
Wednesday, November 20, 2024

7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/85945091848?pwd=YbcE3sWEbc5FEHI7CnTXjPjIXOdQKS.1>

Agenda

7:30 a.m. Welcome & Introductions

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

- Regional Flexible Fund Allocation (RFFA): Status Update
Presenting: Jeff Owen, Clackamas
- Regional Emergency Transportation Routes (RETR): Phase 2
Presenting: John Mermin, Metro

TPAC Update

- *Presenting: Jeff Owen, Clackamas
Dayna Webb, Oregon City
Will Farley, Lake Oswego*

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

- Regional Housing Coordination Strategy (RHCS) Introduction
Presenting: Emily Lieb, Metro

MTAC Update

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

Attachments:

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2024 JPACT Work Program

As of 07/31/24

Items in italics are tentative

<p>July 18, 2024 (online)</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) 	<p>August 15, 2024- No meeting</p>
<p>September 19, 2024 (in person)</p> <ul style="list-style-type: none"> • Consideration of the July 18, 2024 JPACT Minutes • <i>Comment from the Chair- Summary of nominated projects for the bond (5 min)</i> • <i>Comment from the Chair- Westside Multimodal Improvements Study (5 min)</i> • <i>Comment from the Chair Transit minute (5 min)</i> • TriMet Safety and Security Presentation (JC Vannatta, other presenters TBD; 30 min) • Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (JPACT Member Discussion) (30 min) 	<p>October 17, 2024 (online)</p> <ul style="list-style-type: none"> • Regional Transportation Priorities and Funding: Recommendation (Action) • IBRP Supplemental Draft Environmental Impact Statement (Kristin Leonard and Greg Johnson, IBR; 20 min) • Connecting Communities Transit Study (Ally Holmqvist, Metro; 30 min) • Regional TDM Strategy Kickoff (Noel Mickelberry, Metro, Grace Stainback; 30 min)
<p>November 21, 2024 (In person)</p> <ul style="list-style-type: none"> • <i>Comment from the Chair- Regional Rail Study Kickoff (5 min)</i> • <i>Comment from the Chair- RFFA Step 2 application summary (5 min)</i> • <i>Regional Emergency Transportation Routes Phase 2 (Tom Kloster, Metro; 20 min)</i> • TV Highway Project Development Update (Jess Zdeb, Metro; 30 min) 	<p>December 19, 2024 (online)</p> <ul style="list-style-type: none"> • RFFA: Step 1A.1 Project evaluation results and building of bond scenarios (Grace Cho (she/her), Metro; 45 min) • Safe Streets for All Update (Lake McTighe (she/they), Metro; 30 min) • Cascadia Corridor Ultra-High-Speed Rail (Catherine Ciarlo and Ally Holmqvist, Metro; 20 min)

2024 MPAC Work Program

As of 10/24/24

Items in italics are tentative

<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"> • Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions (consent) • Resolution no. 24-5443 For The Purpose Of Adding Or Amending A Total Of Six Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements • Consideration of the July 24, 2024 MPAC Minutes • UGB Expansion Recommendation to Metro Council (action) (Eryn Kehe, she/her and Ted Reid, he/him, Metro; 45 min) • WPES: System Facilities Plan Update (Marta McGuire (she/her), Metro, Estee Segal (she/her), Metro; 45 min) 	<p>October 23, 2024 (online)</p> <ul style="list-style-type: none"> • WPES: System Facilities Plan Update (Marta McGuire (she/her), Metro, Estee Segal (she/her), Metro; 30 min) • Future Vision: Work plan review (Jess Zdeb, she/her, Metro; 40 min) • 2040 Grant Update (Serah Breakstone, Metro; 20 min)
<p>November 13 2024 (in person)</p> <ul style="list-style-type: none"> • Consideration of the September 11, 2024 MPAC Minutes (Consent) • Consideration of the September 25, 2024 MPAC Minutes (Consent) • Regional Housing Coordination Strategy (Eryn Kehe (she/her) & Emily Lieb (she/her), Metro; 30 min) • <i>Introduction to the Community Connector Transit Study (Ally Holmqvist, Senior Transportation Planner, Metro; 30 minutes)</i> • <i>Future Vision: Work plan recommendation (Jess Zdeb, she/her, Metro; 30 min)</i> 	<p>December 11, 2024 (online)</p> <ul style="list-style-type: none"> • <i>Montgomery Park Streetcar Title 4 map update (action) (City of Portland staff TBD)</i> • Follow up on UGB process (Ted Reid, he/him, Metro; 20 min) • <i>Housing funding update (Marissa Madrigal (she/her/ella), Metro)</i> • <i>Future Vision: Future Vision Commission planning (Jess Zdeb, she/her, Metro; 30 min)</i>

Table 1. 2028-2030 RFFA – New Project Bond Development – Key Dates - DRAFT

Activity	Date
Process communication	July 12 & 18, 2024
One-on-one discussions on large transit capital leverage projects	Late July – September 2024
Nominations open for access to transit/safe access and transit vehicle priority projects	July 26, 2024
Nominations due for access to transit/safe access and transit vehicle priority projects	September 6, 2024
Summary of screening assessment and results	October 4, 2024
Notification for projects remaining in contention to move forward	October 4, 2024
Deadline for candidate projects to submit necessary project information for evaluation	October 18, 2024
Candidate project evaluation	October – November 2024
Candidate project evaluation results and summary	December 6, 2024 (tentative)
Bond scenarios development and assessment	December 2024 – January 2025
Bond scenarios results and TPAC input on preferred bond scenario	February 7, 2025
Bond scenario results and JPACT input on a preferred bond scenario	February 20, 2025
Request TPAC action to release recommended preferred bond scenario/proposal	March 7, 2025
Request JPACT action to release recommended preferred bond scenario/proposal	March 20, 2025
2028-2030 RFFA public comment opens	March 24, 2025 (tentative)
2028-2030 RFFA public hearing/testimony	April 17, 2025 (tentative)
2028-2030 RFFA public comment closes	April 28, 2025 (tentative)
Summary of 2028-2030 RFFA public comments with responses and draft/tentative staff recommendations for refinements to TPAC	May 2, 2025 (tentative)
Summary of 2028-2030 RFFA public comments with responses and staff recommendations for refinements to JPACT	May 15, 2025 (tentative)
TPAC and JPACT opportunity to deliberate input received on preferred bond scenario and finalize the preferred bond proposal	June 2025
TPAC and JPACT action on 2028-2030 RFFA	July 2025

Process Communication

Phase Timeframe: July – August 2024

Over the month of July and if needed into early August, Metro staff will convey to regional partners the development process for the new project bond. Metro seeks to present as much information possible in the bond development process recognizing aspects of the process may not be fully defined. To the degree possible, the bond development process will try to stagger activities for the new project bond development with the activities for the Step 2 allocation to respect regional partners capacity constraints and the necessary efforts for submitting/nominating projects in both processes.

Candidate Project Identification for Bond Proceeds

Phase Timeframe: August – October 2024

Regional emergency transportation routes (ETR) update | Phase 2

Prioritizing and tiering the network routes

Disasters, both natural and human-caused, can happen anytime, and the transportation system needs to be prepared to withstand them and support lifesaving and life-sustaining activities.

Project overview

New technology, data and mapping have greatly expanded the region's understanding of potential hazard risks, including earthquakes, wildfires, landslides, floods, volcanoes and other extreme weather events.

Coordinated emergency management planning helps mitigate the risks these hazards pose to the public health and safety of communities and the region's economic prosperity and quality of life. Identifying emergency transportation routes is a critical element of emergency preparedness for the region.

First designated in 1996, regional Emergency Transportation Routes (ETRs) are travel routes that, in case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris-removal to aid the movement of first responders, people who need medical care, fuel, supplies and equipment.

Outcomes from Phase 1

From 2019 to 2021, Metro partnered with the Regional Disaster Preparedness Organization (RDPO) on the first phase of the project to reassess and update the designated RETRs for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington. Before that, the last update occurred in 2006.

The primary outcome of the first phase was a regionally-accepted network made up of **1,204 miles over 195 total routes connecting over 75% of state and regional critical infrastructure and essential facilities.**



There were 89 new routes totaling 305 miles added to the network. Visit the [RDPO project page](#) to view the route maps and detailed regional ETR data charts.

Criteria across the following three dimensions were used to identify the best regional routes for emergency response during a seismic event

- **Connectivity and access** to regional assets and from state to local routes
- **Route infrastructure resilience** to multiple natural hazards
- **Equitable access** to vulnerable and isolated communities

Desired outcome for Phase 2

This second planning phase will build on the previous work on regional ETRs by developing a tiering methodology and prioritization framework to inform which routes among the identified regional ETRs should be evaluated, cleared and opened first, next and last in a catastrophic scenario; and to guide on-going maintenance and capital investments to ensure top tier routes are increasingly resilient.



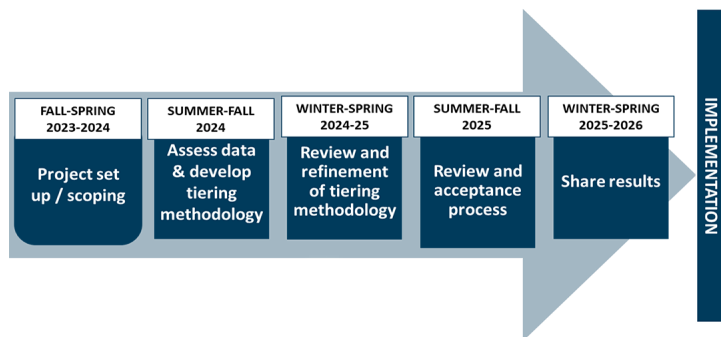
Metro RDPO

Regional Disaster Preparedness Organization



Project timeline and decision-making

Phase 2 scoping began in fall 2023 and the project is expected to be completed in spring 2026. Project recommendations will be brought forward for review and endorsement consideration by regional policymakers, including the RDPO Steering Committee, the RDPO Policy Committee, the Metro Council, Metro Joint Policy Advisory Committee on Transportation (JPACT) and the Southwest Regional Transportation Council (RTC).



Project phases

- **Fall 2023 to spring 2024:** Project set up and scoping
- **Summer to fall 2024:** Assess data and develop tiering methodology
- **Winter 2024 to spring 2025:** Review and refinement of tiering methodology
- **Summer to fall 2025:** Review and acceptance process
- **Winter 2025 to spring 2026:** Share results

Partnerships and collaboration

The regional ETR update project is co-led by the Regional Disaster Preparedness Organization (RDPO) at the City of Portland and Metro and will be supported by a number of local, regional and state partners, as well as a consultant.

As in Phase 1, Phase 2 will rely on existing RDPO and Metro technical committees and working groups, as well as briefings to county-level technical coordinating committees to engage individual cities within each county in a coordinated manner.

Other agencies and groups will be engaged and consulted as key stakeholders due to their roles in emergency response and/or critical infrastructure and social services for vulnerable populations, including community-based organizations and RDPO discipline-specific work groups.

This project is a collaboration between public, private and non-profit stakeholders, co-led by the five-county, bi-state Regional Disaster Preparedness Organization (RDPO) and Oregon Metro, the metropolitan planning organization designated by the Governor of Oregon to serve the urban portions of Clackamas, Multnomah and Washington counties.

Funding for this project is being provided by an Urban Areas Security Initiative grant.

Questions?

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rdpo.net/emergency-transportation-routes



Metro



RDPO

November 21, 2024

REGIONAL EMERGENCY TRANSPORTATION ROUTES (RETR) PHASE 2

Purpose

Share overview of RETR Phase 2

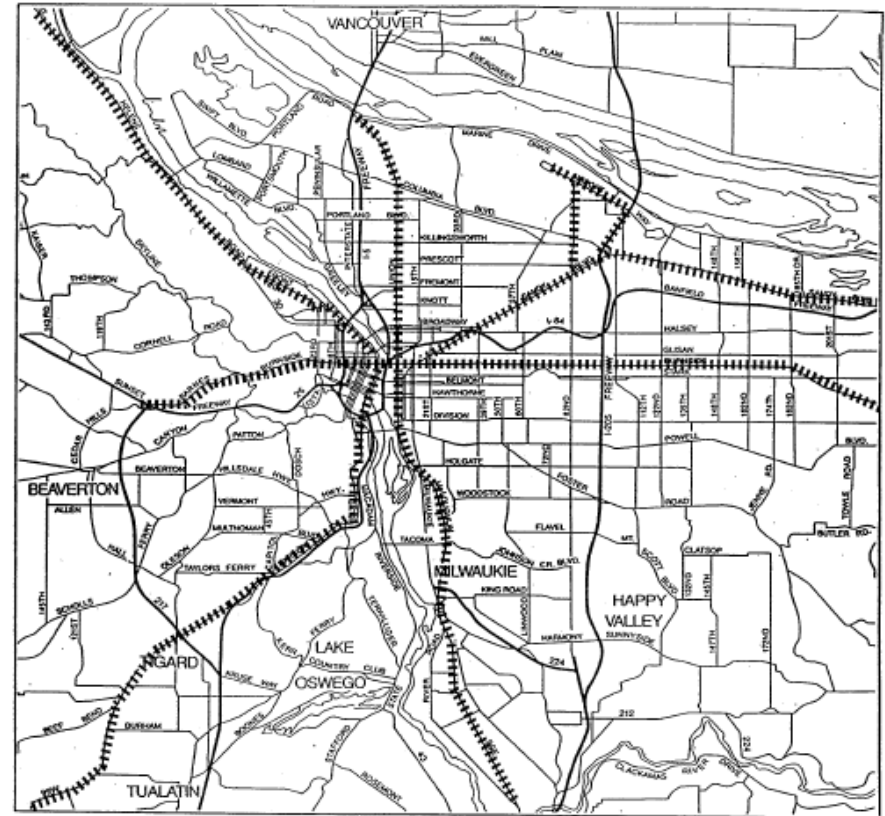
Address any questions about project scope and direction



A brief history of regional ETRs

- Metro formed multi-jurisdictional policy group in 1993 – **Regional Emergency Management Group (REMG)**
- Coordination focused on emergency response, preparedness and earthquake hazard mitigation
- REMG identified emergency lifeline corridors in 1994

Burnside/Barnes/US 26, US 30, 99E, 99W/Barbur, Sandy and Airport Way



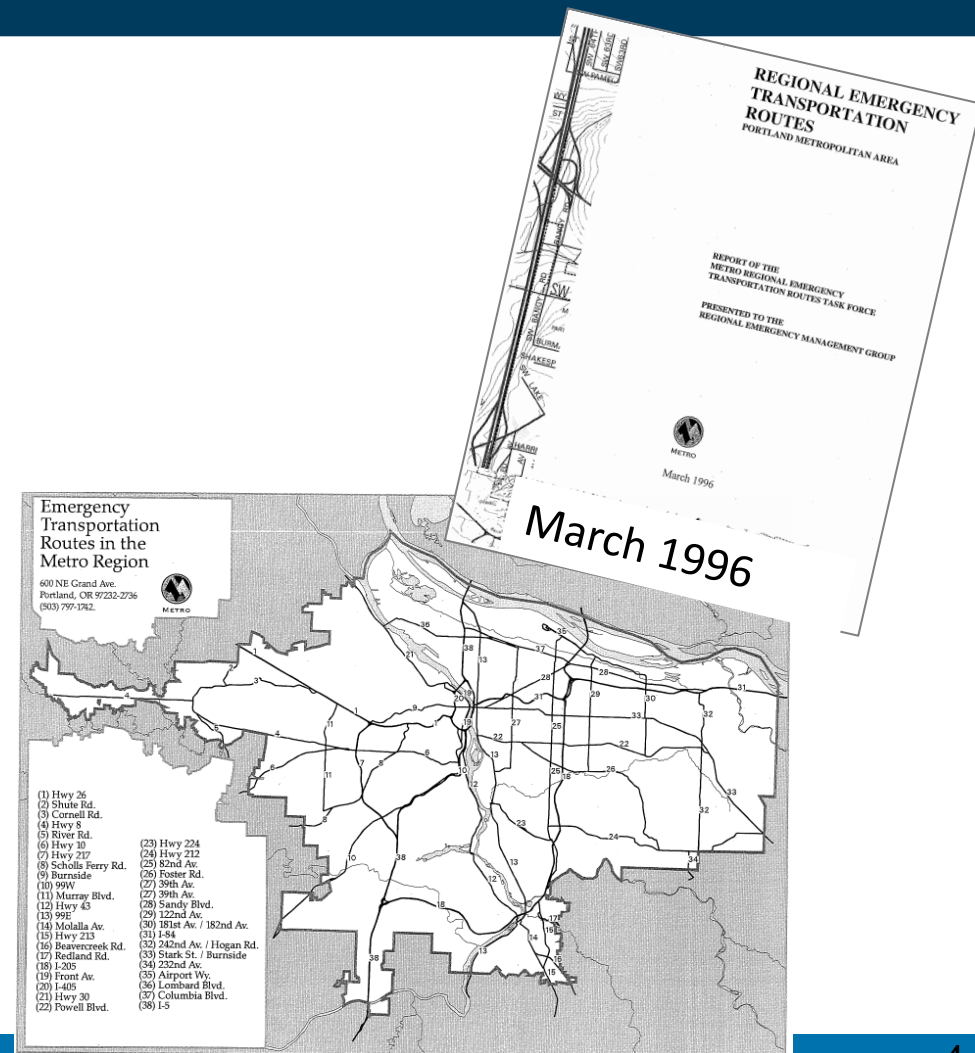
Designated Emergency Lifeline Corridors (1994)

Regional emergency transportation routes identified in 1996

Original ETRs defined as priority routes targeted during an emergency for:

- rapid damage assessment
- debris clearance
- life-saving and life-sustaining response activities

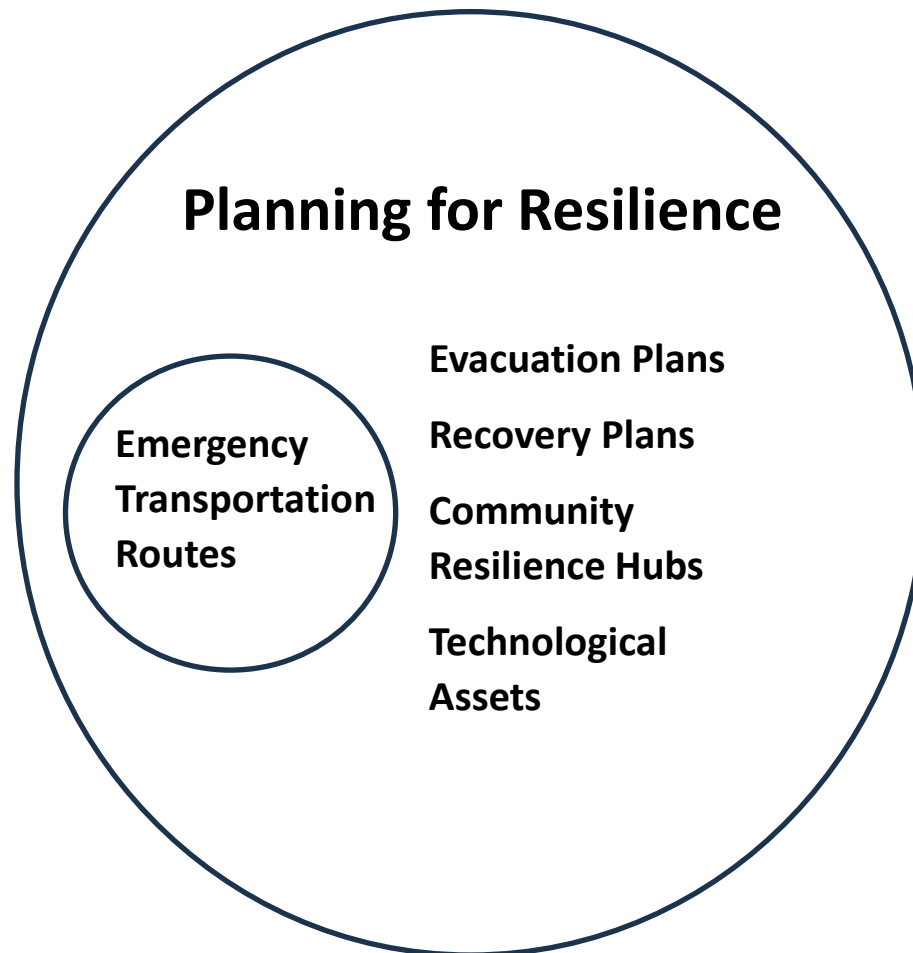
Priorities for mitigation



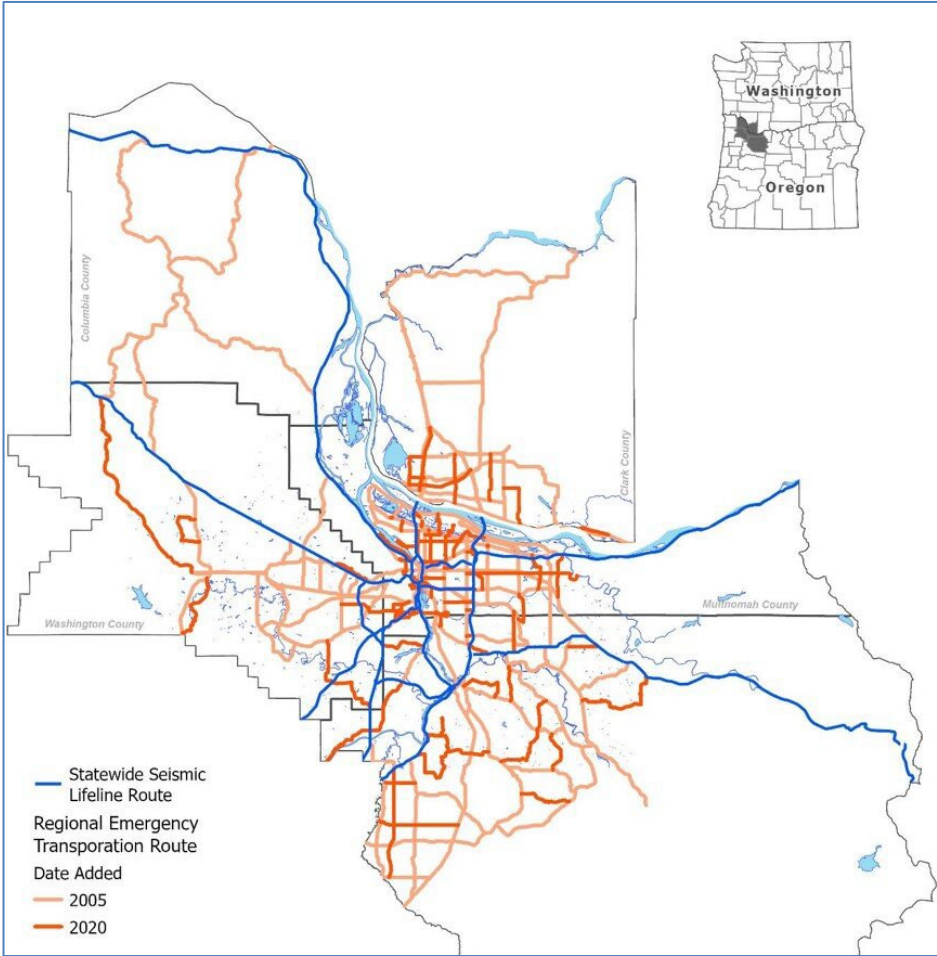
Project Overview

- Phase 1 work (2019 – 2021) updated the network in 5-county region
- Phase 2 work (2024 – 2026) (Identified in RTP ch.8)
 - Prioritize and tier network routes
 - Data review and assessment
 - Workshops and engagement
 - Develop and apply methodology
- Out of scope - evacuation or recovery planning, establishing operational guidelines, funding decision

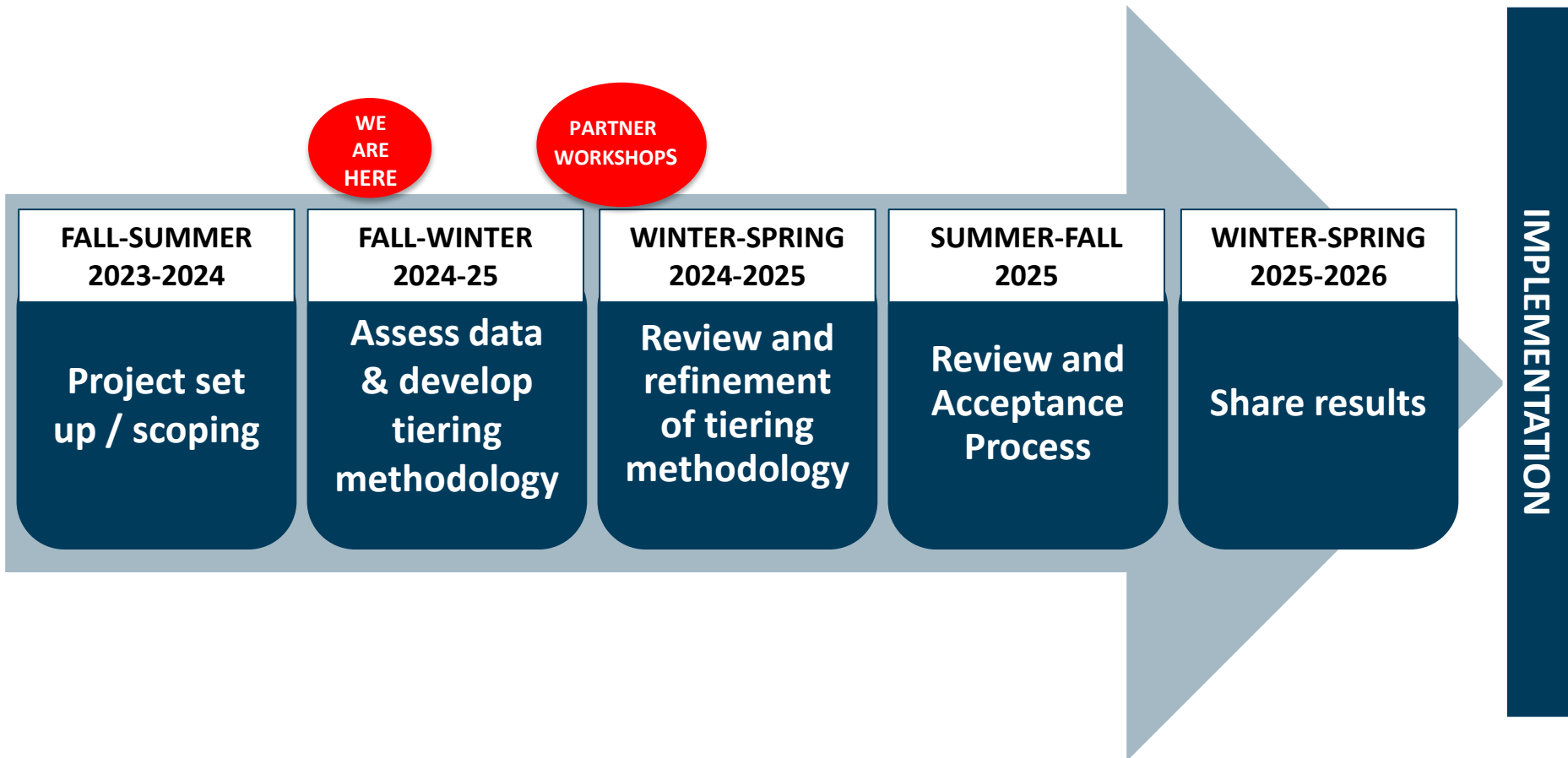
ETRS as part of broader Resilience Planning



5-County Regional ETR map



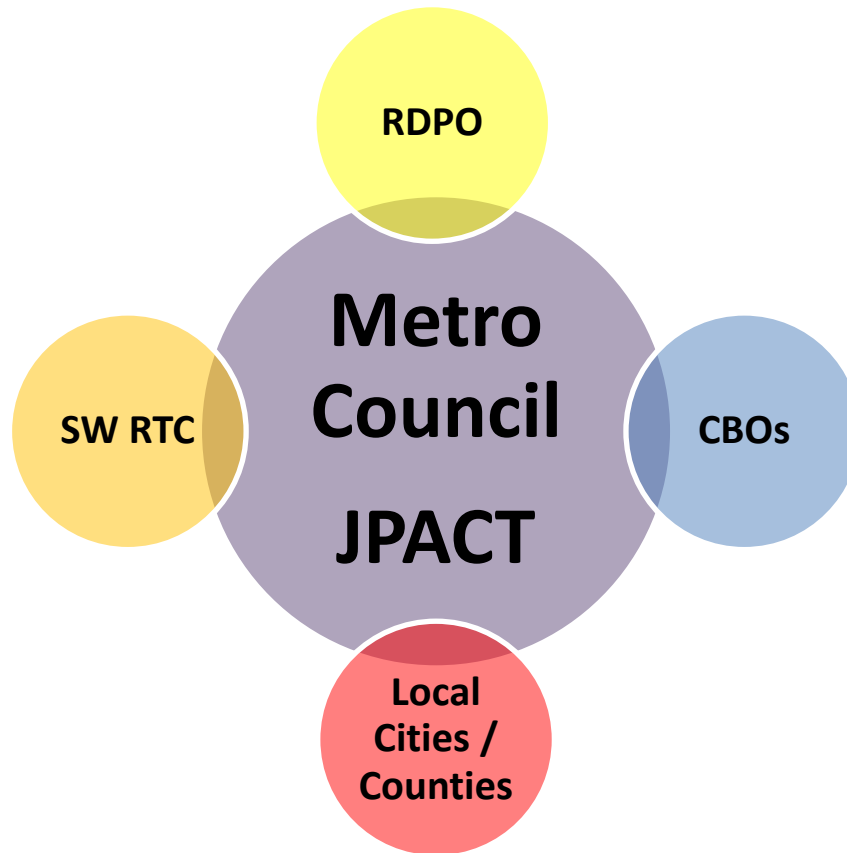
Project Timeline



Engagement Approach

- Quarterly project work group
- Hold regional workshops to develop and refine prioritization criteria
- Engage Community Based Organizations to get input from vulnerable populations
- Briefings to technical and policy groups at Metro – (TPAC ,MTAC, JPACT, Council), and RDPO

Decision-making



Next Steps

- Review Data
- Hold first quarterly workgroup meeting
- Hold workshops with transportation / emergency management professionals
- Hold workshops with leaders of Community Based Organizations

Questions?

Questions about project scope and direction?

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Memorandum

To: C4 Metro Subcommittee
From: **Team TPAC, Representing Clackamas County & Clackamas Cities**
Re: November 1, 2024 TPAC Highlights
Date: November 1, 2024

Overview

Following is a summary of the November TPAC Meeting and a look ahead into future meetings. November meeting materials can be found [here](#).

General Updates

- **Fatal Crash Update:** According to recent data available, Metro shared that there were approximately 10 traffic deaths in October across Clackamas, Multnomah, and Washington counties. Of this total, 3 people died while walking, 5 while driving, and 2 while using a bicycle. One fatality occurred in Clackamas County. Metro continues their commitment to a safe systems approach, advocating for safe streets, speeds, and people. Links to recent [efforts by Portland and Oregon State Police target enforcement mission](#), ODOT's development of [a fatal crash information viewer to monitor crash data](#), and the [National Safety Council's Road to Zero Coalition report](#), were shared.
- **Transit Minute:** September saw over 6.2 million rides in the metropolitan service area, a 4% increase from the previous year and approximately 69% of pre-pandemic levels. While this most recent month does show an increase from last year, it is less of an increase compared to previous years. In transit news, Portland Streetcar has introduced new streetcars and digital signs with audible pushbuttons at stations, in efforts to improve accessibility and display for streetcar and TriMet arrivals. The new Bethany Link Shuttle, launched October 14th, now serves multiple neighborhoods and transit centers, running Monday through Friday with free service.
- **Community Connector Transit Study:** Following feedback from TPAC and JPACT, the working group overseeing this project has been expanded to include more city representatives, ensuring broader input in the decision-making process.
- **RFFA Step 2:** The application deadline for the Regional Flexible Fund Allocation (RFFA) Step 2 is November 15th. This cycle's applications are being managed by an online database, with performance evaluation and risk assessment proceeding alongside upcoming bond process activities.
- **Metro Updates:**
 - Metro will address Climate Friendly and Equitable Communities (CFEC) requirements as part of its December Urban Growth Management decision, with local governments required to adopt their 2040 center boundaries by the end of 2025. Instead of a TPAC to JPACT pathway, CFEC amendments have been reviewed by MTAC and MPAC and are recommended to the Metro Council for action in December.
 - Metro's Regional Transportation Functional Plan (RTFP), last updated in 2012, will begin undergoing a refresh next January, incorporating the latest regional transportation plan and CFEC rules, which will be reviewed with TPAC, MTAC, MPAC, and JPACT. This comprehensive update will help all parties understand the functional plans, their scope, and the timeline for updates.
 - The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are conducting a certification review of Metro and RTC's transportation planning processes and

public comment is open through Dec. 13, 2024. The Transportation Management Area Certification Review is a federal requirement for metropolitan planning areas with populations over 200,000 people at least once every four years. Metro is the federally mandated metropolitan planning organization (MPO) designated by the governor to develop an overall transportation plan and to allocate federal funds for the region. A report that summarizes the findings will be issued by April 12, 2025 and will certify the MPO's planning process for the next four years.

- **IBR Comment Period:** The comment period for the Interstate Bridge Replacement is open until November 18th. The public can provide feedback on the potential impacts and benefits of the program, including design options and mitigation measures.
- **Minutes Approved:** The October 4th TPAC minutes were approved with no changes.
- **MTIP Amendments:** TPAC recommended JPACT approval of MTIP Resolution 24-5443 for the purpose of adding, canceling, or amending a total of six projects to meet federal transportation project delivery requirements. Of these six, 4 are new projects and 2 are amendments to existing projects. The following summarizes each:
 - **New Projects:**
 - Clackamas County Safe Streets for All Planning Grant (Key 23738) – add new project to the MTIP.
 - New ODOT ADA Curbs and Ramps Construction Project (Key 23692) – add the new project construction and utility relocation phases to the MTIP.
 - Re-add I-5 NB Interstate Bridge Electrical Components (Key 22316) – re-add the project to the MTIP; construction phase bid issues delayed phase and required de-obligation. Now resolved, project needs to be added again to MTIP and STIP to obligate construction phase.
 - Add New Portland Streetcar Montgomery Park Extension (Key 23769) – add new project's Preliminary Engineering (PE) and other phases to MTIP.
 - **Existing Projects:**
 - Portland Metro area 2024-2027 ADA Curb Ramp Construction (Key 23043) – split \$10,850,000 and combine into the new Region 1 ADA curbs and ramps construction project PGB in Key 23692.
 - Reduce Funding to Oregon Transportation Network Project (Key 23530) – reduce funds based on a revised FTA allocation, a decrease of State STBG funds from \$4,968,103 to \$1,700,000.

Regional Flexible Fund Step 1A.1 New Project Bond Eligibility Screening Results Summary

Project Eligibility Screening Results

Of the 10 nominated projects, 9 were deemed eligible based on federal requirements, project readiness, and financial constraints within the Regional Transportation Plan (RTP). One project, Hillsboro Transit Center Updates, was disqualified as it lacked inclusion in the RTP financially constrained project list.

Bonding Mechanism Options and Eligibility Considerations

Metro and TriMet have historically used a combination of federal and local funds to finance bonds. Options under discussion include leveraging federal support or using a fund exchange to issue bonds locally. Depending on the final mechanisms chosen into the months ahead, these mechanisms may introduce additional eligibility requirements that could affect project selection. Metro anticipates sharing more detailed information regarding potential nomination evaluation and mechanism options at the December 6th TPAC meeting.

Clarification on the Better Bus Program and Bond Process

TPAC members raised questions regarding the structure and specificity of the Better Bus Program's bond application, which currently lacks identified projects and is instead a programmatic request. Metro explained that the application seeks funding for continued transit infrastructure improvements, similar to the first Better Bus Program, through collaborative workshops to prioritize high-impact areas for transit efficiency. Metro noted that while current projects are under consideration, this funding could support additional or future projects based on readiness and funding availability. Other TPAC members inquired about the cost-sharing structure within the Better Bus Program. Metro explained that the program is currently developing cost estimates for each project, which will inform the specific cost-sharing arrangements with partner agencies. Metro described the Better Bus funding structure, emphasizing flexibility in funding smaller projects, which may not require local matching funds, while also supporting larger initiatives that could utilize Better Bus as a grant match.

Request for Detailed Project Descriptions and Performance Metrics

Several TPAC members expressed the need for more detailed descriptions of nominated projects to facilitate informed discussions, emphasizing the importance of setting performance metrics for each project to ensure they achieve intended outcomes. While bond funding is particularly valuable, projects should meet defined goals even if adjustments are necessary. Metro agreed to consider providing more comprehensive information on each project in future materials.

FOOD FOR THOUGHT

How can we best refine criteria and measures that speak to a broad range of project and program nominations?

Regional Flexible Fund Step 1A.1 New Project Bond Candidate Project Evaluation Framework

Overview of Evaluation Framework

Metro explained that project assessment has three main components: (1) alignment with bond purpose and principles, (2) contribution toward Regional Transportation Plan (RTP) goals, and (3) project readiness, with the latter being evaluated by an external consultant. Each project's qualitative and quantitative evaluations will be integrated into a comprehensive bond scenario analysis. Projects will be rated based on how they advance RTP goals, with particular emphasis on transit-oriented goals. Kittelson & Associates, the external consultant, will provide a readiness assessment covering scope, schedule, and budget. The goal is to prepare this information for presentation at the December TPAC and JPACT meetings, where project scenarios will be refined and discussed.

Challenges in Evaluating Diverse Project Types

Several TPAC members raised questions about the varying project types and the applicability of the evaluation criteria across a range of nominations. One question focused on accommodating different transit-supportive projects under one framework, to which Metro responded that a narrative will accompany each project's rating to provide essential context. Another committee member pointed out the complexity of comparing diverse projects like bus rapid transit (BRT), streetcar extensions, bridge replacements, and complete street initiatives, suggesting that regional priorities should drive project selection rather than strict numerical ranking if nominations are not quite an apples to apples comparison. Metro acknowledged this, affirming that qualitative narratives will complement quantitative evaluations.

Concerns about Project Rating & Clarifications on Thematic Emphasis

TPAC members discussed the risk of reducing diverse projects to a simple numeric rating system, which could overlook regional nuances and strategic goals. One TPAC member made the suggestion that the evaluation could focus on a high-level comparison to provide JPACT and the Metro Council with the options to create balanced project packages for consideration. Metro clarified the evaluation framework for bond-funded projects, describing that projects will not receive a strict numerical ranking. Instead, each project will be assessed based on rating across specific measures, focusing on how well they meet bond objectives, and the discussion will include thematic bond options that align with specific regional priorities reflected in the program direction. Metro said that this thematic focus will help identify projects that best support those priorities, serving as a foundation for developing bond packages.

Next Steps

The results of the analysis will be presented at the December TPAC and JPACT meetings with a recommendation in March prior to a public comment period and Metro Council’s direction in July.

FOOD FOR THOUGHT

Can the thematic emphasis be further refined to best match nominations to various bonding mechanisms?

Upcoming Agenda Highlights

DECEMBER 6 – REGULAR MEETING	JANUARY 10 – REGULAR MEETING
<ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX Recommendation to JPACT • 2028-30 Regional Flexible Fund Step 2 – Summary of Applications Received and Process Next Steps • 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Candidate Project Evaluation Results and Bond Scenarios Development • MetroMap and the Quick Facts Viewer • Safe Streets for All Update 	<ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX Recommendation to JPACT • 82nd Avenue Transit Project • 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Initial Bond Scenarios • RTP Implementation Schedule
FEBRUARY 7 – REGULAR MEETING	FEBRUARY 12 – WORKSHOP MEETING
<ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX Recommendation to JPACT • MTIP Performance Measure Discussion and MTIP Update • Climate Smart Strategy and Climate Pollution Reduction Grant Update • 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Final Bond Scenario / Proposal Input • 2028-30 Regional Flexible Fund Step 2 – Outcomes Evaluation Results and Risk Assessment Initial Results 	<ul style="list-style-type: none"> • Regional Emergency Transportation Routes Phase 2: tiering methodology

For More Information, Contact Team TPAC

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Metro

Regional Housing Coordination Strategy: Introduction

MPAC

November 13, 2024

OHNA requirement of regional government

- Regional Housing Coordination Strategy (RHCS)
- Other regions can produce a RHCS voluntarily
- Must be completed within one year of a UGB decision

What is the Regional Housing Coordination Strategy?

A list of actions that Metro will undertake to promote the development of needed housing

What is the Regional Housing Coordination Strategy?

What are example actions?

- Resources like funding, staff capacity, or technical support
- Identifying barriers to developing housing (e.g. financial, regulatory, or capacity-related)
- Coordinating housing production strategies between local governments

What do we need to do?

Data and analysis required

- Socioeconomic and demographic characteristics of households
- Market conditions
- Inventory of measures implemented by Metro
- Inventory of existing and expected barriers to planning or development of housing
- Evaluation of potential strategies

Approach

- Collaboration between Metro Housing Department and Planning, Development and Research
- Coordination with local jurisdictions
- Engagement with housing developers and advocates
- Fair housing and racial equity lens

RHCS vision

Create a roadmap for actions Metro will take to promote housing coordination, production and access

Draft schedule

Oct – Dec 2024	Jan – April 2025	May - Aug 2025	Sept-Nov 2025	Dec 2025
Scope development	Begin analysis	Evaluate potential strategies	Public comment period	Council adoption
Engagement and communications plan	Identify potential strategies	Draft RHCS released	Final RHCS completed	Submit RHCS to DLCD for approval

Engagement with MTAC, MPAC, CORE, Council
Engagement with local jurisdictions, developers, advocates, experts

oregonmetro.gov



Memorandum

To: C4 Metro Subcommittee
From: **Team MTAC, Representing Clackamas County & Clackamas Cities**
Re: October 16th, 2024 MTAC Highlights
Date: October 16th, 2024

Overview

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

General Updates

- **Urban Growth Boundary (UGB) Expansion Updates:** MPAC received MTAC's recommendation to expand the UGB to include Sherwood West and create a taskforce to improve employment land challenges identified in the UGR process. MPAC recommended the same and also added recommendations to adopt the high growth forecast instead of the baseline forecast as well as not imposing any additional requirements for the City of Sherwood. On October 8th, Metro Council indicated that they would proceed with recommending the baseline growth forecast in their decision to expand the UGB in Sherwood west. Conditions of approval remain unknown at this time. Chair Kehe informed MTAC that the first reading of the ordinance on the boundary expansion will take place November 21st and Metro Council is expected to make a final decision on December 5th.
- **Comprehensive Climate Action Plan (CCAP):** funded by a grant from the United States Environmental Protection Agency, the CCAP aims to be an extensive climate strategy for the Portland Metro region. Metro invites public agencies and nonprofit organizations to join the Climate Partners Forum, a technical steering group that provides input on climate strategies. The Forum will take place on October 22nd, 2024.

Proposed Amendment to Urban Growth Management Functional Plan (UGMFP) Title 4 Map for Montgomery Park Ordinance 25-1522 Recommendation to MPAC

Metro staff and Ryan Singer from the City of Portland Bureau of Planning and Sustainability presented the Montgomery Park Area Plan, focusing on converting 34 acres of industrial land into a mixed-use, transit-oriented neighborhood. Key elements of the plan include expanding streetcar service, securing affordable housing, creating public spaces, and maintaining a buffer zone between industrial and residential areas. The plan aligns with regional goals for sustainable development and aims to address equity by providing middle-wage jobs and affordable housing opportunities.

Discussion Highlights:

- Concerns were raised about balancing industrial preservation with new residential development, particularly the impact on Portland’s industrial land supply and air quality.
- The Metro Council's regulatory role under Title 4 was discussed, with a focus on the need to lift current restrictions to enable mixed-use amenities like parks and retail spaces.
- Coordination with transportation and housing initiatives was emphasized, with participants discussing future development opportunities and buffer zones to mitigate industrial-residential conflicts.

Vote Results:

- Joseph Edge moved that MPAC recommend the Metro Council amend the Title 4 map restrictions for the Montgomery Park plan as outlined. Fiona Lyon seconded the motion.
- 23 voted in favor of the motion, 1 opposed, and there were 3 abstentions.
- The motion passed, supporting a MPAC recommendation that Metro Council proceed with lifting the Title 4 restrictions to support the mixed-use development vision.

Community Connector Transit Study Introduction

Metro Senior Transportation Planner Ally Holmqvist introduced the Community Connector Transit Study, which explores smaller transit options such as shuttles and vans to complement existing bus services. This study focuses on first-last mile solutions, emphasizing accessibility for suburban and underserved areas. It builds on the recent legislation of House Bill 2017 and ongoing regional transit planning efforts to develop a regional strategy for more flexible transit services.

Discussion Highlights:

- Coordination challenges were discussed, with concerns about potential overlap between the new services and TriMet’s existing programs, such as LIFT for people with disabilities.
- Holmqvist explained that part of the study involves inventorying existing services and identifying gaps to ensure complementary, rather than competing, operations.
- Participants stressed the need to balance operational feasibility with existing labor shortages and to ensure new services align with broader transit-oriented development (TOD) goals.

Regional Housing Coordination Strategy Introduction

Emily Lieb and Daisy Quinonez from Metro’s Housing Department presented the Regional Housing Coordination Strategy, a mandate under the Oregon Housing Needs Analysis (OHNA) framework. This strategy aims to align Metro’s efforts with local housing production strategies, promote fair housing, and address regulatory market barriers to housing development.

Discussion Highlights:

- Committee members highlighted the need for clear coordination between Metro and local governments as counties develop their housing strategies for unincorporated areas.

- Participants discussed Metro’s potential role in convening stakeholders, collecting data, and identifying best practices to support housing production across the region.
- Questions arose about whether Metro would use its regulatory authority to implement new policies, such as parking requirements and density standards, to promote housing development near transit corridors.
- The project framework is still being developed and additional details will be available as it is finalized.

Metro Cooling Corridor Study Introduction

Joe Gordon introduced the Metro Cooling Corridor Study, a long-term project aimed at mapping cooling infrastructure and urban heat islands to improve climate resilience. This study will assess tree canopy, identify potential new green corridors, and explore ways to connect existing cooling infrastructure.

Discussion Highlights & Next Steps:

- Participants recommended engaging with clean water agencies, landscape architects, and urban forestry organizations to inform the study.
- Leah Fisher shared insights from the tri-county heat mapping project, emphasizing the need to integrate community input and address gaps in urban forestry management.
- The importance of equity considerations was highlighted, with a focus on ensuring that cooling infrastructure benefits vulnerable and underserved communities.
- Gordon outlined a timeline of work for the Cooling Corridor study, with interim updates planned for MTAC and MPAC in early 2025.
- The final report will provide recommendations for integrating cooling infrastructure into Metro’s future planning and policy initiatives.

Upcoming Agenda Highlights

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
JANUARY 15 – MEETING (TBD)	FEBRUARY 19 – MEETING (TBD)

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