul style="list-style-type: none"> • Functional Plan Amendment Recommendation (Action) (Glen Hamburg, Metro, he/his, 15 min) • 2024 Draft Urban Growth Boundary Report Eryn Kehe, she/her, Ted Reid, he/him, Metro; 60 min) • WPES: System Facilities Plan Update (included in packet) 	<p>August 28, 2024- CANCELLED</p> <p><i>COO recommendation UGM Decision released and emailed to MPAC members</i></p>
<p>September 11, 2024 (virtual)</p> <ul style="list-style-type: none"> • Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions (consent) • UGM COO recommendation review and public comment feedback (Eryn Kehe, she/her and Ted Reid, he/him, Metro; 45 min) 	
<p>September 25, 2024 (in person)</p> <ul style="list-style-type: none"> • WPES: System Facilities Plan Update (Marta McGuire (she/her), Metro, Estee Segal (she/her), Metro; 45 min) • UGB Expansion Recommendation to Metro Council (action) (Eryn Kehe, she/her and Ted Reid, he/him, Metro; 45 min) 	<p>October 23, 2024 (online)</p> <ul style="list-style-type: none"> • <i>Future Vision: Work plan review (Jess Zdeb, she/her, Metro; 40 min)</i> • <i>Housing Funding update (Marissa Madrigal, Metro, Andy Shaw, Metro; 30 min)</i>
<p>November 13, 2024 (in person)</p> <ul style="list-style-type: none"> • <i>Housing funding update (Marissa Madrigal (she/her/ella), Metro)</i> • <i>Montgomery Park Streetcar Title 4 map update (action) (City of Portland staff TBD)</i> • 2040 Grant Update (Serah Breakstone, Metro; 20 min) • <i>Future Vision: Work plan recommendation (Jess Zdeb, she/her, Metro; 30 min)</i> • <i>Introduction to the Community Connector Transit Study (Ally Holmqvist, Senior Transportation Planner, Metro; 30 minutes)</i> 	<p>December 11, 2024 (online)</p> <ul style="list-style-type: none"> • <i>Housing funding update (Marissa Madrigal (she/her/ella), Metro)</i> • Follow up on UGM process (Ted Reid, he/him, Metro; 45 min) • <i>Future Vision: Future Vision Commission planning (Jess Zdeb, she/her, Metro; 30 min)</i>

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Wednesday, September 11, 2024
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Grace Cho, Principal Transportation Planner
Subject: 28-30 Regional Flexible Fund Step 1A.1 – Bond Nominations Summary

Purpose: To provide JPACT the summary of the bond nominations received for the 2028-2030 Regional Flexible Fund Step 1A.1 – New Project Bond.

Background:

As part of the adoption of the 2028-2030 Regional Flexible Fund Program Direction, regional leadership agreed to move forward in the development of a new project bond proposal (also referred to as Step 1A.1) for consideration by the region. A project nomination period was held from July 26 to September 6, 2024 where regional partners had the opportunity to consult with Metro staff and submit a bond nomination form during that time. Over the course of the six week period, Metro conducted eight bond nomination consultation meetings with regional partners.

Step 2 Potential Application Summary:

Included in the attachment is a listing of the bond nominations for consideration for the Regional Flexible Fund Step 1A.1 process. In summary:

- Total Requested Regional Flexible Fund Bond Proceeds: \$181 million
- Total Estimate Cost of Potential Projects: \$1.369 billion*
- Number of Nominations Received: 10

*Project costs for two projects not included because they were not provided.

Next Steps

Metro staff are to review the nomination forms for minimum eligibility requirements and determine whether follow up information is needed. Nominators will receive notifications in September or October on their nomination status or if additional information is requested.

Attachment

Summary of nominations for the 2028-2030 Regional Flexible Fund Step 1A.1 – New Project Bond Nomination Summary.

2028-2030 Regional Flexible Fund - Step 1A.1 - New Project Bond Nominations Summary

Project Title	Applicant	Sub-Region	Application Category	Draft Cost Estimate	Funding Request	Brief Description
Portland Streetcar: Montgomery Park Extension	City of Portland	City of Portland	CIG	\$120,000,000	\$20,000,000	A 1.3 mile extension of the existing Portland Streetcar North-South (NS) Line to Montgomery Park in Northwest Portland. This project includes construction of an approximately 0.65 one-way route mile corridor extension with a total of four stations. Project includes multimodal extensions of area streets to support the extension and will also include rehabilitation of NW 23rd Avenue between NW Vaughn and NW Lovejoy streets.
Tualatin Valley Highway Transit Project	TriMet	Washington County	CIG	\$300,000,000	\$30,000,000	Construct a new FX transit line (in replacement of existing transit line 57) along Tualatin Valley Highway from Beaverton to Forest Grove. Frequency to turn into 12 minute service every day of the week for most hours of the day. The project includes enhanced crossing or traffic signal at all stations; platforms with curbs and waiting areas, shelters, lighting, seating, real-time arrival, ADA accessibility, other transit priority treatments, and zero emissions buses.
82nd Avenue Transit Project	TriMet	Regional	CIG	\$300,000,000	\$30,000,000	Construct a new FX transit line (in replacement of existing transit line 72) along 82nd Avenue from Clackamas Town Center to Northeast Portland. Frequency to turn into 10 minute service every day of the week for most hours of the day. The project includes enhanced crossing or traffic signal at all stations; platforms with curbs and waiting areas, weather protection and amenities at stations, ADA accessibility, other transit priority treatments, and zero emissions buses.
Better Bus Program	Metro	Regional	Transit Vehicle Priority Program		\$11,000,000	The program will fund Better Bus projects to improve transit speed and reliability. This includes project development, design, and delivery based on Better Bus and FX planning. Focusing on design and construction within the TriMet service area.
72nd Ave. Phase 1 Tigard Triangle Corridor Improvements	City of Tigard	Regional	First-Last Mile/Safe Access	\$19,880,000	\$15,904,000	This project will build a complete street with separated cycle tracks, sidewalks, improved pedestrian crossings, and transit stops. This project also includes a new bridge over Red Rock Creek. This is the first of two phases which will in total span 99W to OR-217.
OR99E (McLoughlin Boulevard) First and Last Mile and Safe Access to Transit Streetscape Enhancements	City of Oregon City	Clackamas County	Combined First-Last Mile and Transit Vehicle Priority	TBD	\$9,000,000	This project involves constructing sidewalks and improving streetscapes between 10th Avenue and Tumwata Village, including wider sidewalks, curb extensions, better crossings, and transit signal priority and service upgrades. It includes upgrading transit access by installing curb ramps, improving crossings, and adding transit amenities at 12 intersections along Line 33 to complement planned TriMet upgrades.
Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project	Multnomah County	Multnomah County	Combined First-Last Mile and Transit Vehicle Priority	\$447,000,000	\$25,000,000	This Project improves transit on the new Burnside Bridge and the surrounding area, including new bus stops, protected bike lanes, traffic diverters, modified traffic signals, and pedestrian refuge islands. It will also upgrade detour routes with new bus stops, sidewalk reconstruction, and extended bike lanes. The project will construct a dedicated eastbound bus-only lane on the bridge and a bus dwell area and realign NE Couch St to accommodate future streetcar operations.
Downtown Hillsboro Transit Center Expansion Project	City of Hillsboro	Washington County	Combined First-Last Mile and Transit Vehicle Priority	\$15,012,722	\$12,572,722	The Project will convert the one-way facility to two-way operations, double the number of bus berths to ten, provide 2 loading zones to accommodate 60' buses, modify 2 traffic signals, provide security and safety upgrades and improvements to pedestrian and bicycle circulation.
SW 185th Avenue MAX Overcrossing Project	City of Hillsboro	Washington County	Transit Vehicle Priority	\$14,515,238	\$12,618,499	The project aims to construct an elevated guideway for MAX light rail vehicles over SW 185th Avenue to improve the intersection's overall design. It includes completing detailed design, engineering, and environmental reviews and securing federal funding for these phases.
Sunrise Gateway Corridor/ Hwy 212	Clackamas County	Clackamas County	First-Last Mile/Safe Access	142.7-162.3 Million	\$15,000,000	This project will complete NEPA re-evaluation, complete urban arterial street elements, and integrate pedestrian and bike-friendly elements, i.e., roundabouts and multiuse paths. Add grade-separated intersections and a mobility hub to safely connect TriMet riders to the ClackCo Industrial Shuttle
			Totals:	\$1,368,907,960	\$181,095,221	

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Tuesday, September 10, 2024
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Grace Cho, Principal Transportation Planner
Subject: 28-30 Regional Flexible Fund Step 2 – Summary of Letters of Intent Received

Purpose: To provide JPACT the summary of the letters of intent received for the Step 2 application process.

Background:

As part of the 2028-2030 Regional Flexible Fund Step 2 allocation, a pre-application period was held from August 12 – August 23, 2024. During the pre-application period, eligible entities interested in applying for Step 2 Regional Flexible Funds were asked to submit a Letter of Intent to Apply. The Letter of Intent was to include potential projects in which the eligible entity would submit an application. The potential project identified in the Letter of Intent is non-binding, meaning that the eligible entity is not required to submit an application for each project listed or may submit a project application not included on the list of potential projects in the Letter of Intent.

Step 2 Potential Application Summary:

Included in the attachment is a listing of the potential projects to submit a Step 2 application for the Regional Flexible Fund allocation process. In summary:

- Total Requested Regional Flexible Funds: Just under \$232 million
- Total Estimate Cost of Potential Projects: \$353.5 million
- Number of Applications: 40
- Project Development Only Applications: 10

The 2028-2030 Regional Flexible Funds Step 2 Call for Projects opened on September 6th and closes on Friday November 15th at 4 p.m. Information can be found on the [2028-2030 Regional Flexible Fund](#) webpage on the Metro website.

28-30 Regional Flexible Fund Step 2 - Summary of Letters of Intent Received

Project Title	Applicant	Sub-region	Draft Cost Estimate	Funding Request	Brief Description	PD Only
RTP 12123: Downtown Loop Complete Street: Hall Boulevard - 3rd to 5th	City of Beaverton	Washington County	\$12,000,000	\$10,767,600	Construct complete street on Hall Blvd between 3rd Street and 5th Street, with Wider sidewalks, protected bike lanes, street trees, new signals, and marked crosswalks. [Note: Federal Community Project Funding will complete Hall Blvd: 1st to 3rd]	No
RTP 12122: Downtown Loop complete Street: Watson Ave - 1st to 5th	City of Beaverton	Washington County	\$16,555,000	\$14,854,802	Construct complete street on Watson Blvd between 1st Street and 5th Street, with Wider sidewalks, protected bike lanes, street trees, new signals, and marked crosswalks.	No
RTP 12129: Mckernan Creek Parkway: Siler Ridge Lane to Kemmer Road	City of Beaverton	Washington County	\$3,580,000	\$3,212,334	Design new collector street in Cooper mountain area with separated bike and pedestrian facilities. Design bridge/culvert crossing to protect Mckernan Creek natural resources area and provide connectivity to street and trail networks.	Yes
Trolley Trail Bridge	City of Gladston	Clackamas County	\$10,500,000	\$8,000,000	Construction Funds for the Trolley Trail Bridge Replacement Project.	No
Division Complete Street – GFT to Birdsdale	City of Gresham	Multnomah County	\$4,100,000	\$3,678,930	Construct both sides of Division Street with a sidewalk and bicycle lane or multi-use path from Gresham-Fairview Trail to Birdsdale Avenue.	No
Halsey Complete Street –192nd to 201st	City of Gresham	Multnomah County	\$9,400,000	\$8,433,860	Construct both sides of Halsey Street with sidewalks and bicycle lane from 192nd to 201st.	No
Gresham-Fairview Trail Phase 5	City of Gresham	Multnomah County	\$1,000,000	\$897,300	Construct a multi-use path along the roadway of 185th to Marine Drive. Design work includes a railroad overpass and the Columbia Slough bridge.	Yes
OR 212/224 Intersection Mobility Project	City of Happy Valley	Clackamas County	\$8,012,200	\$6,512,200	Reconfigure Rock Creek Junction to provide one new eastbound turn lane and one new southbound receiving lane. The project will also construct dedicated bike/ped facilities on the southside of OR 212, shifting vulnerable users out of the road shoulder.	No
162nd Ave Extension South: Phase 2	City of Happy Valley	Clackamas County	\$32,619,600	\$16,979,600	The Project will provide a 2 to 3-lane roadway with continuous left turn lane, sidewalks, and bike lanes. Project will improve safety on a High Injury Corridor, linking high density residential areas and public schools to the industrial employment area. Project is RTP Project 11346.	No
^LRV Cloud Connectivity Project	City of Hillsboro	Washington County	\$2,950,000	\$2,360,000	Equip all TriMet LRVs with advanced GPS and TSP technology to allow system-wide advanced detection, signal control and predicted arrival times.	No
^Smart 185	City of Hillsboro	Washington County	\$3,200,000	\$2,950,000	Construct an AI-powered interconnected traffic signal control system and better bus project on 185th Ave corridor.	No
Hillsboro Transit Center	City of Hillsboro	Washington County	\$2,100,000	\$1,800,000	Complete Project Development and Final Design phases of the Hillsboro Transit Centerexpansion project.	Yes
Westside Trail Segment One	City of King City	Washington County	\$7,000,000	\$7,400,000	This project will include an approximately .8-mile stretch of paved bike/ped pathway north-south between SW Beef Bend Rd and the Tualatin River, as well as 3 street connections for neighborhood and city collector streets as defined in the City's Transportation System Plan.	No
*Improvements to SW 137th Ave between SW Fischer Rd corridor	City of King City	Washington County	\$3,300,000	\$3,300,000	Improvements to be made on SW 137th Ave to bring the street to City standards, including sidewalks and bicycle lane.	No

28-30 Regional Flexible Fund Step 2 - Summary of Letters of Intent Received

Project Title	Applicant	Sub-region	Draft Cost Estimate	Funding Request	Brief Description	PD Only
Lakeview Boulevard project	City of Lake Oswego	Clackamas County	\$750,000	\$672,975	Project development for the widening of Lakeview Blvd for 3,500 feet to provide two 14-foot shared-use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb.	Yes
Railroad Avenue Capacity Improvements	City of Milwaukie	Clackamas County	\$10,136,000	\$1,819,000	Develop and construct multiuse path for pedestrians and road improvements to extend bus service to Clackamas Town Center and points east. Project improves bicycle and pedestrian access to public transit and equity priority areas.	Yes
W Burnside St. MultiModal Improvements	City of Portland	City of Portland	\$8,200,000	\$7,357,860	Intersection redesign, repaving, depaving, protected bike lanes, and signal rebuild at Burnside/Broadway and down Broadway one block to Ankeny/Pine. Signalized crossing for pedestrians (and serving future Green Loop) at Park Ave to connect the North and South Park Blocks, serve food carts, Darcelle park/plaza, etc.	No
Red Electric Trail Western Segment	City of Portland	City of Portland	\$9,000,000	\$8,075,700	Construct segment of Red Electric Trail, a multi-use path connecting Alpenrose to SW Cameron Road. Partner with Portland Parks and Recreation on development and delivery.	No
NE MLK Jr Blvd Safety and Access to Transit, Phase 2	City of Portland	City of Portland	\$8,144,370	\$7,307,944	New enhanced crossings and safety and multimodal improvements at existing signalized intersections along the northern end of MLK Jr Blvd (NE Hancock to NE Lombard St) to improve safety for people walking, crossing, and accessing transit along this corridor.	No
NE 82nd Ave Multimodal Access: NE Prescott St.	City of Portland	City of Portland	\$8,000,000	\$7,178,400	Construct bike and pedestrian improvements from NE 72nd to I-205 Multi-use path, and enhanced crossings at key intersections to improve access to 82nd Ave and connect to I-205 Multi-use path.	No
NE 82nd Ave Multimodal Access: NE Glisan St.	City of Portland	City of Portland	\$8,000,000	\$7,178,400	Reorganize travel lanes, construct bike lanes, build more signalized crossings at key intersections to improve access to 82nd Ave.	No
Outer Halsey ITS Signal Improvements	City of Portland	City of Portland	\$4,000,186	\$3,589,370	Implement Speed Management, Freight Signal Priority, and address safety concerns with implementation of intelligent transportation system technology and signal timing from NE Jonesmore St (82nd Ave) to 148th Ave. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals along the corridor will be ready for implementation of next generation transit signal priority timing.	No
Cedar Creek Trail	City of Sherwood	Washington County	\$9,700,000	\$8,703,810	Regional trail between 99W and SW Roy Rogers Rd.	No
Oregon Street Improvements	City of Sherwood	Washington County	\$8,400,000	\$7,621,320	Widening of substandard road to collector standards including multi-use path.	No
North Dakota Street (Fanno Creek) Bridge Replacement	City of Tigard	Washington County	\$22,270,679	\$16,630,000	This project will replace the existing bridge with a new bridge wide enough to accommodate pedestrians and cyclists (on both sides) along with motor vehicles. The bridge will also fulfill environmental regulation requirements in the design.	No
Hunziker St Sidewalks	City of Tigard	Washington County	\$4,900,000	\$4,000,000	This project will add sidewalk and bike lanes on the north side of Hunziker from the end of the current sidewalk (near 7585 Hunziker) to 72nd Ave.	No
Tiedeman Ave Complete Street, Segment 1	City of Tigard	Washington County	\$9,442,781	\$8,400,000	This project will build a complete street with shared use paths on both sides from Walnut St to the Fanno Creek Bridge.	No

28-30 Regional Flexible Fund Step 2 - Summary of Letters of Intent Received

Project Title	Applicant	Sub-region	Draft Cost Estimate	Funding Request	Brief Description	PD Only
*SE Oak Grove Blvd RTP # 11504 TSP # 1069	Clackamas County	Clackamas County	\$3,049,000	\$2,735,868	Fill gaps in pedways and bikeways between SE Rupert Dr. and SE East Ave.	No
SE Concord RTP # 11501 TSP # 1062	Clackamas County	Clackamas County	\$6,500,000	\$5,832,450	Fill gaps in bike and ped facilities as necessary between SE Harold and Oatfield Rd.	No
Clackamas Industrial Area Bike/Ped Improvements (TSAP) RTP # 11772 TSP # 2005, 3000, 3015	Clackamas County	Clackamas County	\$4,556,000	\$4,088,099	Improve intersection of 106th and OR 212, and Jennifer Drive and 122nd Ave to facilitate bike and pedestrian safety per county adopted TSAP and provide ADA accessibility improvements as needed. Also improve intersection geometry to facilitate truck access to industrial park. Add pedestrian facilities from 82nd Dr. to 135th Ave as necessary.	No
SE Clackamas Rd RTP # 11506 TSP # 1076, 2020	Clackamas County	Clackamas County	\$8,786,000	\$7,883,678	Fill gaps in bikeways and pedestrian facilities including improvements to stormwater facilities and ADA accessibility as needed between SE Johnson Rd and SE Webster Rd.	No
97th Ave/Mather Road Complete Street RTP # 11522 TSP # 1011	Clackamas County	Clackamas County	\$5,516,000	\$4,949,507	Add bikeways, pedways along project length, add eastbound left turn lanes at Mather Rd / Summers Ln, provide ADA accessibility improvements as necessary.	No
233rd Avenue: Completing Multimodal and Safety Gaps in East Multnomah County	Multnomah County	Multnomah County	\$1,000,000	\$897,300	Complete public engagement, safety planning, and develop design safety alternatives needed to effectively pursue future construction funding for complete street gaps along 233rd in Fairview and Wood Village. (RTP # 10388 and 10389)	Yes
Willamette Falls Shared Use Path	Oregon City	Clackamas County	\$14,000,000	\$3,000,000	The Willamette Falls Shared-Use Path is a proposed key active transportation connection in Oregon City between 10th Street and tumwata village. A preferred alternative has been identified in a refinement plan, which consists of a single span structure fully external to the roadway and existing viaduct. Next steps are to refine the concept for the recommended alternative, primarily through a Type, Size, & Location (TS&L) analysis, which will further inform the design and cost estimate.	Yes
McLoughlin Boulevard Streetscape Enhancements (Phase 3)	Oregon City	Clackamas County	\$1,200,000	\$1,076,000	The McLoughlin Boulevard Streetscape Enhancements from McLoughlin Boulevard between 10th Street and tumwata village that improve the experience of people walking and biking the corridor, including wider sidewalks, enhanced crossings, additional landscaping, and new open spaces. These enhancements would complement the proposed Willamette Falls Shared-Use Path, as well as improve connections between the waterfront, the proposed tumwata village, and Oregon City downtown. Next steps are to advance the final design & planning of the streetscape enhancements.	Yes
McLoughlin to Canemah Trail	Oregon City	Clackamas County	\$781,000	\$700,000	Advance the final planning & design of the trail connection for the McLoughlin to Canemah Trail (MCT). A planned shared-use path approximately one-mile in length that will link the Canemah Bluff Natural Area to the McLoughlin Promenade. An alignment feasibility & evaluation report was completed in 2018, identifying a preferred alignment.	Yes

28-30 Regional Flexible Fund Step 2 - Summary of Letters of Intent Received

Project Title	Applicant	Sub-region	Draft Cost Estimate	Funding Request	Brief Description	PD Only
WestsideTrail Pedestrian and Bicycle Bridge	Tualatin Hills PRD	Washington County	\$34,000,000	\$6,000,000	Construction of the Westside Trail Pedestrian and Bicycle Bridge, completing a key trail segment in the extensive Metro Regional Trail system and connect the 25-mile-long Westside Trail over U.S. 26 and linking communities from King City to the City of Portland.	No
Beaverton Creek Trail Merlo Road/158th Improvements (10578)	Washington County	Washington County	\$6,500,000	\$5,830,000	Design and construct a multi-use trail on the south side of Merlo Road between Tualatin Nature Park and 170th Ave to close a key gap in the Beaverton Creek Trail that will provide safe access to transit, schools and recreation for the Aloha community.	No
Safe Access to Priority Transit Corridors (11468, 12063, 12064)	Washington County	Washington County	\$7,500,000	\$6,729,750	Conduct project development, preliminary/system engineering, design, and construct up to five enhanced bike/ ped crossings including ADA improvements, sidewalk infill, signal upgrades for leadingpedestrian intervals and lowcost transit priority (queue bypass/jump lanes) on priority transit corridors.	No
Project Development 175th Avenue Corridor – SW Condor Lane to SW Kemmer Rd (12179)	Washington County	Washington County	\$2,890,000	\$2,590,000	Evaluate corridor and design project to realign substandard curve and install culvert for wildlife crossing; Improve 3-lane arterial with protected bike, pedestrian facilities, and turn lanes where appropriate. This project supports regional connectivity through the area of the Cooper Mountain Community Plan.	Yes
Notes: *Applicant indicated the likely project cost estimate once updated will meet the minimum total project cost threshold.						
^Indicates project is a Transportation System Management and Operations (TMSO) project and different consideration for the minimum threshold applied.						

28-30 Regional Flexible Fund Step 2 - Summary of Letters of Intent Received

Summary	Total Estimated Project Cost	Total Requested Step Regional Flexible Funds	Total Number of Applications
Totals:	\$323,538,816	\$231,994,057	40
Sub-Region			
Clackamas County	\$106,405,800	\$64,249,377	13
East Multnomah County	\$15,500,000	\$13,907,390	4
Washington County	\$156,288,460	\$113,149,616	17
City of Portland	\$45,344,556	\$40,688,274	6

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 3rd, 2024

Subject: JPACT Priorities for the State 2025 Transportation Package

Purpose: A shared position statement that describes Metro and the Joint Policy Advisory Committee on Transportation (JPACT) transportation values and priorities. This statement will be the foundation for our comments and engagement in processes leading up to a 2025 transportation funding package.

Background: JPACT's 2025 State Transportation Package values and priorities are rooted in conversations to date with regional partners and the 2023 update to the Regional Transportation Plan, which is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The plan identifies current and future transportation needs and investments, and outlines what funds the region expects to have available over the next 25 years. The plan is updated every five years with input from community members, business and community leaders and governments as an opportunity to work together towards a future with safe, reliable and affordable travel options for all.

JPACT Priorities for a State 2025 Transportation Package:

The Portland Metro area wants a safe, reliable, equitable, healthy and stable transportation system that is environmentally responsible, efficiently moves people and products to their destinations, and ensures all people can connect to the education and work opportunities they need to experience and contribute to our region's and state's economic prosperity and quality of life. The Portland metro region accounts for more than 40 percent of the state's population. Our region continues to evolve -- working, shopping, and traveling in new ways that require expanded transportation options and solutions. Technological changes in transportation, communication and other areas are radically altering our daily lives. We are also facing urgent global and regional challenges: climate change is happening faster than predicted, and the transportation system is not fully prepared for the expected Cascadia Subduction Zone earthquake. Economic vitality and recovery depend very much on the efficiency and reliability of our transportation system, and we lack the funding at the state and local level to respond to these opportunities and challenges. For an export dependent state like Oregon, a resilient intermodal transportation system is especially critical to ensure local businesses can get their products to market. Intermodal transportation and marine highways offer a sustainable alternative for moving goods and improving overall freight mobility.

We are at a pivotal moment. As the region continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2025 transportation package provides an opportunity for all levels of government and community to work together to deliver a better transportation future.

Our communities need:

- **Short-Term Funding Solutions.** Stabilize our existing state and local transportation system funding sources so we can prioritize the operations and maintenance of our existing facilities. Retain the existing 50/30/20 State Highway Fund revenue split.
- **Long-Term Sustainable Funding.** Invest in developing long-term, sustainable revenue solutions to provide much needed state and local operations and maintenance dollars for multi-modal investments into the future. Ensure that local agencies continue to receive a proportional local share (50/30/20 or better) of all state collected transportation revenues. Ensure local agencies maintain and expand taxing authority for new types of funding.

- To Finish What We Started. Build government trust and accountability by ensuring the successful completion of the major bottleneck projects in the Portland metro region as promised by HB 2017.
- Safe Urban Arterials and Streets. Continue to invest in state programs that reduce fatal and serious injuries on our roadways ,and improve conditions on our most dangerous urban arterials. These investments should prioritize critical infrastructure improvements for all roadway users, and in major travel corridors with developing housing and job opportunities.
- Transit. Fund transit capital and operations, providing necessary solutions for expanding transit access statewide to make transit an easily accessible, attractive and equitable travel option.
- Resiliency. Ensure that our critical transportation infrastructure like airports and bridges are able to withstand large scale, known and unknown, climate and natural disasters and adapt infrastructure for the needs of future generations.

We are all committed to advancing robust and meaningful programs. Together we can create legislation that responds to the evolving economic and environmental needs across the state.

Memorandum

To: C4 Metro Subcommittee
From: [Team TPAC, Representing Clackamas County & Clackamas Cities](#)
Re: September 6, 2024 TPAC Highlights
Date: September 11, 2024

Overview

Following is a summary of the July TPAC Meeting. Meeting materials can be found [here](#).

General Updates

- Redistribution fund request form availability. Funds are now available. County coordinating staff will forward the information out. Applications due October 11th. Will come back to TPAC in January 2025 (Ted Leybold/ Ken Lobeck).
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update. Twenty-eight traffic deaths in July and August, ten of which occurred in Clackamas County (4 motorcycling, 3 walking, and 3 driving).
 - Continued focus on systemic change to prevent future traffic deaths. Some actions regional partners are taking for safer streets:
 - Metro SS4A Project: Identified city and county high injury corridors using 2017-2021 crash data showing where the highest concentration of serious crashes occur.
 - FHWA: Sharing a new resource of case studies of Promising Practices to Address Road Safety among People Experiencing Homelessness.
 - Oregon Walks and PCCC Community Project: Collaborated on the Speed Kills campaign to develop a story map showing the link between travel speed and pedestrian traffic deaths.
- Transit Minute – New monthly update on actions related to increasing transit.
- 2028-30 RFFA Step 2 – Call for Projects. RFFA Step 2 program is now officially open for applications. Applications due November 15th. Information can be found [here](#)
- 2024-25 UPWP Administrative Amendment for minor budget changes (John Mermin).

Regional Transportation Plan Implementation and Local TSP Support

A summary of key activities underway to support local and regional implementation of the 2023 RTP follows. See Chapter 8 of the 2023 RTP for more information.

- **2023 Regional Transportation Plan published online.** The 2023 RTP and executive summary have been published online to support local and regional implementation. Explore online maps of the projects, regional networks, high injury corridors and equity focus areas and download the full plan or individual chapters and appendices at: <https://www.oregonmetro.gov/regional-transportation-plan>
- **USDOT Safe Streets For All Grant implementation.** Metro staff are preparing data and tools and working with local partners to develop safety action plans. Online safety resources will be available later this fall to support local planning.

- **Technical assistance, data and guidance available to support local transportation system plan (TSP) updates.** Metro staff are developing guidance and other resources to support local implementation of the 2023 RTP and transportation planning rules (TPR). These resources will complement other guidance and resources being developed by the Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT) to support implementation of the TPR rules. While cities and counties the Portland area do not have deadlines for updating TSPs to address new policies in the 2023 RTP and TPR, several jurisdictions have begun updates. New guidance can be found at <https://www.oregonmetro.gov/local-transportation-system-plans>, including:

 - 2023 RTP project map viewer (<https://experience.arcgis.com/experience/a3272005eba14fd98631fab49c8195a0?org=drcMetro>)
 - 2023 RTP policy maps viewer (<https://drcmetro.maps.arcgis.com/apps/MapSeries/index.html?appid=5011e6d49fef4965a23ed5ea30f36b51>)
 - RTP geospatial data of projects, policy maps and other information in the RTP will also be available later this fall.

- **DLCD approved Portland area progress report implementing Climate Smart Strategy and new statewide transportation planning rules.** Metro staff submitted the first annual report on Climate-Friendly and Equitable Communities (CFEC) implementation to the Department of Land Conservation and Development (DLCD) in May. The report summarizes the Portland metropolitan area's progress implementing the Climate Smart Strategy and new statewide transportation planning rules adopted in 2022 and 2023, and identifies corrective actions to address areas where the region is falling short. Metro staff have begun scoping a review and update to the Climate Smart Strategy to address corrective actions identified. TPAC will have an opportunity to discuss the corrective actions at a future meeting.

- **Metro kicks off Comprehensive Climate Action Plan process.** Metro is convening public agencies and organizations across the seven-county Portland-Vancouver metropolitan statistical area to develop a Comprehensive Climate Action Plan (CCAP) by the end of 2025. The CCAP will include a comprehensive inventory of greenhouse gas emissions for all sectors and a broad set of strategies to reduce emissions, including transportation-related emissions. Work began in 2023 that led to development of a Priority Climate Action Plan (PCAP) that was submitted to the Environmental Protection Agency in March 2024 to establish eligibility for EPA implementation grants. While no PCAP implementation grants were awarded to the greater Portland region, EPA awarded \$197 million to the Oregon Department of Environmental Quality that will help fund existing statewide programs that aim to reduce emissions from waste and materials, buildings, and transportation. The planning work is being funded by the EPA Climate Pollution Reduction Grant (CPRG) Program and will be coordinated with DEQ's CPRG work and other climate planning work at Metro and across the region, including an update to the region's Climate Smart Strategy and development of the next Regional Waste Plan Progress Report. More information can be found at: <https://www.oregonmetro.gov/tools-partners/grants-and-resources/climate-pollution-reduction-planning-grants>. TPAC will have an opportunity to discuss the CCAP at a future meeting.

- **Other Metro-led planning activities will begin this fall in the support of the 2023 RTP.** These planning activities include development of a Regional Transportation Demand Management (TDM) Strategy, the Community Transit Connections Study (formally Connecting First Mile Last Mile Transit Study), Regional Emergency Transportation Routes (ETR) Project (Phase 2), and scoping for the update to the Future Vision and 2040 Growth Concept.

FOOD FOR THOUGHT

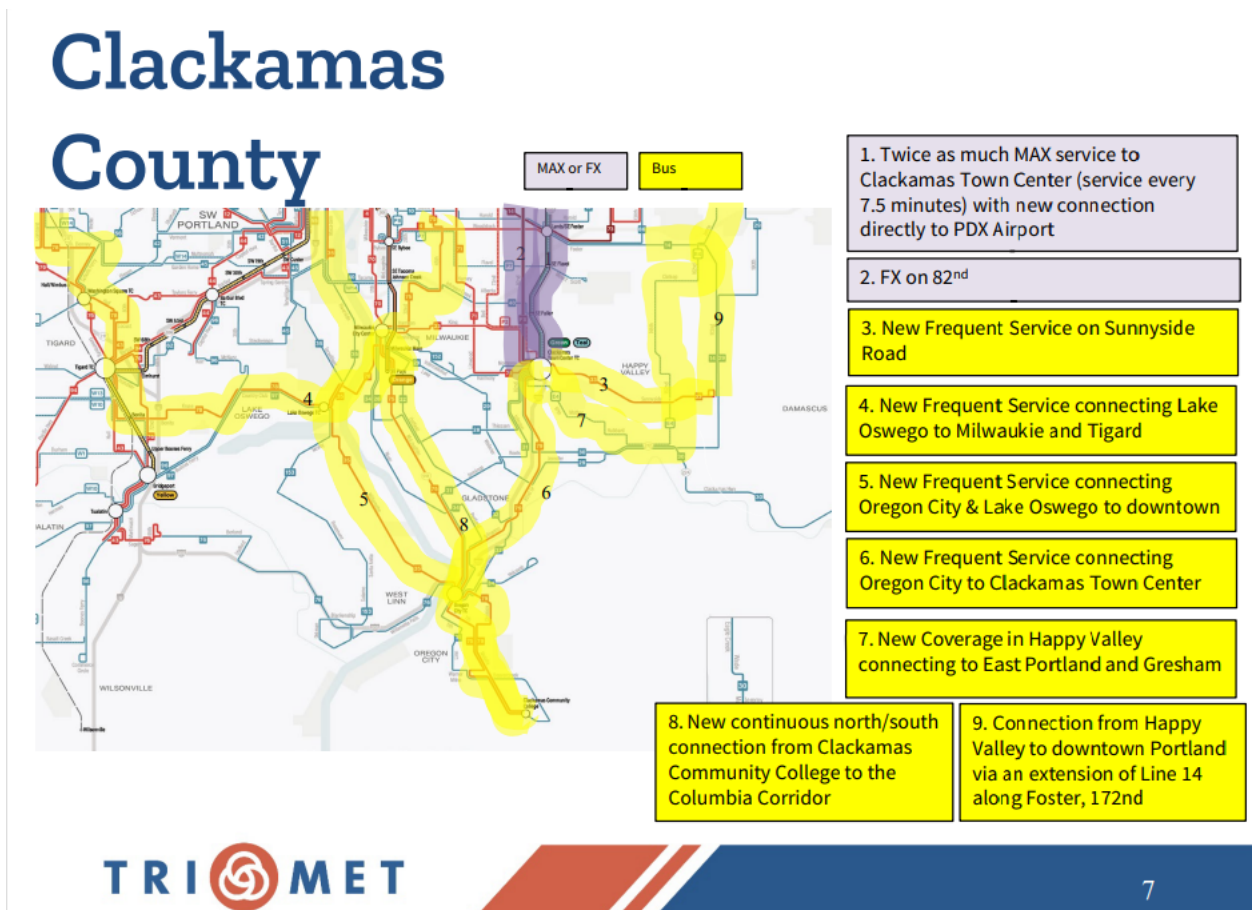
Understanding the implications of delaying the update to the Functional Plan will be important to better understand and how that related to requirements that need to be followed when updating the local TSPs will be important. There will be a TSP work group.

Engagement on the Climate Smart Strategy update should be an item on a future C4 Metro agenda.

TriMet Forward Together 2.0

TriMet is leading Forward Together 2.0 which is TriMet's work to update the Service Enhancement Plan, and its vision for 2030. Below is a slide for what is being discussed in Clackamas County. A link to the Draft Forward Together 2.0 Vision can be found here

<https://experience.arcgis.com/experience/b628008128774469992c7ce362dfa4b5/>



FOOD FOR THOUGHT

For now, the public engagement of Forward Together 2.0 will be put on hold until the Fall of 2025 and will be combined with FX Plan vision.

Upcoming Agenda Highlights

OCTOBER 4 – REGULAR MEETING	OCTOBER 9 – WORKSHOP
<ul style="list-style-type: none"> • Metro FFY 2024 Obligation Targets Performance Summary (Ken Lobeck, Metro; 15 min) • EPA Climate Pollution Reduction Grant (Rose, 20- 30 min) • Community Connector Transit Study Introduction (Ally Holmqvist, Metro; 30 min) • Kick-off to the Transportation Demand Management and Regional Travel Options Strategy Update (Caleb Winter, Marne Duke, Noel Mickelberry, Grace Stainback, 45 min) • Regional Rail Futures Study (Elizabeth MrosO’Hara, Metro, 20 min) 	<ul style="list-style-type: none"> • Project Delivery Training Series • ODOT Update on 28-30 Funding Allocations • Regional Emergency Transportation Routes Phase 2: tiering
NOVEMBER 1 – REGULAR MEETING	DECEMBER 6 – REGULAR MEETING
<ul style="list-style-type: none"> • Cascadia HSR Program Update • Freight Study update • TriMet FX Plan – Program Update (Jonathan Plowman, TriMet, 30 min) 	<ul style="list-style-type: none"> • 2028-30 RFFA Step 2 – Summary of Applications Received and Process Steps • Safe Streets for All Update • Regional Emergency Transportation Routes Phase 2: tiering methodology

For More Information, Contact Team TPAC

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2024 Urban Growth Management Decision: Metro Chief Operating Officer/Staff Recommendations

August 26, 2024

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

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Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

TABLE OF CONTENTS

LIST OF ACRONYMS	I
A DELIBERATE APPROACH TO GROWTH	1
ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS	2
CITY OF SHERWOOD READINESS	3
THE REGION NEEDS MORE HOUSING OF ALL TYPES	5
REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING	5
PLANNING FOR JOB GROWTH	7
NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH	7
ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH	8
POTENTIAL UGB CONDITIONS OF APPROVAL	8
ADDITIONAL RECOMMENDATIONS	9
IMPROVE HOW WE ASSESS EQUITY IN GROWTH MANAGEMENT DECISIONS	9
CONSULT WITH TRIBES	9
REVISE HOW WE ACCOUNTED FOR SLOPES ON EMPLOYMENT LANDS	10
UPDATE THE REGION’S VISION FOR ITS FUTURE	10
PUBLIC COMMENTS	11
TIMELINE (SUBJECT TO CHANGE)	12
ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS	13

LIST OF ACRONYMS

The following is a list of acronyms used throughout this document.

COO: Metro Chief Operating Officer

CORE: Committee on Racial Equity

MPAC: Metro Policy Advisory Committee

MTAC: Metro Technical Advisory Committee

UGB: urban growth boundary

UGR: Urban Growth Report

A DELIBERATE APPROACH TO GROWTH

Under Oregon state land use law, the Metro Regional Government (“Metro”) is charged with making decisions about whether to expand the urban growth boundary (UGB) in the greater Portland region. This communication from Metro’s Chief Operating Officer contains the staff recommendation to the Metro Council regarding the need for a UGB expansion and the City of Sherwood’s 2024 proposal to address that need.

The urban growth boundary has long been one of Metro’s most important tools for focusing the development of new homes and businesses in existing downtowns, main streets, and employment areas. Residents of the region have told us time and again to hold this priority: make the most of the land inside the boundary so that outward growth on the urban edge only happens when it is necessary and provides benefit for the entire region. This deliberate approach is crucial for strengthening existing communities, protecting farms and forests, and reducing greenhouse gas emissions.

According to state law, Metro is required to make a decision about whether to expand the UGB at least every six years. In making these decisions, Metro must provide up-to-date information about demographics, population and employment growth, development trends, and estimates of buildable land inside the UGB. This thorough assessment of whether there is a regional need for expanding the UGB is not only required by law – it is central to the greater Portland region’s identity. When new growth occurs at the edges of the urban growth boundary, it should be necessary, planned, and deliberate.

Today, the greater Portland region is facing a housing shortage crisis. In addition, there is agreement across the region that attracting more family-wage industrial jobs will help our communities thrive. However, it is also clear that simply providing more land won’t necessarily result in jobs and housing. Experience has shown that certain conditions must be in place to ensure that UGB expansion areas produce housing and jobs in a near term time frame. Time and time again we have seen that development occurs successfully where there is a commitment from city leaders and community members, where there is a plan for paying for needed infrastructure, and where there is market demand. If these ingredients aren’t present, new urban growth is extremely slow if it happens at all.

For those reasons, in 2010 the Metro Council adopted a policy to only expand the UGB into urban reserve areas that have been concept planned by a local government and that demonstrate readiness to be developed. In the current 2024 UGB cycle, the City of Sherwood is the only city that has prepared a concept plan and proposed a UGB expansion, and they have shown that these elements are in place. Sherwood’s readiness for new urban growth provides an opportunity to address the regional land needs identified in the draft 2024 Urban Growth Report (UGR).

Consequently, Metro staff recommend that the Metro Council consider expanding the UGB to include the Sherwood West urban reserve. Staff further recommend that the Council consider placing conditions on this expansion to ensure that the land is used efficiently and will support regionally identified needs. These conditions could reinforce the City of Sherwood’s concept plan for the expansion area by improving housing affordability and protecting industrial lands so that they produce well-paying jobs in the manufacturing sector.

The information that follows sets out the reasoning behind this recommendation and lays the groundwork for the Metro Council to consider potential conditions of approval.

ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS

Our region’s deliberate approach to growth has paid dividends for people who call this region home by helping to maintain a unique connection to nature and a high quality of life. However, as the world changes, our approach to managing growth must change too. In response to evolving needs and conditions over the years, Metro and its partners have collaborated to make improvements to the urban growth management process such as:

- Working with our regional partners to identify designated urban reserves and rural reserves that provide certainty about where the UGB may or may not be expanded over the coming decades.
- Using a ‘range’ forecast to acknowledge that there is inherent uncertainty in estimating future growth over the next 20 years.
- Encouraging more timely housing and business development in UGB expansion areas by requiring that a local jurisdiction complete a concept plan for an urban reserve before the area is brought into the boundary.
- Providing grant funding to cities to support local concept planning and comprehensive planning efforts.
- Adopting a fast-track expansion process for adding large industrial sites to the UGB to respond to near term opportunities.
- Providing an off-cycle UGB amendment process to address unanticipated non-residential land needs such as those identified by school districts.
- Creating a mid-cycle UGB process to be responsive to city proposals for addressing unanticipated residential land needs between the designated 6-year scheduled approval process.
- Clearly specifying in Metro’s Code the factors that cities must address in UGB expansion proposals.
- Completing a land exchange in 2023 that brought concept planned land within an urban reserve inside the UGB and removed unplanned land to ensure more of the land inside the UGB will produce housing.

- Continually improving technical analyses to reflect new practices, including how to forecast redevelopment potential and estimate current and future housing needs.
- Examining regional needs for industrial lands with specific site characteristics and applying that information to evaluate expansion proposals.
- As with the forecast, using a range of estimates to acknowledge the inherent uncertainty in predicting growth capacity within the UGB.
- Increasing transparency by convening the 2024 Urban Growth Report Roundtable, comprised of diverse expertise and interests.
- Elevating youth perspectives and building future leaders by convening a UGB Youth Cohort in 2024.

One of the characteristics that makes our region unique is our ability to collaborate and work together to adapt and modernize our systems to respond to changing conditions.

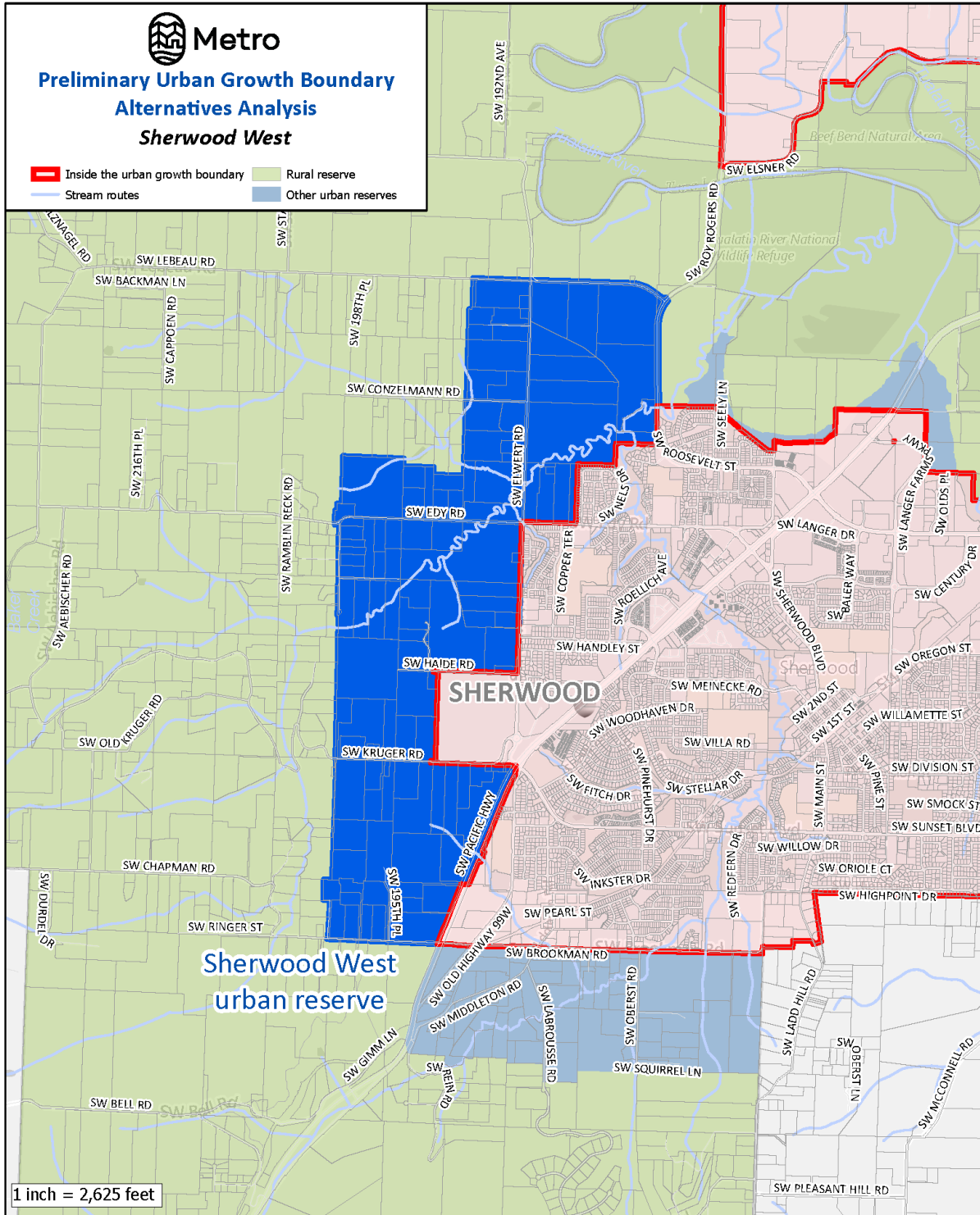
CITY OF SHERWOOD READINESS

Based on the draft 2024 Urban Growth Report (UGR) in addition to discussions at the Metro Council, MPAC, MTAC and the Urban Growth Report Roundtable as well as comments received during the public comment period, Metro staff believe there is a regional need to expand the UGB to provide more land for housing and job growth. Staff also encourage the Metro Council to set clear expectations for areas added to the boundary, so the expansion addresses not just local interests, but regional needs.

The City of Sherwood has completed extensive work to propose a UGB expansion for the Metro Council's consideration. The expansion proposal indicates that Sherwood is ready to take meaningful steps toward getting homes and businesses built in the proposed UGB expansion area. The Sherwood West Concept Plan includes proposed land uses to support up to approximately 5,500 housing units and 4,500 jobs. For those reasons, staff recommend that the Metro Council consider expanding the region's UGB to include the Sherwood West urban reserve.

Considerable work remains if the Metro Council chooses to add this area to the UGB. As part of this recommendation, staff encourage the Council to identify conditions ensuring that land added to the UGB will address a range of housing needs and provide industrial sites likely to attract family wage manufacturing jobs.

Figure 1: Recommended UGB expansion in the Sherwood West urban reserve



The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product.

The following pages of this report describe additional considerations that inform this staff recommendation.

THE REGION NEEDS MORE HOUSING OF ALL TYPES

It is well known that there is a national housing shortage, as well as housing shortages in Oregon and in the greater Portland region. This is reflected in housing prices and rents that remain high and in the growing number of people experiencing housing instability or homelessness. With the expectation that population growth will continue in our region – irrespective of the rate of that growth – we need more housing to be built.

The vitality of every community depends on having a diverse range of people from all backgrounds doing a broad range of work: teachers, contractors, daycare providers, nurses, and grocery store workers to name a few. As home prices rise and demand outstrips supply, we need to do more to provide housing opportunities for these essential workers in every community. Likewise, we need to provide housing options that suit people from all life stages: students seeking rental housing, growing families that need an additional bedroom, retirees seeking to downsize but remain in their community.

The primary question addressed by the Urban Growth Report is not just whether more housing is needed but whether there is enough space inside the existing UGB to meet that need. Land already available within the UGB provides opportunities for a diverse range of housing. The region’s track record, as documented in the 2024 UGR, shows that there is considerable market demand for urban housing close to transit, services, and amenities. Recent statewide allowances for ‘middle housing’ such as townhouses and duplexes are producing results, and we expect that more of these housing options will be provided in the future.

The draft UGR also indicates that, depending on our assumptions about the future, there is potentially a need for additional land to meet the region’s need for additional housing. As we consider bringing new areas into the UGB, we must make sure those areas will address the needs of a wide variety of households.

REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING

Under state law, the UGB can only be expanded when there is a demonstrated regional need for additional capacity to accommodate the next 20 years of forecasted growth. The analysis in the draft 2024 UGR’s range of growth estimates shows that the Metro Council has the latitude to determine that a need for more land exists.

Housing capacity

The draft 2024 UGR describes a range of possible housing growth capacity currently available within the urban growth boundary. The specific amount of housing capacity available within that range depends on expected market conditions and development responses. Consistent with the recommendation to plan for the baseline forecast described in the following

paragraph, staff recommend capacity assumptions that fall within the middle of the ranges established in the draft 2024 UGR.

For the 2024 growth management decision, staff recommend that the Metro Council base their decision on a finding that there is capacity inside the UGB for 175,500 additional homes. Details about that assumed growth capacity can be found in Attachment 1 to this recommendation and in the draft 2024 UGR.

Household forecast and capture rate

As a basis for this growth management decision, staff recommend that the Metro Council plan for the baseline forecast for the seven-county Metropolitan Statistical Area (MSA) for the 2024 to 2044 period. The baseline forecast describes the most likely amount of growth for the region. This means planning for approximately 315,000 more people and 203,500 more households in the MSA.

The UGB “capture rate” is used to describe the share of seven-county household growth that is expected to occur in the Metro UGB. For discussion purposes, the draft 2024 UGR scenarios assumed a 70 percent UGB capture rate. Staff have heard partner opinions and share optimism that the region will regain its reputation as an attractive place to live and work. Staff therefore recommend that the Metro Council consider planning to accommodate slightly more than 70 percent of the MSA’s household growth in the Metro UGB.

Notwithstanding recent declines after the pandemic-induced recession, this would represent a continuation of the historic upward trend in Metro’s UGB capture rate for household growth. Adding the Sherwood West urban reserve to the UGB can provide a means of achieving this slightly higher capture rate by attracting household growth that may otherwise occur outside of the Metro UGB.

Staff recommend that the Council plan for 176,500 to 180,800 additional homes in the Metro UGB to meet current and future housing needs. Additional details about how those numbers are derived can be found in Attachment 1 and in the draft 2024 UGR.

Housing capacity deficits

Comparing UGB housing growth capacity (175,500 homes) and housing needs (176,500 to 180,800 additional homes) indicates a potential deficit of capacity for 1,000 to 5,300 homes. Additional details about those deficits can be found in Attachment 1.

Depending on the mix of housing it includes, the Sherwood West urban reserve could meet the range of identified regional housing capacity deficits. The adopted Sherwood West Concept Plan describes a range of 3,117 (9.2 dwelling units/acre) to 5,582 (16.4 dwelling units/acre) homes.

PLANNING FOR JOB GROWTH

Future job growth requires more workers to fill those jobs. This means that our job growth forecast should be generally consistent with our expectations for population growth. Consequently, as with population and household growth, staff recommend planning for the baseline employment forecast, which estimates the most likely growth scenario.

Today, there are approximately 1,261,200 jobs¹ in the seven-county MSA. Staff recommend planning for an increase of approximately 110,000 jobs, for a total of 1,371,400 jobs in the MSA by the year 2044.

Based on long-term trends, staff recommend planning for 75% of the new MSA-level jobs in the Metro UGB.² Today, there are approximately 996,600 jobs in the Metro UGB. By 2044, an additional 82,500 new jobs are anticipated, for a total of 1,079,000 jobs within the Metro UGB.

NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH

Using the baseline employment forecast, the draft 2024 UGR identifies a surplus of 4,550 acres of industrial land in the region. However, as also explained in the draft UGR, most of the region's industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. Although these smaller industrial spaces are in demand, they cannot serve the needs of the entire industrial market. The draft UGR describes a shortage of larger industrial sites for the expansion of existing businesses and recruitment of companies from outside the region; in particular, there is a lack of unconstrained parcels with relatively flat slopes and proximity to transportation facilities that could be aggregated into larger 50+ acre industrial sites.

The 2022 Oregon Semiconductor Taskforce Report identified a statewide need for four sites of 50 to 100 acres suitable for high tech manufacturers. As described in the draft UGR, the greater Portland region is the heart of the state's high-tech economy; however, the current regional inventory does not include enough industrial sites with characteristics that are suitable for addressing this need.

High tech manufacturing has become a major focus of incentive programs from the federal government designed to increase domestic production of critical technologies. Our region has significant competitive advantages in designing and manufacturing technologies to help adapt to and mitigate climate change and improve global connectivity. Staff analysis indicates that our region lacks enough available and unconstrained sites of sufficient size, slope, and proximity to

¹ These figures are for non-farm jobs because the task of growth management decisions is to estimate land need for urban uses.

² The draft 2024 UGR employment land demand analysis incorporates different UGB capture rates for different sectors. 75% is the historic UGB capture rate for the 1979-2022 period across all non-farm sectors.

existing transportation facilities and high-tech manufacturing clusters to allow for growth of these critical industries over the next 20 years. A lack of available sites would be a limiting factor in our region's ability to take advantage of historic incentives to support economic development.

Under Statewide Planning Goal 14, Metro is authorized to expand the UGB onto land that is suitable to meet a particular identified need based on specific site characteristics. Staff recommend that, based on the necessary site characteristics described above, the Metro Council address a need for two 50+ acre sites by expanding the UGB to include the mixed employment area in the north end of the Sherwood West concept plan. Staff further recommend that the Metro Council consider conditions of approval to protect these important large sites to help ensure that they will address the identified need.

ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH

The draft 2024 UGR identified a baseline deficit of 320 buildable acres to support expected commercial job growth. Sherwood has included at least 135 acres for commercial employment in its concept plan. Staff recommend that the Metro Council address the commercial land need described in the UGR by expanding the UGB to include the Sherwood West urban reserve. The remaining deficit beyond that addressed by a potential expansion is within the margin of error for a long-range land need analysis. To the extent that there may be additional demand for commercial land, staff expect that demand would be addressed through additional redevelopment.

POTENTIAL UGB CONDITIONS OF APPROVAL

With the goal of expanding housing choices and reducing housing costs, protecting industrial sites, and continuously improving engagement for planning efforts, staff recommend that the Council consider conditions on the proposed UGB expansion. The bullets below provide suggestions for several topics that could be addressed by conditions of approval. Generally, these recommended conditions reinforce the work that the City of Sherwood has done in its Sherwood West Concept Plan. For example:

- In order to achieve a mix of housing types, the Metro Council could establish an expectation for a minimum number of homes. This could fall within the range proposed by the City of Sherwood's adopted Sherwood West Concept Plan (base density of 9.2 units per acre to a maximum density of 16.4 units per acre). The difference between these reflects the actualization of "missing middle" housing allowed by HB 2001 (2019). The city of Sherwood would determine housing mix details in their comprehensive planning process.
- The greater Portland region is in an affordable housing crisis. We need more housing options for people who make less than the region's median income (currently \$116,900 for a family of four). Sherwood elected officials and staff have expressed an interest in

creating opportunities to live and work in their community. That will require us to work together to ensure housing affordability and not just leave it up to the market. The Metro Council could set out conditions to guide this work.

- Staff’s recommendation to create and protect large industrial sites is intended to achieve widely shared goals to grow our region’s high-tech manufacturing sectors. The Metro Council could consider specific goals or restrictions to make sure this happens.
- Creating inclusive communities means bringing a variety of perspectives into the planning process. Staff recommend a broad-based approach to community engagement that goes beyond collecting input from those who currently live near the expansion or those who have typically engaged in city planning – and include community members and Community Based Organizations representing historically marginalized groups. Staff also recommend inviting interested Tribes to engage in the city’s planning processes.

ADDITIONAL RECOMMENDATIONS

Improve how we assess equity in growth management decisions

For many years, Metro has had the goal of addressing racial equity in its work, including urban growth management decisions. We’ve tried several approaches including:

- Using the Regional Equity Atlas to provide decision makers with contextual information.
- Requiring cities proposing expansions to describe how they are working to advance racial equity.
- When we’ve expanded the UGB, requiring and supporting cities in conducting broad-based community engagement for their comprehensive planning.
- Assessing equity outcomes in past UGB expansion areas.

In keeping with our tradition of always seeking to learn and do better, staff recommend that Metro Council direct staff to work with its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to complete equity assessments when concept planning for new urban areas.

Consult with Tribes

Tribes are independent sovereigns with inherent powers of self-government and relationships with the U.S. government that derive from treaties, federal law and executive orders. These Federal-Tribal relations are political and do not derive from race or ethnicity. Treaties are listed among the elements that make up “the supreme law of the land” under Article VI of the U.S. Constitution.

The lands now known as the greater Portland metropolitan area are part of the aboriginal homelands, traditional use areas and trade networks of numerous Tribes. For millennia, Indian people resided throughout the Willamette Valley and along the Willamette and Columbia Rivers

and their tributaries in traditional villages, permanent communities and seasonal encampments. The relationship of Tribes, their lands and interests extend from time immemorial to the present day and beyond. Each Tribe's interests are distinct. These interests may overlap and intersect with the urban growth boundary in various ways.

Metro and other local governments need to do a better job of consulting with Tribes on growth management and land use issues that have the potential to impact tribal interests and priorities such as treaty rights, the protection of sensitive cultural resources, or enhancing the welfare of tribal members residing in urban areas off reservation. For that reason, staff recommend that Metro Council direct staff to work with interested Tribes, Metro's Tribal Affairs program and its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to consult with Tribes when concept planning and comprehensive planning new urban areas. Staff also recommend that Metro identify opportunities to ensure and improve Metro's Urban Growth Report technical analyses are inclusive of relevant tribal priorities, expertise, and data sets.

Revise how we accounted for slopes on employment lands

Recent discussions at the UGR Roundtable and the Metro Policy Advisory Committee (MPAC) have raised questions about the assumptions staff make when inventorying buildable employment lands. We have heard questions about our assumed thresholds for steep slopes and whether some of those lands are viable for development.

Based on their professional expertise and review of other jurisdiction's work, Oregon Department of Land Conservation and Development staff have recently advised Metro to use a 10% slope threshold when inventorying buildable employment lands. Staff will revise the UGR analysis of employment land capacity to follow that advice. That revised analysis will be included in the final UGR presented for Metro Council adoption later this year.

Using this more conservative slope threshold does not change the analysis in the draft 2024 UGR that the baseline forecast indicates there is enough industrially-zoned land inside the UGB to match generally expected job growth, at least before assessing a more specific need for additional land with particular site characteristics. Most importantly, it doesn't change the fact that we collectively need to focus on the investments and actions necessary to make sure more of these employment lands are shovel-ready to capitalize on economic development opportunities. That includes necessary regional discussions about site aggregation, brownfield remediation, infrastructure financing, zoning changes, incentive programs and more.

Update the region's vision for its future

Our region had the foresight 30 years ago to adopt the region's Future Vision and 2040 Growth Concept. These long-range plans helped guide how greater Portland has responded to population growth in a way that reflects shared community values. The Growth Concept has

served us well and has positioned us to address the challenges of climate change and racial equity, but we know there's more work to be done to prepare for these and other future issues.

A lot has changed since the region adopted the Future Vision and the 2040 Growth Concept. Staff will bring a work program to Metro Council to renew the Future Vision and 2040 Growth Concept in Fall 2024. This work will help address many, though not all, topics and potential actions that came up while developing this urban growth management recommendation.

This work program should include an assessment of how these existing plans have performed for the region's residents: what has worked well or turned out as envisioned, and where there is still work to do or turned out differently from the vision. While we believe the fundamentals of the Vision and Growth Concept are still relevant, it is essential to demonstrate this through study.

Planning for 25 and 50 years in the future also requires understanding where today's trends may potentially take the region. The work program should include investigation of how climate change, demographics, technology, and other topics will change in the coming decades and how visioning can prepare the region to adapt to these shifts.

The updates of these long-range plans must also capture topic areas not currently addressed in the 1995 versions of these documents that are of greater importance and interest today. These include, but are not limited to: racial equity, climate resilience and adaptation, arts and culture, anti-displacement strategies, and Tribal relations. Updates must also address how Metro's purview has changed since 1995 to encompass major roles in the region's housing and parks and natural areas.

PUBLIC COMMENTS

Metro held a public comment period from the release of the draft UGR on July 9 through August 22. 349 survey responses were received during this period. We heard a variety of viewpoints about the draft Urban Growth report and the City of Sherwood's expansion proposal. Themes from comments about the expansion proposal include:

- Optimism about future growth potential, including the potential for a resurgence of high-tech manufacturing
- Interest in more housing and job opportunities in Sherwood, including housing choices for seniors, young families and other demographic groups
- Concern about the impacts of a potential UGB expansion on traffic, with the lack of transit options available in Sherwood
- Concern about impacts on farmland and agricultural activities
- Importance of housing affordability
- Concern about impacts on the environment and climate change
- Concern about impacts of new development on existing public infrastructure leading to tax increases for current residents
- Concern about potential impacts on schools

- Recommendation to use land within the UGB before expanding

We also received input about the methodology of the draft UGR. Themes include: suggestions for different approaches to the buildable land inventory, population projections, and density estimates.

These comments highlight the variety of issues that need to be balanced by the UGR. While this staff recommendation does not address every technical topic raised, it acknowledges that the UGR is a point-in-time document that seeks to balance interests and provide a reasonable range of estimates for the Metro Council to determine whether to expand the UGB and accept the City of Sherwood's proposal.

TIMELINE (SUBJECT TO CHANGE)

- August 26, 2024: Release COO recommendation
- August 28, 2024: MTAC discussion of COO recommendation and public comment themes
- September 5, 2024: Council work session on COO recommendations and public comment themes; *(full public comment summary provided at Council meeting)*
- September 11, 2024: MPAC discussion of COO recommendation and recommendations to Council; request any final MTAC advice
- September 18, 2024: MTAC advice to MPAC, if requested
- September 19, 2024: CORE recommendation to Council
- September 25, 2024: MPAC recommendation to Council
- September 26, 2024: Council holds public hearing on COO recommendations
- October 8, 2024: Council provides direction to staff at work session
- November 21, 2024: Council first reading of ordinance; public hearing
- December 5, 2024: Council second reading of ordinance; decision

ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS

The tables below include specific numbers, but long-term estimates cannot be expressed this precisely. For that reason, the final totals are rounded to the nearest hundred.

Table 1: Recommended housing capacity assumptions (Metro UGB, 2024-2044)

	UGB Capacity Assumptions (number of homes)			
	single-detached	middle housing	multifamily	Total
Vacant land (larger mix of single-unit detached)	34,944	13,228	42,970	91,142
Redevelopment (Baseline)	12,292	11,727	24,382	48,400
Concept plan areas and planned development on vacant land	9,096	6,662	4,138	19,896
Other planned redevelopment	135	172	9,830	10,137
Office-to-residential conversion (baseline)	-	-	1,000	1,000
ADUs and middle housing conversion/infill (low)	-	4,955	-	4,955
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Capacity housing mix	32%	21%	47%	100%

Table 2: Recommended Metro region current and future housing need assumptions (2024-2044)

7-county MSA baseline household growth (2024-2044)	203,530
Future household growth in Metro UGB (70% to 72% Metro UGB capture)	142,500 to 146,500
Add 5% vacancy rate (to convert future households to homes)	7,100 to 7,400
Subtotal of UGB future housing needs (number of homes)	149,600 to 153,900
Add current housing needs (underproduction, houselessness, 2 nd and vacation rentals)	26,953
Total current and future UGB housing need (2024-2044, rounded)	176,500 to 180,800

Table 3: Metro UGB current and future housing need and deficit assuming 70% UGB capture

	UGB Housing Need at 70% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	56,846	32,911	59,838	149,594
Units lost to 2 nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	58,600	36,800	81,100	176,500
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	(2,200)	(100)	1,200	(1,000)

Table 4: Metro UGB current and future housing need and deficit assuming 72% UGB capture

	UGB Housing Need at 72% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	58,470	33,851	61,547	153,868
Units lost to 2 nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	60,300	37,700	82,800	180,800
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	(3,800)	(1,000)	(500)	(5,300)

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Materials following this page were distributed at the meeting.



Metro

Urban growth management: COO/Staff Recommendations

MTAC

August 28, 2024

Technical work and analysis: Developing the urban growth report

- Buildable land inventory (BLI)
- Regional forecast
- Capacity analysis
- Employment trends and site characteristics
- Housing needs analysis
- Residential readiness analyses
- Draft urban growth report (UGR)

City expansion proposals

- Letters of interest
- Expansion proposals

2040 planning and development grants available

Metro Council decision

- Consider Metro staff and advisory group recommendations
- Public hearings
- Policy direction
- Final decision



Engagement

- MTAC
- MPAC
- CORE
- Land Use Technical Advisory Group
- Jurisdictional outreach
- Urban growth report roundtable
- Youth cohort
- Interest group presentations

Project timeline

	July	August	September	October	November	December
Council	Discussion of draft Urban Growth Report released July 9	Public comment survey available until August 22 COO/Staff recommendation released August 26	Public hearing on COO/Staff recommendation	Council direction on intended decision	Council first reading; public hearing	Council second reading; final decision
MPAC			Discuss COO/Staff recommendation; <i>Recommendation to Council</i>			
MTAC			Discuss COO/Staff recommendation; <i>Recommendation to MPAC</i>			
CORE			Discuss COO/Staff recommendation; <i>Recommendation to Council</i>			

Public comment survey themes

- Optimism about **future growth potential**
- Interest in **more housing and job opportunities** in Sherwood
- Importance of **housing affordability**
- **Housing choices** for seniors, young families and other demographic groups
- Impacts of a potential UGB expansion on **traffic**, due to lack of transit options in Sherwood
- Impacts on **farmland and agricultural activities**
- Impacts on the **environment and climate change**
- Impacts of new development on existing **public infrastructure**
- Use **land within the UGB** before expanding

Regional need for housing

- Forecast for 2024-2044
- Baseline UGB capacity: 175,500 homes
- Capture rate: 70% - 72% of growth forecast for the seven-county MSA
- UGB housing demand: 176,500 – 180,800 homes

Capacity gap range

- UGB housing capacity deficits: 1,000 – 5,300 homes

Table 4. Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	% of Residential Acres	Total Housing Units (with % of Middle Housing in Neighborhood areas)			
				0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	10%	798	798	798	798
Middle Housing	5.5 to 11	16	5%	173	173	173	173
Cottage Cluster	12.8 to 16	23	7%	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	7%	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	30%	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	42%	720	1,008	1,296	2,160
TOTAL		340	100%	3,117	3,610	4,108	5,582
<i>Total Average Density</i>				9.2	10.6	12.1	16.4
<i>Total Average Density with Open Space</i>				7.8	9.0	10.3	13.9

Job growth

- Capture rate: 75% of jobs in the MSA
- Anticipating 82,500 new jobs by 2044 in the Metro UGB for a total of 1,079,000 jobs
- Sherwood West Concept Plan: Up to 4,500 jobs

Need for large industrial sites

- Current surplus of industrial land, however, at smaller sizes
 - Average lot size: 3.8 acres; Median lot size: 1.7 acres
- 2022 Oregon Semiconductor Taskforce Report
 - Statewide need for four sites of 50 – 100 acres suitable for high tech manufacturers

Recommendations: Sherwood West



**Expand the
UGB to include
Sherwood
West urban
reserve**

Conditions of approval

- Minimum number of housing units
- Housing affordability
- Protections for large industrial sites to grow the region's high-tech manufacturing sector
- Broad based community engagement
- Tribal consultation

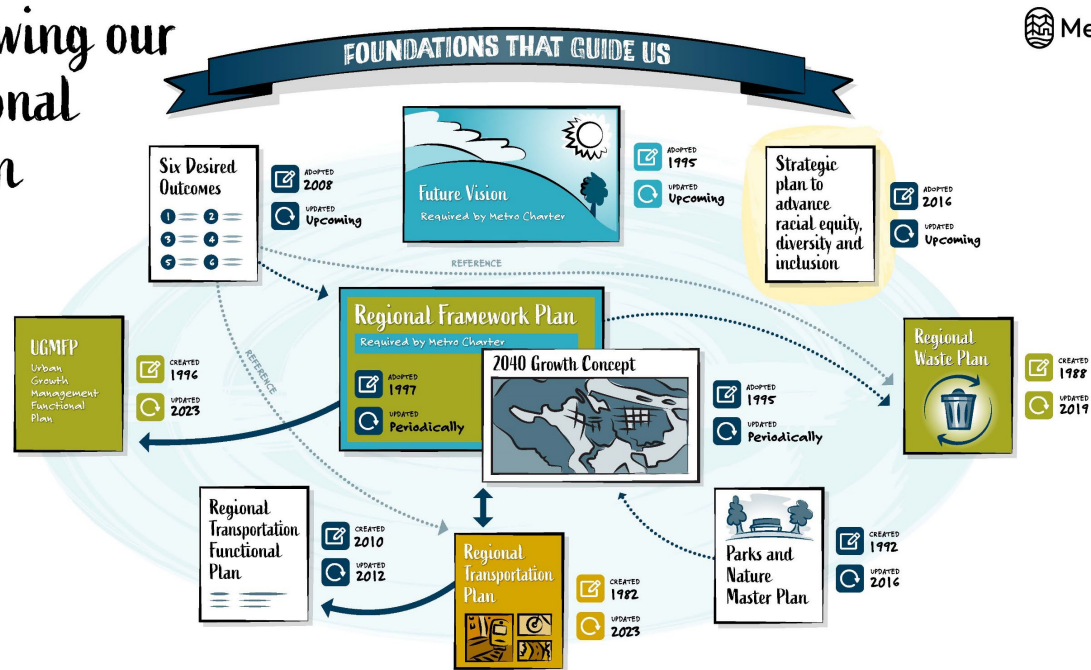
Additional recommendations

Revise how we accounted for slopes on employment lands

- DLCDC advised Metro to use a 10% slope threshold when inventorying buildable employment lands

Update the region's vision for its future

Renewing our Regional Vision



Improve how we assess equity in growth management decisions

- Possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to complete equity assessments when concept planning for new urban areas

Consult with Tribes

- Staff to work with interested Tribes, Metro's Tribal Affairs program and its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to consult with Tribes when concept planning and comprehensive planning new urban areas
- Identify opportunities to ensure and improve Metro's Urban Growth Report technical analyses are inclusive of relevant tribal priorities, expertise, and data sets

Next steps

- Provide recommendation to MPAC at meeting on September 18th
 - Agree with recommendation to expand the UGB to include the Sherwood West urban reserve?
 - List of thoughts to share with MPAC on the topic areas for potential conditions of approval
- Meeting in person at Metro Regional Center

Memorandum

To: C4 Metro Subcommittee

From: **Team MTAC, Representing Clackamas County & Clackamas Cities**

Re: August 28, 2024 MTAC Highlights

Date: September 12, 2024

Overview

Following is a summary of the August MTAC Meeting. Meeting materials can be found [here](#).

General Updates

- The 2024 Urban Growth Report (UGR) may be accessed [here](#) and provides data for Metro Council to consider expanding the urban growth boundary with respect to the City of Sherwood's concept plan. Though the analysis is more detailed in the draft report, the uncertainty in the data justifies either outcome.
- The 2024 Urban Growth Management Decision: Metro Chief Operating Officer & Staff Recommendations report has been released and can be accessed [here](#).
- After review of the COO recommendation, MTAC will provide recommendation on the UGB decision to MPAC at MTAC's in-person September 18th Meeting at the Metro Regional Center.
- After MTAC's recommendation to MPAC, MPAC members will be asked to give formal recommendations to Metro Council at MPAC's September 25th meeting.
- Metro Council must make a decision prior to the end of the year.
- The data associated with the UGR is important because the State is relying on the data to help inform the housing allocations in the Oregon Housing Needs Analysis (OHNA) allocations.

Spoken and Written Public Communication on Agenda Items

- Eric Rutledge – Community Development Director, City of Sherwood
 - The minimum density is 6.2 dwelling units per acre, not the 9.2 units per acre listed on pages 6 and 8 of the recommendation report.
 - The Metro COO identified a potential condition of approval to increase the density of the residential component of the Sherwood plan area. Any increase in density is not supported by the Sherwood community. The range of increased density identified by the COO would change the character of the plan and is higher than other density increases conditioned previously.
- Jerry Johnson – Johnson Economics
 - The employment and populations forecasts are overly pessimistic, and as a result understate the need for employment and residential capacity.

Urban Growth Management Decision: Metro Chief Operating Officer Recommendation

Metro Chief Operating Officer and Staff provided two overall recommendations in their report – (1) Expand the UGB to include Sherwood West Urban Reserve and (2) Metro Council consider Conditions of Approval in the expansion to ensure that the land is used efficiently and will support regionally identified needs. The report identified suggestions for several topics that could be addressed by conditions of approval:

- **Minimum number of housing units:** have policy discussion about how many homes are expected in the Sherwood West area and what that implies for density.
- **Housing affordability:** throughout the process there has been an abundance of interest of having the Sherwood expansion proposal include options for people to work and live in the same community.
- **Protections for large industrial sites to grow the region's high-tech manufacturing sector:** what are the expectations for how sites will be assembled for the 50+ acre sites in the expansion area? How will they be protected in perpetuity?
- **Broad based community engagement:** this is an area that needs to be improved. Recommendation is to conduct engagement that is beyond current residents of the city.

Chair Kehe recommends that MTAC put together a recommendation to MPAC at the in-person September 18th MTAC meeting in two pieces:

- (1) Answer the question of whether or not you agree with the recommendation to expand the UGB to include the Sherwood West urban reserve.
- (2) List thoughts to share with MPAC on the topic areas for potential conditions of approval.

FOOD FOR THOUGHT

Housing Density and Affordable Housing

- MTAC might want to comment on the range of production units or housing density as brought forth by the City of Sherwood's public comment from this meeting.
- The proposed density complies with the legal minimums and was created through an extensive public process but MTAC may only want to add more housing to the UGB if it is at a higher density or more affordable.
- One MTAC member brought forward the idea of including a minimum number of housing units as a condition for approval, as they have been part of previous UGB expansion cycles in which Metro Council need not identify a density rate but a number of units that Sherwood would be able to build. A minimum housing unit target would fall within the range of 1,000 to 5,300. Chair Kehe responded that Council would potentially work within this range, as it was provided in the recommendation report. Chair further recommends advancing this idea in a policy discussion in the September 18th meeting.

- Most of the needed housing in the region is for those at or under 120% AMI. Ninety percent of funding for affordable housing is Low-Income Housing Tax Credit (LIHTC). To qualify for LIHTC, about 40 units per lot are needed. A housing density of 6.2 dwelling units per acre would mean that almost none of the housing units in the expansion proposal would qualify for what is usually funded as affordable housing.
- The draft Urban Growth Report had an analysis of adjusting the redevelopment rate from 20% to a higher rate to create a housing capacity to meet needs that aren't met from a 6.2 dwelling units per acre density rate. Our group should consider what the redevelopment rate would need to be to meet the 5,000 units of additional capacity that Metro has identified as a need.
- One MTAC member commented that a Metro Low Income Housing bond has been instrumental in creating affordable housing in South Cooper Mountain and argued that this approach is effective because local jurisdictions, particularly cities, do not have the capacity to fund affordable housing programs.

Industrial Lands

- One member of MTAC commented that any land that is under 5 acres is very difficult to build medium to heavy industrial and that even though the draft Urban Growth Report specified a maximum slope of 10%, most commercial and industrial developers will not consider developing any land that is over 7% slope. From this standpoint, Metro is erroneously counting properties within the UGB as developable when the market reality is that they will most likely not be developed. Chair Kehe responded by commenting that if we say that these properties are useless, then it gets away from the fundamental idea that we use land effectively as a region. This would mean that the region needs to make some changes so that land can be developed.

In addition to a discussion about the five categories of conditions for approval within the COO Recommendation Report, Metro Staff provided four additional recommendations that could be included in MTAC's deliberation in what recommendation they provide to MPAC. These recommendations might include:

- Work with interested Tribes, Metro's Tribal Affairs program and its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to consult with Tribes when concept planning and comprehensive planning new urban areas.
- Revisions on how slope on employment lands is calculated. DLCD advised Metro to use a 10% slope threshold when inventorying buildable employment lands.
- Update the region's vision for its future. Climate change and racial equity were not included when the original vision was created in the 1990s.
- Improve how we assess equity in growth management decisions, which would include possible amendments to Title 11 of the Urban Growth Management Functional Plan.

Upcoming Agenda Highlights

SEPTEMBER 18 – MEETING (HYBRID)	OCTOBER 16 – MEETING (VIRTUAL)
<ul style="list-style-type: none"> Urban Growth Management Decision: MTAC Recommendations to MPAC Action Item (Ted Reid, Metro) FULL MEETING (3 hours) 	<ul style="list-style-type: none"> Recommendation to MPAC Action Item EPA Climate Pollution Reduction Grant Community Connector Transit Study Introduction Regional Housing Coordination Strategy: Work Plan
NOVEMBER 20 – MEETING (VIRTUAL)	DECEMBER 18 – MEETING (HYBRID)
<ul style="list-style-type: none"> 2040 Vision Update Process 2023 Regional Transportation Plan Implementation and Local TSP Support Update 	<ul style="list-style-type: none"> Urban Growth Management Decision: Follow up on process Safe Streets for All update

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