

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, July 25, 2018

5:00 PM

Metro Regional Center, Council chamber

- 1. Call To Order (5:00 PM)**
- 2. Public Communication on Agenda Items (5:00 PM)**
- 3. Council Update (5:05 PM)**
 - 3.1 2018 Regional Transportation Plan Public Comment Period Notification [COM](#)
[18-0161](#)
Attachments: [2018 RTP Formal Comment Briefing Book](#)
[RTP Public Comment Opportunity Flier](#)
- 4. MPAC Member Communication (5:10 PM)**
- 5. Consent Agenda (5:15 PM)**
 - 5.1 Consideration of June 27, 2018 Minutes [18-5064](#)
Attachments: [June 27, 2018 Minutes](#)
 - 5.2 Consideration of July 11, 2018 Minutes [18-5063](#)
Attachments: [July 11, 2018 Minutes](#)
- 6. Information/Discussion Items**
 - 6.1 Metro Parks and Nature Capital Investments and Land Acquisition Program (5:15 PM) [COM](#)
[18-0156](#)
Presenter(s): Jon Blasher, Metro
Heather Nelson Kent, Metro
Attachments: [MPAC Worksheet](#)

6.2 Merits of City Proposal for UGB Expansions (5:45 PM)

[COM](#)
[18-0158](#)

Presenter(s): Rebecca Hamilton, Metro Planning and Development
Ted Reid, Metro Planning and Development
Mary Kyle McCurdy, 1000 Friends of Oregon
Andrew Tull, 3J Consulting, Home Builders Association

Attachments: [MPAC Worksheet](#)
[Memo: CRAG Comments on UGB Expansion Proposals](#)
[2018 UGM Improvements and Process](#)
[Administrative Guidance for Title 14 in 2018 UGM Decision](#)

7. Adjourn (7:00 PM)

Upcoming MPAC Meetings

- *September 12, 2018*
- *September 26, 2018*
- *October 10, 2018*

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2018 MPAC Work Program

as of 7/13/2018

Items in italics are tentative

<p><u>Wednesday, July 11, 2018</u></p> <ul style="list-style-type: none"> • Overview of Draft 2018 Urban Growth Report – Information/Discussion (Ted Reid, Metro; 60 min) • Elected Officials Survey Results (Jim Middaugh, Metro; 30 min) 	<p><u>Wednesday, July 25, 2018</u></p> <ul style="list-style-type: none"> • Metro Parks and Nature Capital Investments and Land Acquisition Program (Jon Blasher, Metro; 30 min) • Merits of City Proposals for UGB Expansions – Information/Discussion (TBD; 45 min)
<p><u>Wednesday, August 8, 2018</u> – cancelled</p>	<p><u>Wednesday, August 22, 2018</u> – cancelled</p>
<p><u>Wednesday, September 12, 2018</u></p> <ul style="list-style-type: none"> • Metro Chief Operating Officer Recommendation on 2018 Urban Growth Management Decision – Information/Discussion (Martha Bennett, Metro; 60 min) • MPAC Recommendation to Metro Council on Urban Growth Management Decision – Recommendation to the Metro Council (Ted Reid, Metro; 30 min) • <i>2030 Regional Waste Plan – Information/Discussion (Marta McGuire and Paul Slyman, Metro; 30 min)</i> 	<p><u>Wednesday, September 26, 2018</u></p> <ul style="list-style-type: none"> • Introduce and Discuss MTAC Recommendation on 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 90 min) • Hold for MPAC Recommendation to Metro Council on Urban Growth Management Decision – Recommendation to the Metro Council (Ted Reid, Metro; 30 min) <p><u>September 27-29:</u> League of Oregon Cities Annual Conference, Eugene, OR</p>

<p><u>Wednesday, October 10, 2018</u></p> <ul style="list-style-type: none"> • Southwest Corridor Equitable Development Strategy (Brian Harper; 30 min) • MPAC Recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 60 min) 	<p><u>Wednesday, October 24, 2018</u></p> <ul style="list-style-type: none"> • 2030 Regional Waste Plan – Information/Discussion (Marta McGuire and Matt Korot, Metro; 30 min)
<p><u>Wednesday, November 14, 2018</u></p> <ul style="list-style-type: none"> • Metro Housing Bond Next Steps (TBD; 45 min) <p><u>November 13-15</u>: Association of Oregon Counties Annual Conference, Eugene, OR</p>	<p><u>Wednesday, November 28, 2018</u></p>
<p><u>Wednesday, December 12, 2018</u></p> <ul style="list-style-type: none"> • MPAC Year in Review (TBD; 10 min) 	<p><u>Wednesday, December 26, 2018</u> – cancelled</p>



2018 Regional Transportation Plan

Finalizing the 2018 Regional Transportation Plan

A briefing book for policymakers

July 11, 2018

oregonmetro.gov/rtp

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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: oregonmetro.gov/rtp

The preparation of this briefing book was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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Foreword: from Metro Council President Tom Hughes



These are remarkable and challenging times for the greater Portland region. We continue to attract new residents, jobs and industries. Our communities are becoming more culturally diverse, bringing rich cultural activity to neighborhoods. A new generation is growing to adulthood as others move toward retirement. Advances in technology are changing how we connect, how we work, and increasingly, how we travel, move goods and provide services. As population increases in the region, we find ourselves facing new challenges—regionally and globally—and are beginning to recognize longstanding issues facing

communities that have been marginalized. These changes and challenges impact how we use and what we expect from our transportation system.

Every resident and business – those with roots in the region that run generations deep to new residents – have a stake in our system of highways, roads, bridges, sidewalks, bikeways and transit and freight routes. This Regional Transportation Plan is accountable to each of them. Through the update of this plan we have built new partnerships to bring new voices to the process and focused our efforts to make more near-term progress on these regional priorities – equity, safety, travel options and congestion.

We are facing new and longstanding challenges

The greater Portland region is facing global and regional challenges. As more and more people come to our region to enjoy the things that have contributed to our high quality of life, that high quality of life is at risk. Congestion, maintenance needs and safety issues are expected to grow as a half-million more people join the region by 2040.

At the same time, the climate is changing, and we need to continue to work for clean air and clean water. Systemic inequities mean that communities have not equally benefited from public policy and investments, and some perspectives have long been ignored or actively suppressed. The economy is changing, and the pace of technology increasing. Congestion is at an all-time

2018 REGIONAL TRANSPORTATION PLAN



Learn more about the 2018 Regional Transportation Plan and opportunities to provide feedback on the draft plan from June 29 through Aug. 13 at oregonmetro.gov/rtp.



The Metro Council consists of a president, elected regionwide, and six councilors who are elected by district every four years in nonpartisan races. The council works with community leaders and constituents across city and county boundaries to shape the future of the greater Portland region.

The Metro Council shares decision-making authority over regional transportation planning and policies with the Joint Policy Advisory Committee on Transportation, or JPACT, which comprises 17 members that serve as elected officials or representatives of transportation agencies across the region.

In addition, the Metro Council is advised on land use issues by the Metro Policy Advisory Committee, or MPAC, which comprises 21 voting members representing cities, counties, special districts and the public, and six non-voting members. Three Metro Councilors also participate as non-voting liaisons.

high on our system – a reflection of the pace at which people have moved here as well as where people live relative to where they work. In 2015, only one-third of workers in the region lived and worked in the same city.

Meanwhile, the funding gap between the needs of a growing region and an aging system of highways, transit, roads and bridges and an incomplete network of sidewalks, bikeways and transit routes continues to worsen. We need a plan that serves our growing and changing region – one that anticipates population and employment growth, our region's changing demographics (including an aging population), the shifting nature of work, new transportation technologies and services, the impacts of pollution and climate change.

We have a vision for our future – and for how our transportation system will work

The plan sets out a vision that in the 21st century, our region has a continuously improving economy and shared quality of life with the foundation of a safe, reliable, healthy and affordable transportation system. A system that is well-maintained, environmentally responsible, efficiently moves products to market, and connects all people to the education and work opportunities they need to thrive and prosper.

More than \$42 billion is planned to be invested in the region's transportation system over the next 25 years to serve our future population of over 2 million people. This Regional Transportation Plan identifies current and future transportation needs, priority investments to meet those needs, and federal, state, regional and local funding the region expects to have available through 2040. It lays out nearly \$27 billion in funding for maintenance, preservation, and operations of the transportation system. \$15 billion is planned for capital projects that optimize and expand the region's highway and transit systems, improve access to freight destinations, complete gaps in biking and walking connections and regional trails that provide important access to transit, downtowns, schools, services and other community destinations.

The 2018 Regional Transportation Plan provides us an opportunity to move toward that vision

Decades of thinking ahead and implementing bold strategies to meet the transportation challenges of the 20th century has put the greater Portland region ahead of the curve. With a focus on a compact urban area, growth in town centers and along major roadways, efficient transit and options for

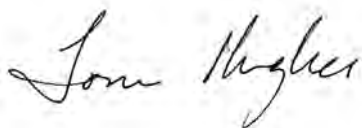
biking, walking and busing, the region has not dealt with the same crisis of gridlocked traffic, dependence on driving and freight delays of other growing regions. However, as our growth continues, we have to leverage and build upon our previous investments to ensure that new investments advance more equitable outcomes. Through this we can avoid a cresting dilemma like those faced by places like Los Angeles, Seattle and the Bay Area. This Regional Transportation Plan update builds on the tradition of multimodal investment and creative thinking to create partnerships that develop innovative and equitable solutions to the challenges we currently face now and in the future.

Delivering outcomes to build public trust

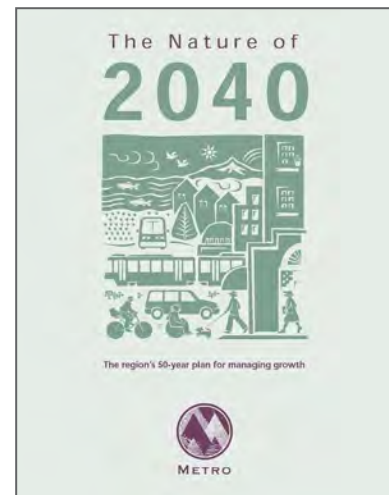
On behalf of the Metro Council, I invite you to review the Draft 2018 Regional Transportation Plan and supporting draft strategies for safety, transit, freight, and emerging technology that have been developed over the past 3 years. Together they represent the choices that we need to create an equitable transportation system that supports a high quality of life, a prosperous economy and a protected environment. I hope you agree that the planned investments demonstrate a wise use of resources and, if we choose to execute them, will result in a safe, reliable, healthy and affordable transportation system for all communities.

While the Draft 2018 Regional Transportation Plan and supporting strategies reflect an extensive amount of input and feedback already, these drafts will inform public engagement through the fall of 2018. The feedback received from residents, businesses, community organizations, jurisdictional partners and others will be incorporated into a final version of the Plan, which will be considered by the Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation in October prior to being submitted to the Metro Council for approval in December.

We look forward to hearing what you think!



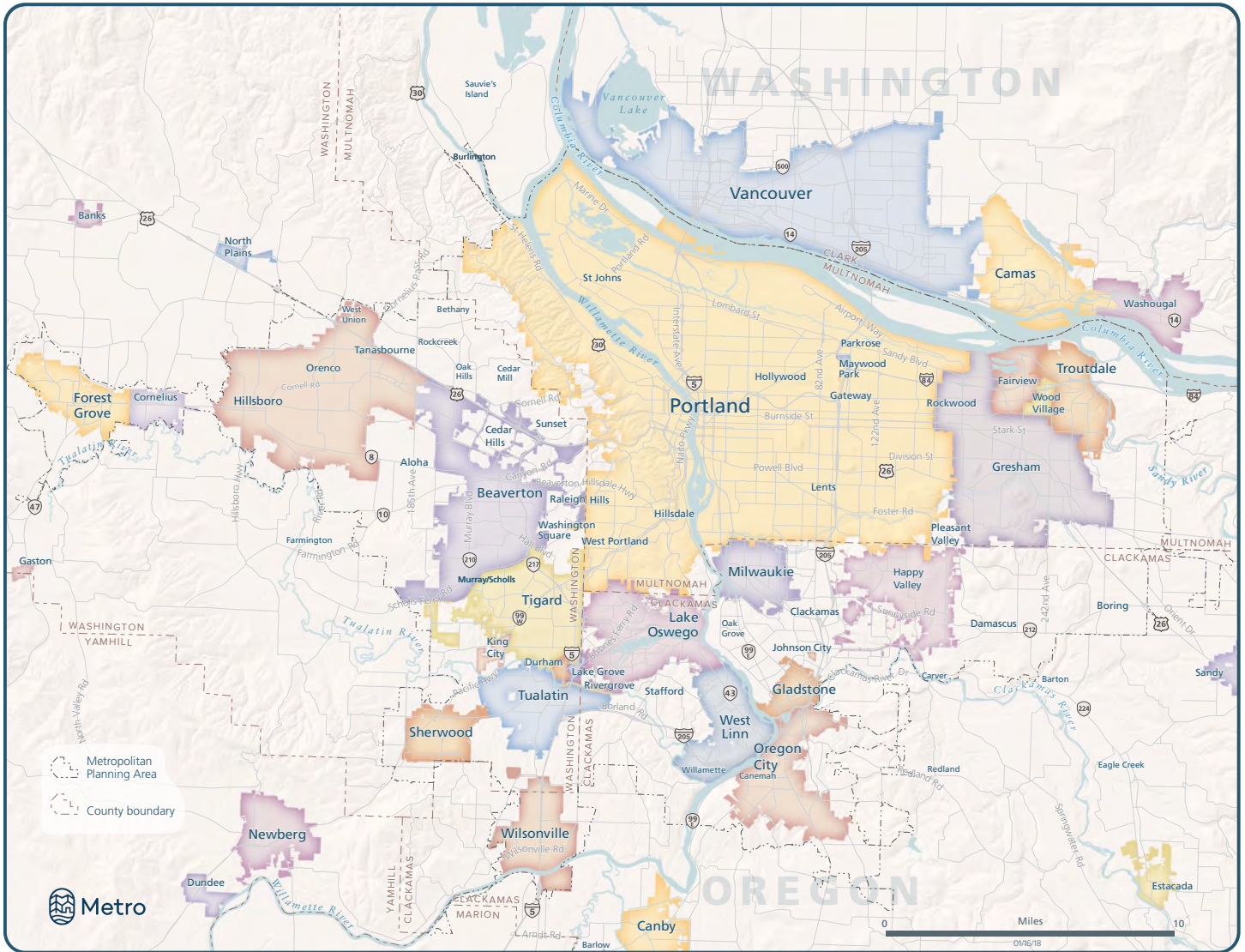
Metro Council President Hughes



Find out about the 2040 Growth Concept, A land use and transportation strategy for building healthy, equitable communities and a strong economy, at oregonmetro.gov/2040.



The engagement activities produced more than 18,000 touch points with regional partners, community and business leaders and residents of the region to inform development of the draft 2018 Regional Transportation Plan.



Metro serves more than 1.5 million people in Clackamas, Multnomah and Washington counties. The agency's boundary encompasses Portland, Oregon and 23 other cities – from the Columbia River in the north to the bend of the Willamette River near Wilsonville, and from the foothills of the Coast Range near Forest Grove to the banks of the Sandy River at Troutdale.

Among its other responsibilities, Metro is authorized by Congress and the State of Oregon to coordinate and plan investments in the transportation system for the three-county area. Metro uses this authority to expand transportation options, make the most of existing streets and improve public transit service. As the designated metropolitan planning organization, Metro works collaboratively with cities, counties and transportation agencies to decide how to invest federal highway and public transit funds within its service area. It creates a long-range transportation plan, leads efforts to expand the public transit system and helps make strategic use of a small subset of transportation funding that Congress sends directly to metropolitan planning organizations.

Introduction

Transportation planning means more than deciding where to build roads, sidewalks, bikeways and transit and freight routes. It's about taking care of what we have and building great communities.

It's about ensuring that no matter where you are or where you're going, you can have safe, reliable, healthy and affordable options to get there. It's about nurturing a strong economy, advancing equity and protecting the quality of life we all value.

The Regional Transportation Plan is a blueprint to guide investments for all forms of travel – driving, walking, biking and taking transit – and moving goods and freight throughout the greater Portland region. The plan identifies the region's most urgent transportation needs and priorities for investing in all parts of the system with the funds the region expects to have available. It also establishes policies to help meet those needs and guide priority investments. More resources will be needed to achieve our vision and address the challenges of a growing, thriving region.

Since summer 2015, Metro has been working with local, regional and state partners and the public to update our region's shared transportation vision and investment strategy for the next 25 years.



Throughout the three year development of the draft 2018 Regional Transportation Plan and implementation strategies for safety, freight, transit and emerging technology, Metro extensively engaged and collaborated with regional partners – cities, counties, transit providers, ODOT and other public agencies – and community leaders in public health, environmental protection, business, housing, racial equity, environmental justice and transportation advocacy.

Greater Portland voices



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



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

About this briefing book

This briefing book is designed to provide context for the choices facing policymakers as they finalize the investment strategy, policies and implementation strategies for the 2018 Regional Transportation Plan. It updates information provided in the discussion guide published in February 2018 (Shaping our shared plan for the region: A discussion guide for policymakers), bringing together:

- the results of the additional analysis completed in spring 2018
- the Regional Transportation Plan vision and goals
- related strategies for transportation safety, transit, freight and emerging technology strategies
- additional background information.

This briefing book is meant to help elected, business, and community leaders and residents better understand the challenges and opportunities facing the greater Portland region as the 2018 Regional Transportation Plan is finalized.

Regional context

Our region continues to grow and change

The greater Portland region is an extraordinary place to call home. It is known for its unique communities with inviting neighborhoods, a diverse and growing economy and a world-class transportation system. The region is surrounded by stunning natural landscapes and criss-crossed with a network of parks, trails and natural areas within a walk, bike ride or transit stop from home. Over the years, our communities have taken a collaborative approach to planning that has helped make the region one of the most livable in the country.

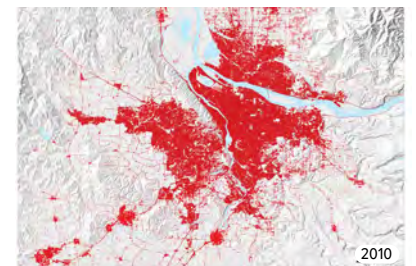
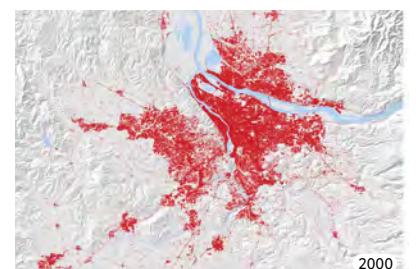
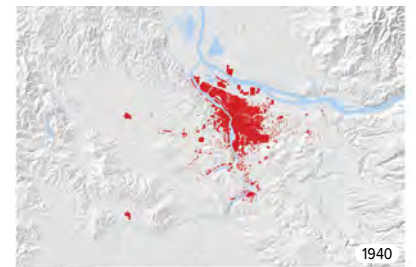
Because of our dedication to planning and working together to make local and regional plans a reality, we have set a wise course for managing growth – but times are challenging. The region is growing, our economy is expanding, and emerging technologies are changing how we do business and get around.

Housing affordability, climate change, racial disparities, traffic deaths and life changing injuries, and traffic congestion demand new kinds of leadership, innovation and thoughtful deliberation and action to ensure our region remains a great place to live, work and play for everyone.

In collaboration with city, county, state, business and community leaders, Metro has researched how land use and transportation policies and investments can be leveraged to respond to these complex and interrelated challenges at a regional scale.

The region expects to welcome more than 500,000 new residents – about half from growing families – and more than 350,000 new jobs within the urban growth boundary by 2040.

Land development, 1910-2010



Sources: Historic Metropolitan Planning Commission Maps, NOAA CCAP Landcover

Greater Portland voices



“Having people who experience disabilities be involved in policymaking is great. I definitely want to improve public transportation because I don’t have any other options. I’m going to be using public transportation for the rest of my life.”

– Kiersi, Tualatin

Attributes of great communities

Six desired outcomes for the region have been endorsed by MPAC and approved by the Metro Council. The 2018 Regional Transportation Plan seeks to help achieve the desired outcomes.



Halfway to 2040

The 2018 Regional Transportation Plan is a key tool for implementing the 2040 Growth Concept to achieve our desired outcomes for a great region.

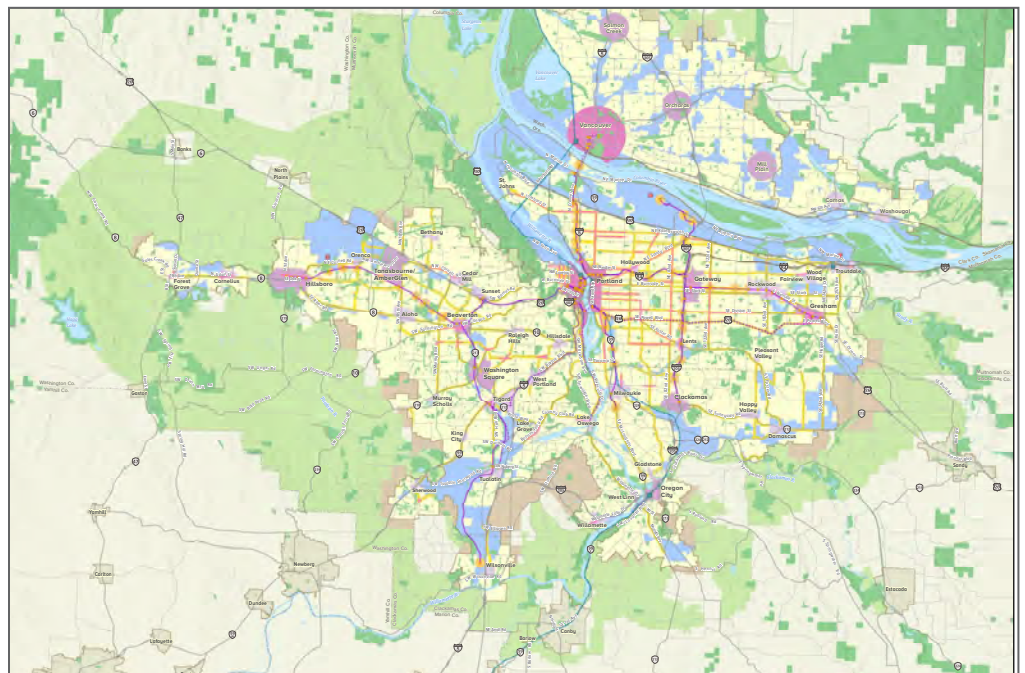
In 1995, the greater Portland region adopted the 2040 Growth Concept, the long-range plan for managing growth that integrates land use and transportation system planning to preserve the region’s economic health and livability in an equitable, environmentally-sound and fiscally-responsible manner.

The 2040 Growth Concept includes land use and transportation building blocks that express the region’s aspiration to incorporate population growth within existing urban areas as much as possible and expand the urban growth boundary only when necessary.

It concentrates mixed-use and higher density development in urban centers, light rail station communities, corridors and main streets that are well-served by transit. It envisions a well-connected street network that supports biking and walking for short trips.

Employment lands are clustered along our major highways serve as hubs for regional commerce and include industrial land and freight facilities for truck, marine, air and rail cargo sites that enable goods to be generated and moved in and out of the greater Portland region. Freight access to industrial and employment lands is centered on rail, the freeway system and other road connections.

Our shared strategy for managing growth: the 2040 Growth Concept



Welcome to the big cities

Since the adoption of the 2040 Growth Concept in 1995, the greater Portland region has moved from a collection of interconnected towns to become a major metropolitan area.

If you include our connected Southwest Washington neighbors, we are the twenty-third largest metropolitan area in the United States, with 2.4 million people living here and using our system of throughways, roads, bridges, transit, bikeways, sidewalks and trails.

Portland, Ore. and Vancouver, Wash. metropolitan area



Below is a sample of other metropolitan areas, when they reached 2.4 million people and what 20 years of growth looked like for them.

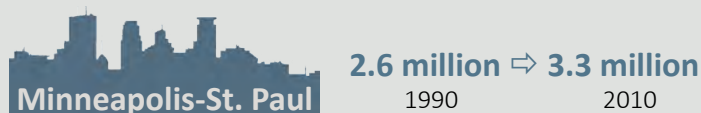
Phoenix, Ariz. metropolitan area: 2.4 million people by early 1990s



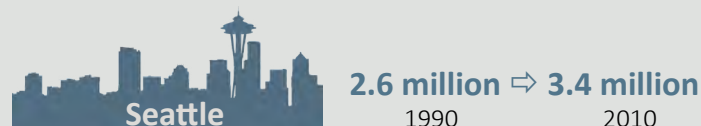
San Diego County, Calif.: 2.4 million people by late 1980s



Minneapolis-St. Paul, Minn. metropolitan area: 2.4 million people by late 1980s



Seattle, Wash. metropolitan area: 2.4 million people by late 1980s



Atlanta, Ga. metropolitan area: 2.4 million people by mid-1980s



Source: 2014 Metro Urban Growth Report, 1990 and 2010 U.S. Decennial Census and extrapolated estimates

Where we go from here matters

We know the greater Portland region will continue to grow – with more people and more jobs every day. But it's hard to imagine an abstract population forecast for the year 2040 means.

Several of our larger metropolitan peers were our size about 25 years ago. Their size today helps paint a picture of what we might expect and should prepare for.

Choices we make today about how we manage this growth and invest in our communities and transportation system will determine the region's economic prosperity and quality of life for generations to come.

Finalizing the plan

The 2018 Regional Transportation Plan will be finalized and considered for adoption by the Metro Council by the end of 2018:

June 29 to Aug. 13, 2018

Public review and comment on the draft Regional Transportation Plan and strategies for transportation safety, freight, transit and emerging technology

August to December 2018

Final refinement and adoption process

October 2018

JPACT and MPAC make recommendations to the Metro Council on adoption of the 2018 Regional Transportation Plan and strategies for transportation safety, freight, transit and emerging technology

December 2018

Council considers action on final Regional Transportation Plan and strategies for transportation safety, freight, transit and emerging technology

Early 2019

Submit adopted Regional Transportation Plan to Land Conservation and Development Commission for approval in the manner of periodic review

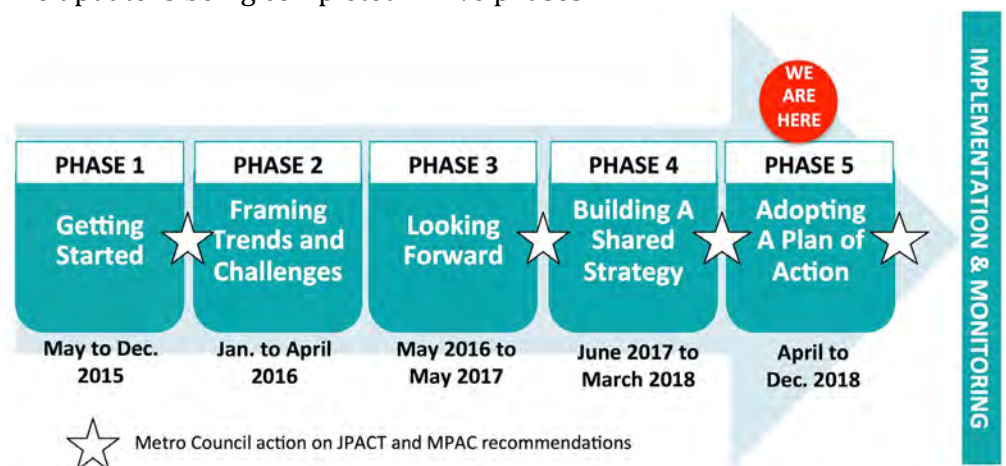
Today's choices shape the future

Shaping the future of transportation through the 2018 Regional Transportation Plan update

The greater Portland region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, efficient, reliable, affordable and healthy travel options. Over the last two decades, the region has taken a collaborative approach to plan for and invest significant resources in the transportation system, making our region one of the most livable in the country. We have set our region on a wise course and experienced many successes, but there is still much to accomplish. Our region is growing, our travel needs are changing, and new state and federal requirements must be met.

Through the 2018 Regional Transportation Plan update, Metro is working with leaders and communities throughout the region to plan the transportation system of the future by updating the region's shared transportation vision and investment strategy through 2040.

JPACT and the Metro Council must approve a final Regional Transportation Plan by the end of December 2018 to ensure the region continues to meet federal requirements, maintaining the region's eligibility to receive federal transportation funding. The choices we make today about how we live, work and get around will shape the future of the region for generations to come. The update is being completed in five phases.



Regional Transportation Plan vision and goals

A shared vision for the region's transportation system

The vision statement represents an aspirational view of the future of the region's transportation system and reflects the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in development of the 2018 Regional Transportation Plan.

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

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

This shared vision for the future provides direction for building a transportation system that serves all people and businesses in the greater Portland region. Our vision and supporting goals serve as a foundation for identifying our investment priorities and measuring progress toward building the transportation future we want.

Outcomes-based goals to realize our vision

In order to realize our vision for a transportation system that serves all people and businesses, we need clear goals to keep us focused and moving forward. The Regional Transportation Plan goals were first adopted by the Metro Council and JPACT in 2010 after significant engagement with communities, residents, businesses and stakeholders throughout the region. In 2014, the Metro Council and JPACT approved the addition of a goal to reduce greenhouse gas emissions.

The adopted outcomes-based goals guide the region's transportation planning and decision-making and include specific objectives and performance targets to help measure the progress we are making toward our vision for our transportation future.

Regional Transportation Plan goals

1. Vibrant communities
2. Shared prosperity
3. Transportation choices
4. Reliability and efficiency
5. Safety and security
6. Healthy Environment
7. Healthy people
8. Climate leadership
9. Equitable transportation
10. Fiscal stewardship
11. Transparency and accountability



The greater Portland region pioneered approaches to land use and transportation planning that make the region uniquely positioned to address complex challenges at a regional scale and in ways that support community visions and other important social, economic and environmental goals. Prioritizing investments that achieve multiple goals in combination with working together to secure more funding will help get us there.

Regional transportation challenges

- Aging infrastructure
- Climate change and air quality
- Congestion and unreliable travel
- Crashes and fatalities
- Earthquake vulnerability
- Gaps in transit, biking and walking connections
- Housing and transportation affordability and displacement
- Social inequity and disparities
- Technological change

Addressing our most urgent needs through our investments

We know the transportation funding has fallen short of meeting our growing needs, and building a world-class transportation system requires steady, long-term investment. But we don't have the resources to invest at the levels needed to address all of the challenges the region faces and achieve our shared vision and goals for the transportation system.

The sidebar summarizes the challenges that have been identified from in-person and online engagement activities from 2015 to 2018, Regional Leadership Forum discussions, technical research and interviews with businesses and community leaders and others.

A combination of all the investment strategies under consideration is needed to address these challenges and help us make this region a great place for generations to come. Identifying the most urgent challenges for the region to focus on in the next 10 years is the first step in shaping an investment strategy to build the future we want. Our investment priorities reflect our values and will determine how much progress we make toward our shared vision and goals over the next 10 years and through 2040. Prioritizing investments that achieve multiple goals in combination with working together to secure more funding will help get us there.

Through fall 2018, policymakers will consider systemwide modeling and evaluation and feedback from the public as they work together to finalize the Regional Transportation Plan policies, associated strategies, and near- and long-term project priorities given limited funding.

Overview of the draft project list

Why the constrained project list matters

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

The project lists are priority projects from local, regional or state planning efforts that provided opportunities for public input. In 2017 Metro issued a call for projects to its regional partners to begin updating the region's transportation investment priorities in support of the Regional Transportation Plan vision and goals. Clackamas, Multnomah and Washington counties and cities within each county recommended priority projects for their jurisdictions at county coordinating committees. ODOT, the Port of Portland, TriMet, SMART and other agencies worked with county coordinating committees and the City of Portland to recommend priority projects. The City of Portland recommended projects after reviewing priorities with its community advisory committees. These projects were submitted to Metro to build the Regional Transportation Plan.

The project lists are separated into two categories:

1. **constrained project list** the projects that fit within a **constrained** budget of federal, state and local funds the greater Portland region can reasonably expect through 2040 under current funding trends
2. **strategic project list** additional strategic investments that go beyond the constrained project list and could be built with additional funding.

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

Metro completed an initial analysis of these projects in early 2018. Based on the analysis and subsequent feedback from policymakers, business and community leaders and the public, the Metro Council recommended refinements to the draft project list (see next page).

Did you know?



Since the last update in 2014

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

Defining terms

Constrained budget

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

Constrained list

Projects that can be built by 2040 within the constrained budget

Strategic list

Additional priority projects that could be achieved with additional resources

Greater Portland voices



“La bicicleta es más económico. Es un poco más rápida, con precaución conducirla. Y pues ahorra tiempo, dinero y – pues no quiere decir esfuerzo, pero si eh – también relaja, ósea también es saludable. Me gusta mucho andar en bicicleta porque puedo disfrutar de los paisajes que hay al mí alrededor. Disfruto ver los cambios de las estaciones del año. La primavera, el otoño, el invierno, y por supuesto, mi favorito es el verano.

“[Commuting by bike is inexpensive and a little faster, of course, as long as you bike safely. So it saves time and money and – I don’t want to say effort – but it’s also relaxing. It’s also healthy. I enjoy biking so much because I get to enjoy the scenery around me. I love seeing the seasons change: spring, fall, winter, and, of course my favorite, summer.]” – Francisca, Portland resident

Spring 2018: refining the draft project list

The list below summarizes the seven overall recommendations from the system performance evaluation results and priorities from policymakers, business and community and leaders and the public. The recommendations served as direction to jurisdictional partners for refining how the draft projects lists for each funding scenario.

Make more near-term progress on key regional priorities – equity, safety, travel options and congestion. Advance projects that address these outcomes to the 10-year list to make travel safer, ease congestion, improve access to jobs and community places, attract jobs and businesses to the region, save households and businesses time and money, and reduce vehicle emissions.



Make more near-term progress to reduce disparities and barriers that exist for historically marginalized communities. Advance projects that improve safety and expand travel options to the 10-year list to reduce disparities and barriers, especially for people of color and households of modest means.



Prioritize projects that focus on safety in high injury corridors. Advance projects in high injury corridors to the 10-year list and ensure all projects in high injury corridors address safety to reduce the likelihood and severity of crashes for all modes.



Accelerate transit service expansion and improve speed and frequency. Increase transit service as much as possible beyond Climate Smart Strategy investment levels. Focus new and enhanced transit service to connect transit to underserved communities to jobs and community places, in congested corridors and in areas with more jobs and housing.



Make more near-term progress to tackle congestion and manage travel demand. Advance lower cost projects to the 10-year list that use designs, travel information, technologies, and other strategies to support and expand travel options and maximize use of the existing system. It will be important to ensure that lower income households are not financially burdened by strategies to make road use more efficient.



Prioritize completion of biking and walking network gaps in the near-term. Advance projects that fill gaps for biking and walking in high injury corridors or that provide connections to transit, schools, jobs and 2040 centers to the 10-year list.



Continue to build public trust through inclusive engagement, transparency and accountability. Continue to engage the region’s diverse communities in the planning and implementation of projects to achieve desired outcomes, including equity, safety, reliability affordability and health. Report back whether projects deliver (or don’t deliver) anticipated outcomes and adjust course as needed.



Metro's strategic plan to advance racial equity, diversity and inclusion

In June 2016 with the support of MPAC, the Metro Council adopted an equity plan that leads with race, committing to concentrate on eliminating the disparities that people of color experience, especially in those areas related to Metro's policies, programs, services and destinations.

People of color share similar barriers with other historically marginalized groups such as people with low income, people with disabilities, LGBTQ communities, women, older adults and young people.

But people of color tend to experience those barriers more deeply due to the pervasive and systemic nature of racism. By addressing the barriers experienced by people of color, we will also effectively identify solutions and remove barriers for other disadvantaged groups.

The result of this racial equity focus will be that all people in the 24 cities and three counties of the greater Portland region will experience better outcomes.

Metro Council: Focus on racial equity

Equity analysis on the initial draft project list aggregated the populations of multiple historically marginalized communities: people of color, people with low income, English language learners, older adults and youth. Responding to community feedback and the continued history of disparity, the region's decision-makers continue to focus on social equity. This means working to meet the needs of communities of color and other historically marginalized communities and to better understand the potential impacts and benefits of investments for these communities.

Based on direction of the Metro Council, the equity analysis for the updated project list is narrowed to people of color, English language learners and lower-income households to understand the benefits and impacts for those communities who have historically been most impacted by – or have not seen as much benefit from – transportation planning and investment decisions.

This focus leads with race explicitly but not exclusively and is an important next step in supporting Metro's Strategic Plan for Racial Equity, Diversity and Inclusion.

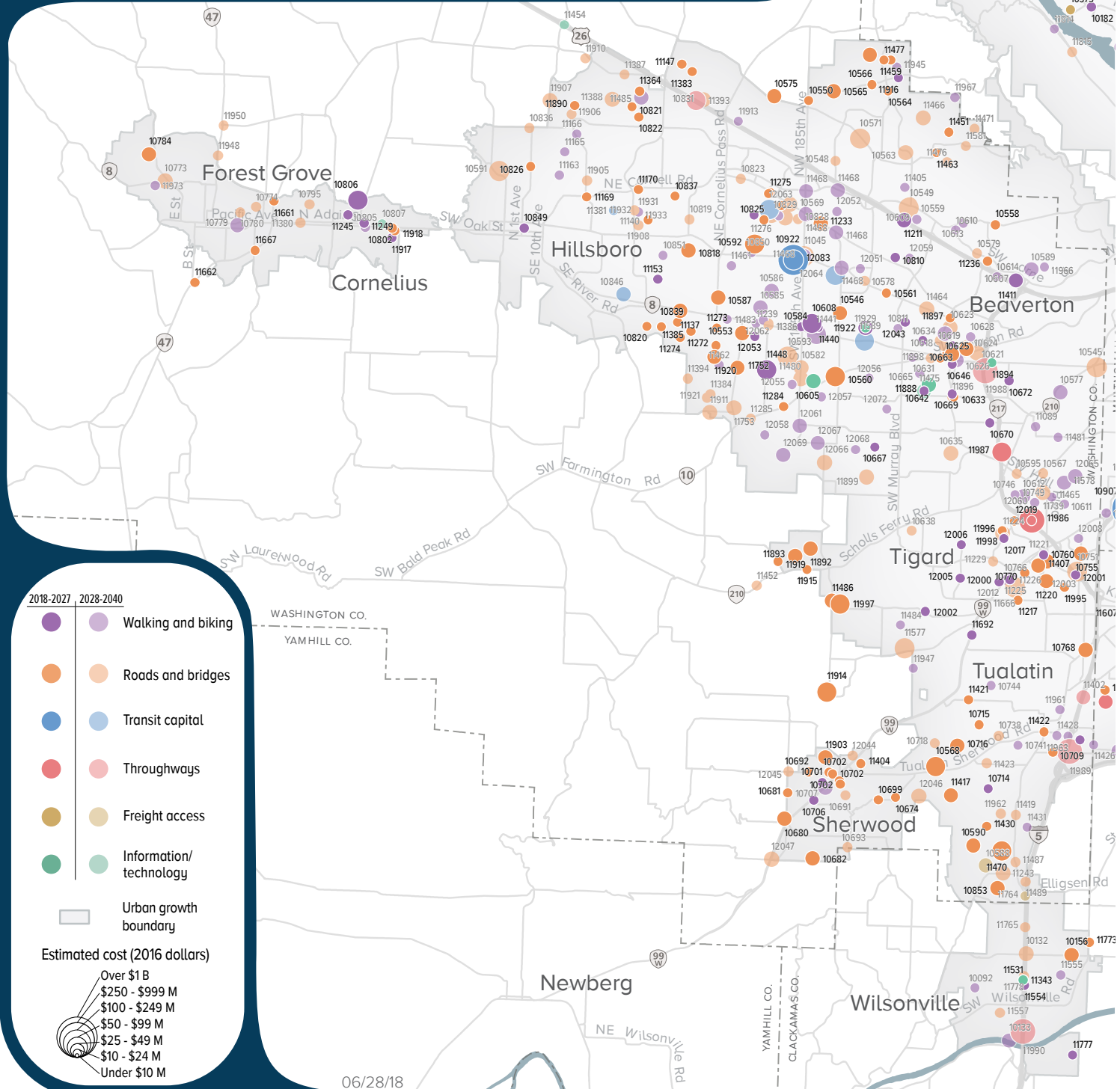


Draft 2018 Regional Transportation Plan 2040 Financially Constrained projects

The financially constrained projects are the highest priority projects given limited transportation funding and qualify for regional, state and federal funding. This list of projects includes projects for which funding has been committed and projects that can be implemented with the funds the region currently expects to have available.

These projects have been divided into two investment time frames; 2018-2027 and 2028-2040.

For more information and to access an interactive online map, visit <https://arcg.is/1WT9Gq>





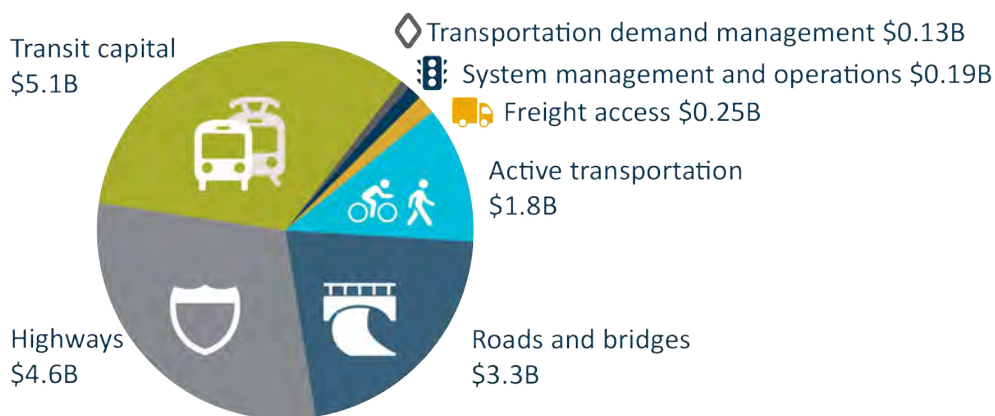
Capital projects

\$15.4 billion

Estimated amount to be spent on capital transportation projects in the greater Portland region, 2018-2040

Types of capital projects

A complete and efficient transportation system must meet multiple needs and offer options for people and goods to get around. The draft constrained list represents a \$15.4 billion investment in the region's transportation system, with over half of that going to throughways, roads and bridges. *Note: Road and transit operations and maintenance costs are addressed separately on the following page.*



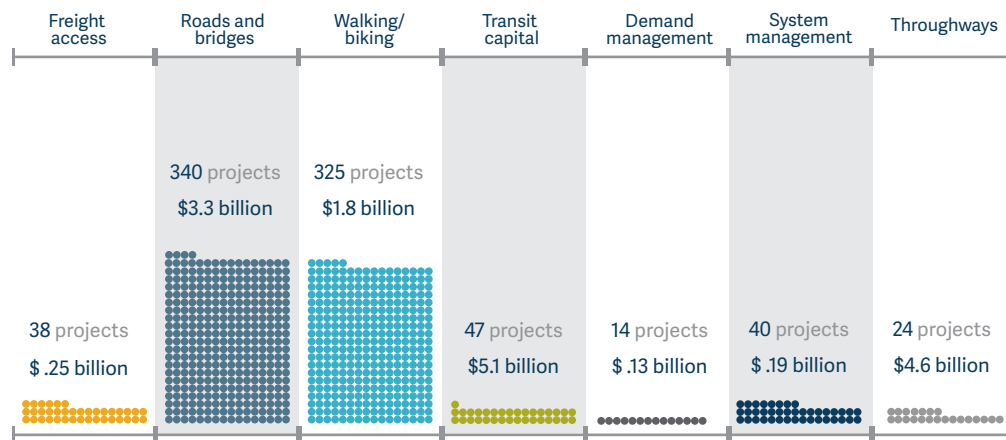
Costs have been rounded. Source: Draft 2018 Regional Transportation Plan financially constrained list

Defining terms

Throughways

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

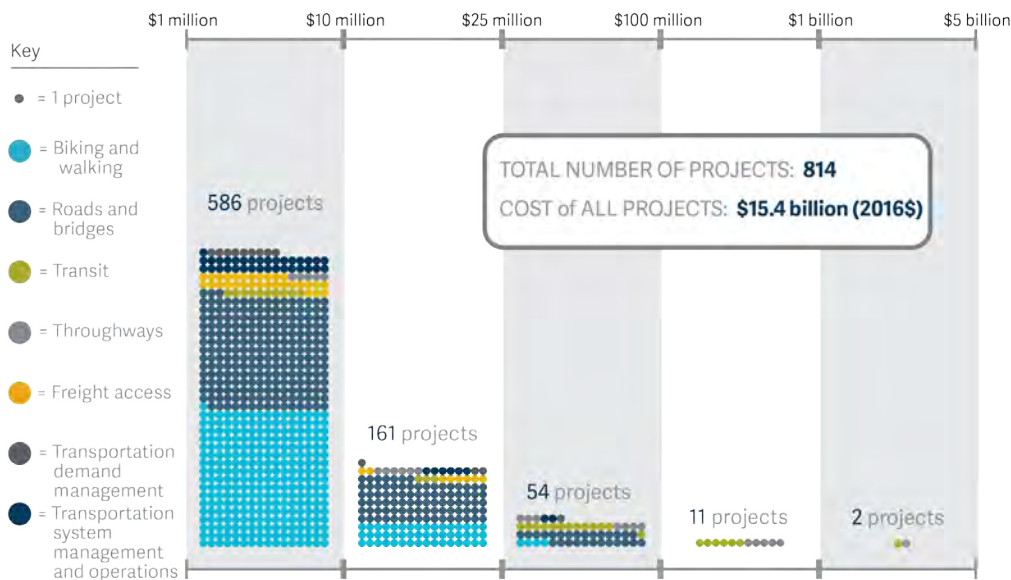
Roads, bridges, and walking and biking connections have the most projects in the draft 2018 Regional Transportation Plan constrained list, though the cost of projects vary greatly.



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

Types of capital projects by cost

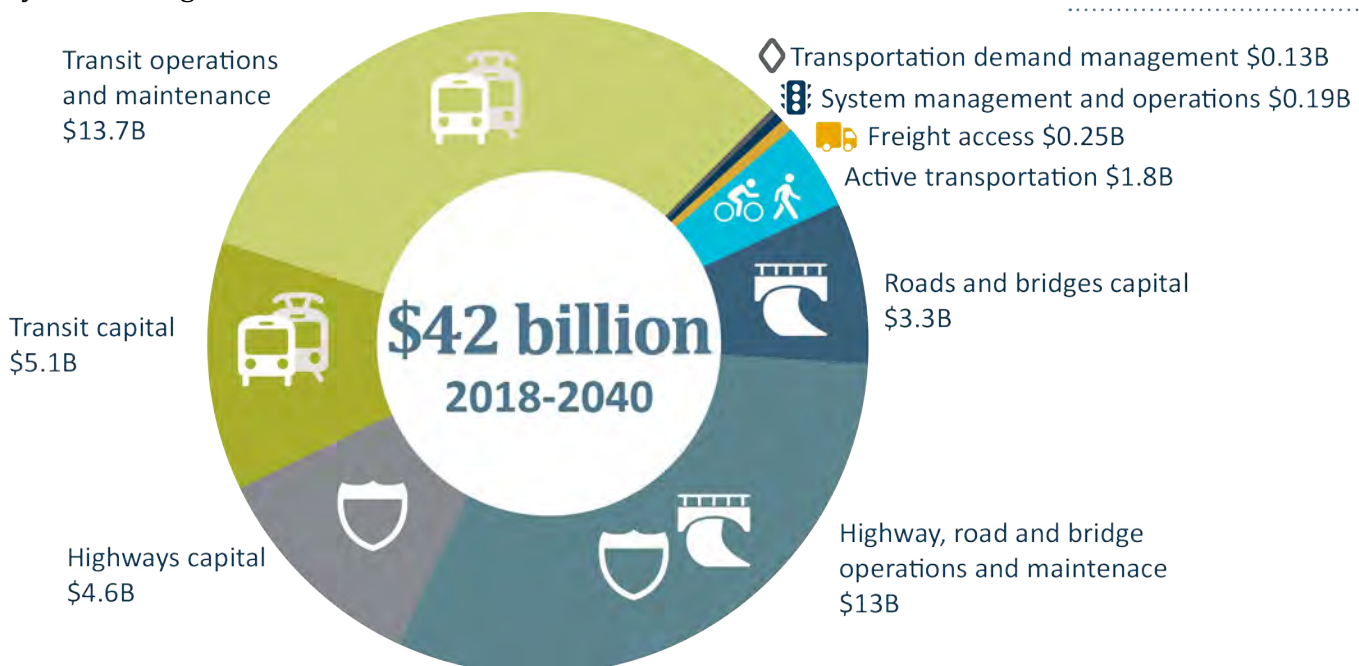
Projects in the draft 2018 Regional Transportation Plan financially constrained list range from \$1 million to nearly \$3 billion.



Source: Draft 2018 Regional Transportation Plan financially constrained list

Capital, operation and maintenance investments

Taking the constrained project list with the estimated amount to be spent on highway, road, bridge and transit operations and maintenance means the greater Portland region expects to spend \$42 billion on our transportation system through 2040.



Highway, road and bridge operations and maintenance

\$13 billion

Estimated amount to be spent on road operations and maintenance in the greater Portland region, 2018–2040. This does not include maintenance of local streets

Transit operations and maintenance

\$13.7 billion

Estimated amount to be spent on transit operations and maintenance and service related capital costs in the greater Portland region, 2018–2040. This does not include C-TRAN operations and maintenance costs.

Outcomes of the draft plan

Key takeaways from the 2018 Regional Transportation Plan

By 2040, the region is expected to have 500,000 more people and 350,000 more jobs. After a three-year collaborative process, the region is considering an updated plan that will invest the combined federal, state and local funds expected through 2040. The proposed investments have been analyzed to determine how well they support our vision for a transportation system that is safe, reliable, healthy and affordable.

The results are in and the news is mostly good. The investments in the draft 2018 Regional Transportation Plan are expected to expand travel options, improve transit access to jobs and community places for marginalized communities, help people live healthier lives and save businesses and households money. However, the region is expected to fall short of some of our desired outcomes, including easing congestion.

Social equity

With the draft constrained list, the greater Portland region is making progress toward improving equity in some areas, but there is still more to do. Where partners could redirect and advance active transportation completeness and safety investments, they did.

- In total, 307 transportation projects are in equity focus areas in the first 10 years of the plan; that number grows to 588 transportation projects by 2040, about 44 percent of the total constrained list.
- In the first 10 years, \$3.9 billion dollars of active transportation and transit capital investment is expected in equity focus areas; through 2040, there will be \$6.5 billion of active transportation and transit capital investments.
- The constrained list is increasing the number of jobs and community places, like the grocery store, libraries, banks and medical facilities, the average household in equity focus areas can reach within a short transit trip. This reflects the significant investment in transit, both on the capital side and in service hours.
- When it comes to bicycling, walking or driving, the average household in equity focus areas is seeing an increase in the number of jobs and community places within a short trip, though not as much of an increase as the average household in other areas.

Safety

Two-thirds of the projects in the constrained list will help improve safety. Three-quarters of those projects with safety benefits are in equity focus areas, which are also the same areas with the highest incidents of crashes causing death or life-changing injuries. See map on page 23 for locations of projects with a safety benefit.

Defining terms

Equity focus areas

Areas where people of color, English language learners or people with low-income reside at a higher proportion and twice the density than the greater Portland region as a whole

Most of these areas also include higher than regional average concentrations of other historically marginalized communities, including young people, older adults and people living with disabilities.

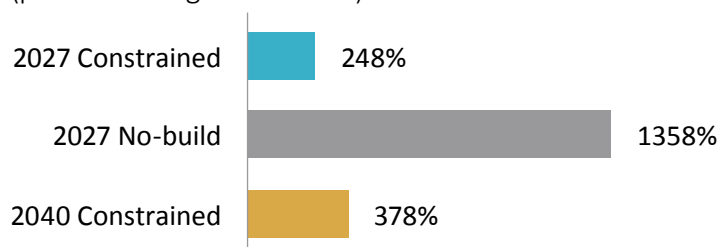


546 projects provide a safety benefit

Congestion and reliability

Traffic is expected to grow and congestion will get worse than today, especially on the region's throughways. However, people will spend significantly less time in traffic and delay than if investments in the plan aren't made. Congestion pricing as well as other management strategies – will be needed to improve reliability and reduce demand to further address congestion to help save businesses money, support job creation, and promote the efficient movement of goods.

Truck hours of delay, 1-3pm, on regional freight network
(percent change from 2015)

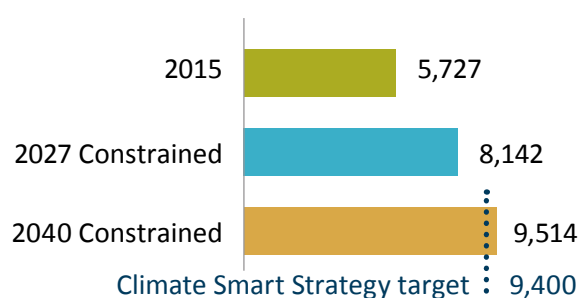


Health

Expanded transit service coupled with growing demand for transit, biking and walking will reduce pollution from automobiles to help protect the region's clean air and meet the region's greenhouse gas emissions reduction commitment. The plan is expected to result in a 21 percent reduction in annual greenhouse gas emissions per person by 2040 – short of the 25 percent reduction called for by state law.

Reduced air pollution and increased physical activity will help reduce illness, save lives and lower healthcare costs. In 2010, our region spent \$5 to 6 billion on healthcare costs related to illness alone. By 2040, the region is expected to save \$32 million per year by implementing the plan.

Transit revenue hours of service



Affordability

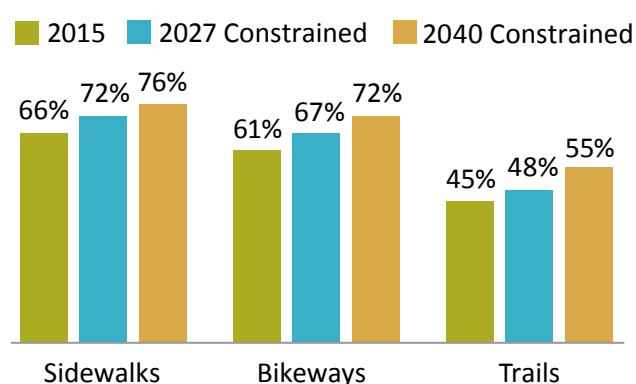
While more affordable travel options will be available throughout the region, especially in centers and equity focus areas, more funding is needed to complete gaps in biking, walking and off-street trail networks.

Expanded transit service and access to transit will increase access to jobs and community places, particularly for households in equity focus areas.

Households will save money by driving fewer miles in more fuel-efficient vehicles while walking, biking and using transit more. This allows people to spend money on other priorities, of particular importance to lower-income households.

See chapter 7, Measuring Outcomes of the draft 2018 Regional Transportation Plan for more information.

Sidewalk, bikeway and trail completeness near transit



*within 1/2-mile of light rail stations, 1/3 mile of street car line, 1/4-mile of bus line

Source: Draft 2018 Regional Transportation Plan fiscally constrained list

Implementation strategies

As part of the 2018 Regional Transportation Plan update, implementation strategies for transportation safety, transit, freight and emerging technology were developed.

Regional Transportation Safety Strategy

oregonmetro.gov/safety

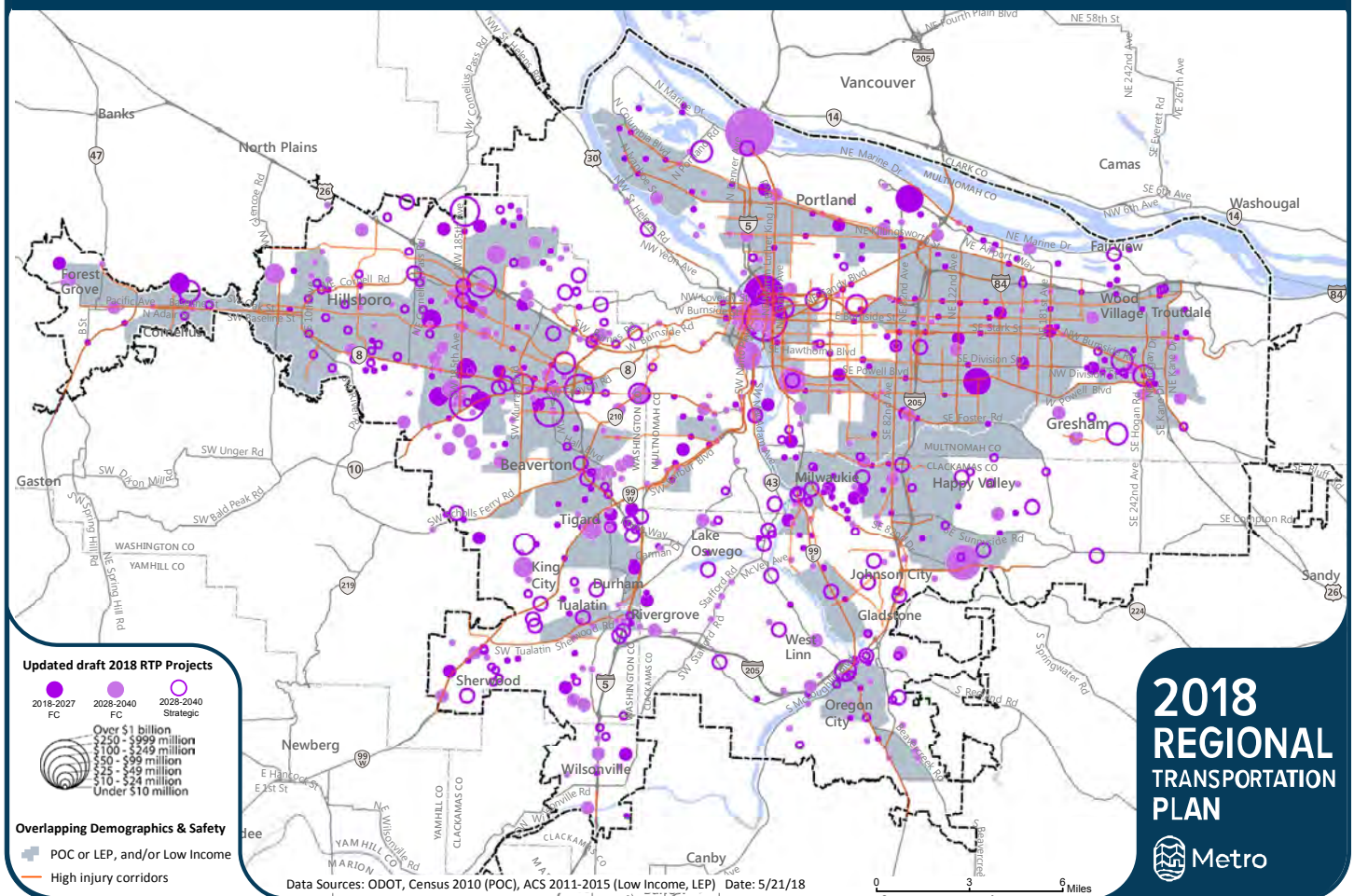
A cornerstone of this Regional Transportation Plan update is safety. The updated Regional Transportation Safety Strategy includes the ambitious safety goal of Vision Zero. Metro's updated target is zero traffic-related deaths and life-changing injuries in the greater Portland by 2035. The strategy includes new regional transportation safety and security policies and updated actions to address the contributing factors in fatal and life-changing traffic crashes identified for the greater Portland region.

The updated strategy uses the "safe system" approach which leads with the premise that no loss of life from traffic crashes is acceptable and that all fatal and life changing injuries are preventable. With the safe system approach, the transportation system is designed so that when mistakes occur they do not result in a death or life-changing injury. Human frailty is acknowledged and the transportation system is designed to protect all users including people walking, driving, taking transit, riding bicycles and using mobility devices. Current data show only one out of 10 pedestrians hit by a person driving 40 miles per hour would survive.

The updated transportation safety strategy includes analysis of crash data that identifies regional high injury corridors. Sixty percent of fatal and life-changing injury crashes occur on just 6 percent of the roadways in the greater Portland region. Metro and partners can target these areas to reduce traffic related deaths and life-changing injuries.



2018 Regional Transportation Plan Projects with a Safety Benefit: This map shows projects in the 2018 Regional Transportation Plan that provide a safety benefit, overlapped with regional high injury corridors and census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color or English language learners, and/or people with low income. Safety benefit projects are projects that increase safety for one or more roadway user. These projects may not necessarily address an identified safety issue at an identified high injury or high risk location, but they do include design treatments known to increase safety and reduce serious crashes.



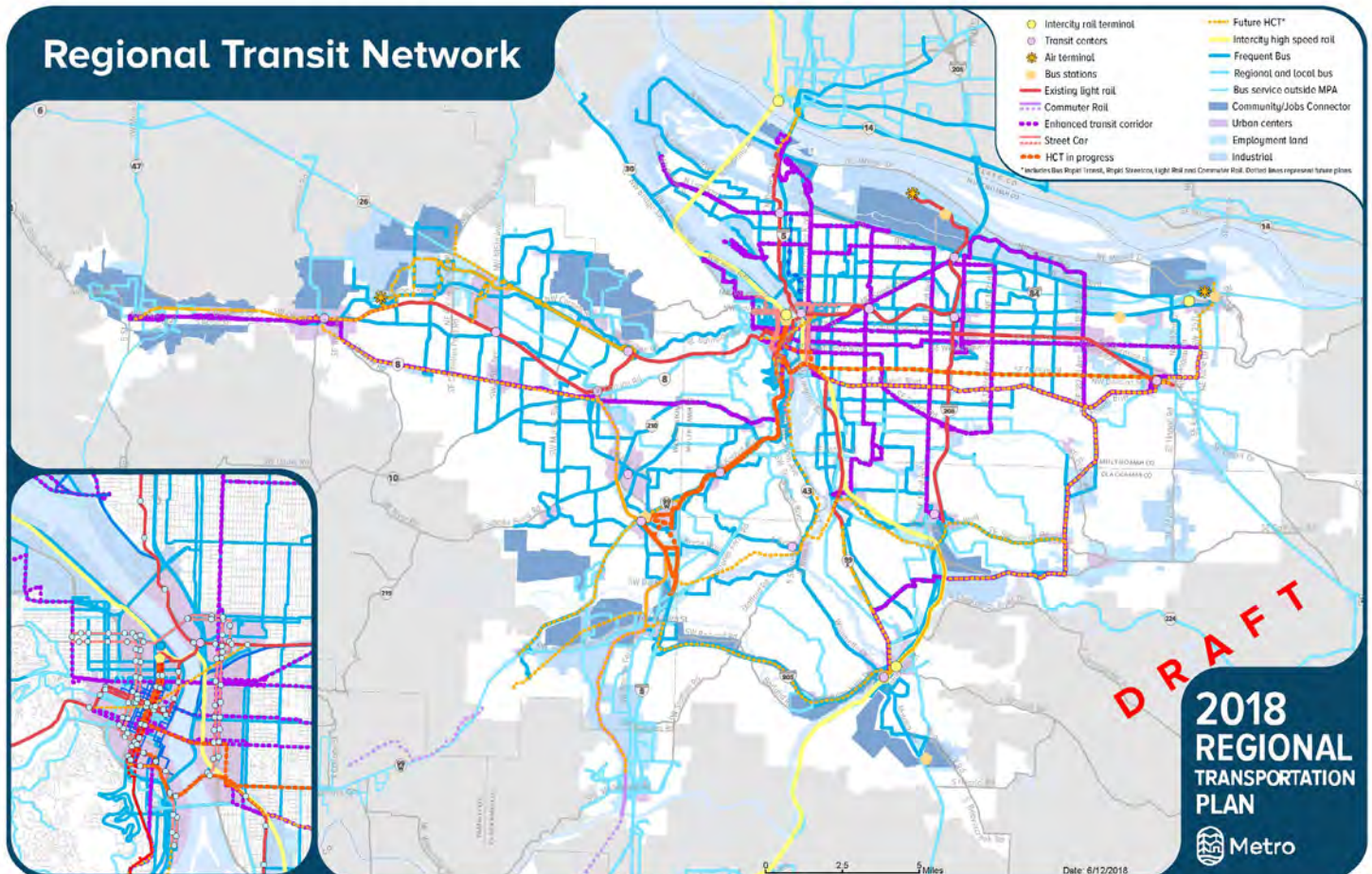


Regional Transit Strategy

oregonmetro.gov/transit

A key part of the 2018 Regional Transportation Plan update included development of the region's first regional transit strategy. The strategy defines a comprehensive vision, policies and investments needed to help make the region's transit system frequent, convenient, accessible and affordable for everyone. The new strategy brings the visions of communities and multiple transit providers together, including TriMet, South Metro Area Regional Transit (SMART), C-TRAN, Salem-Keizer Transit, Canby Area Transit, Sandy Area Metro and Ride Connection, to provide important connections between urban centers, jobs, schools and other destinations.

In addition, the strategy updates and replaces the regional High Capacity Transit System Plan vision adopted in 2009, looking beyond high capacity transit projects like light rail or bus rapid transit to expand the range of transit options available to meet travel needs throughout the region. New to the region's vision and policies for transit is the Enhanced Transit Concept. The Enhanced Transit Concept includes the implementation of small- to moderate-scale solutions, such as bus only lanes and transit priority signals at intersections, to improve speed and on-time performance in the region's most congested and unreliable frequent transit network segments.

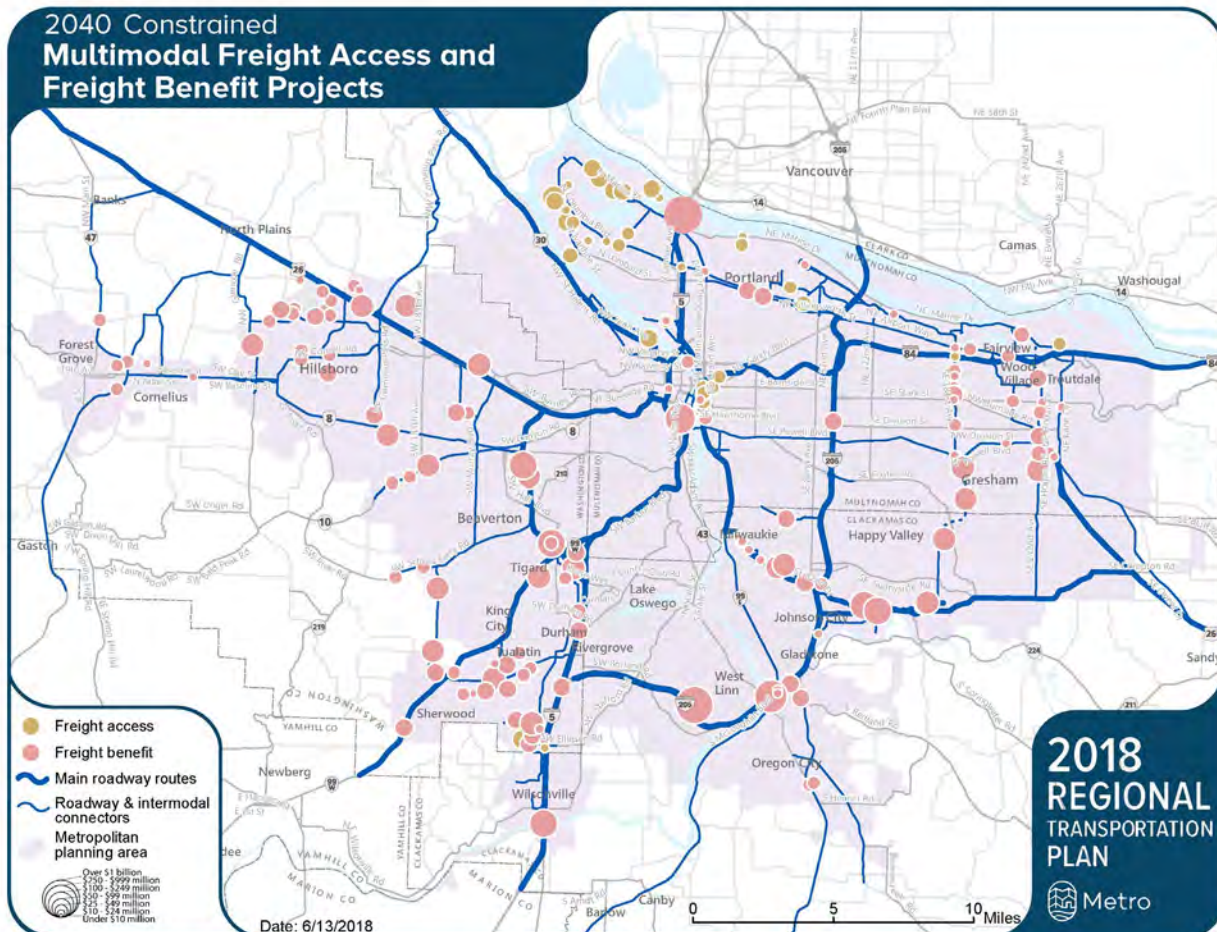


Regional Freight Strategy

oregonmetro.gov/freight

The 2018 Regional Transportation Plan update also resulted in updates to the Regional Freight Strategy adopted in 2010. The strategy provides an updated vision, policies and investments that support the greater Portland region's role as the freight transportation and trade gateway for the state of Oregon and many southwest Washington businesses.

A variety of products are exported from or travel to this region, like the crops shipped from Willamette Valley farms or microchips manufactured in Hillsboro. In addition, nearly all foods, clothing, construction materials, medical supplies, etc. that residents and businesses rely on daily come from outside the region. Forecasts predict twice as much freight will travel within and through the greater Portland region by 2040. New freight policies seek to help improve safety and better manage roads that provide critical access to and connections between industrial centers, ports, rail yards, shipping facilities and the Interstate and state highway system. Implementation of freight projects and actions identified in the strategy will expand shipping choices, improve safety and reliability and reduce delays in the flow of goods and services throughout the region.





Emerging Technology Strategy

oregonmetro.gov/rtp

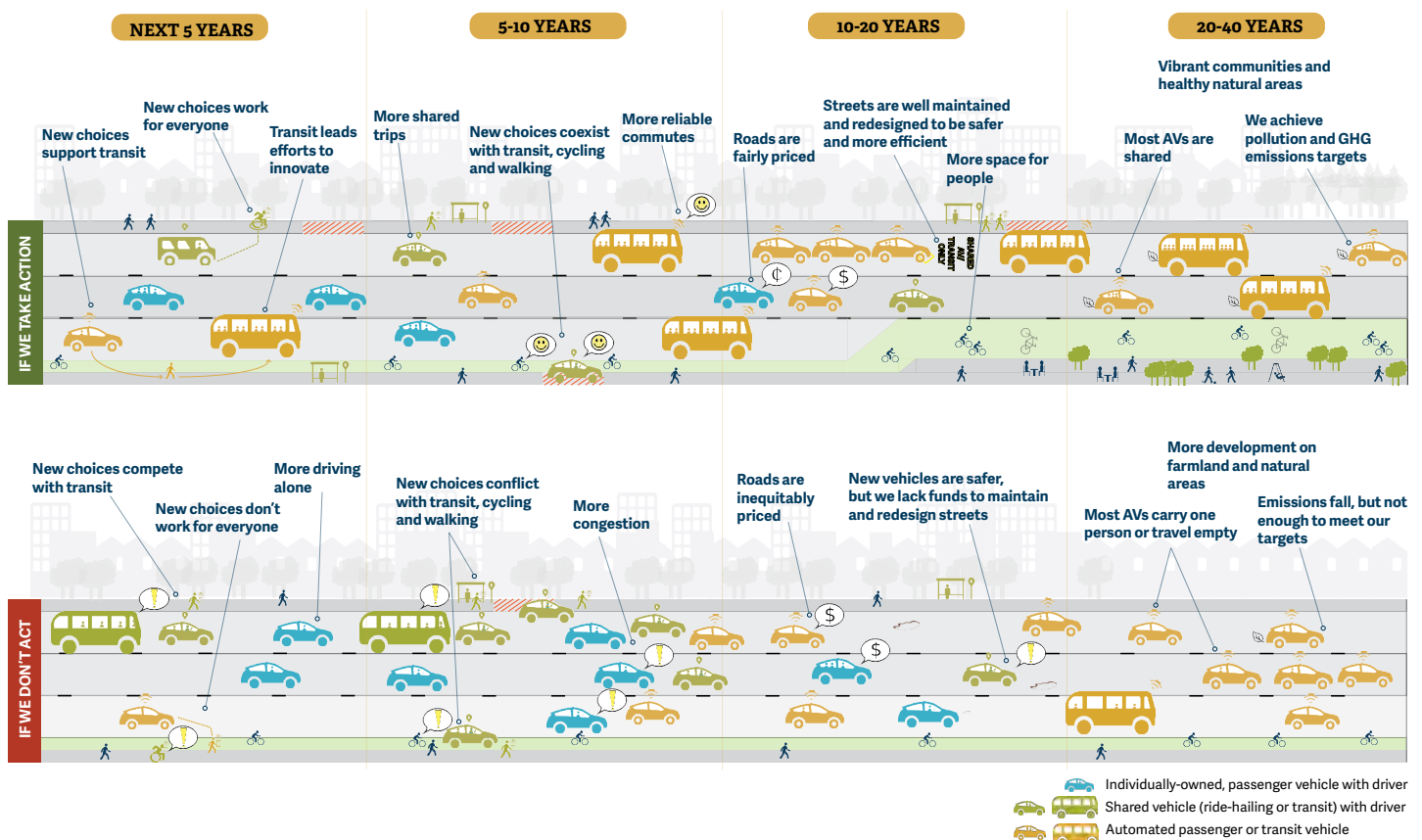
Technology is already changing the way people get around in greater Portland. Ride-hailing services, such as Uber and Lyft, provided over 10 million rides in Portland in 2017. Biketown, the City of Portland's bike-share service, logged more than 300,000 trips in its first year of operation.

The emerging technology strategy is new to the Regional Transportation Plan. It examines the effects of current technologies and developing ones, such as the first generation of driverless cars that will likely share the roads within the next five years.

The strategy lays out a long-term vision of how technology can support Metro's goals to make the region a more livable and equitable place. New policies call for public agencies in the region to:

- help make emerging technologies accessible to all
- use technology to support equitable, shared, and active travel choices
- advance the public interest through innovation.

How emerging technology could impact the greater Portland region's future



Other implementation strategies

There are several implementation strategies for the Regional Transportation Plan that were not updated as part of the 2018 Regional Transportation Plan. These strategies continue to inform policy development and investment in our transportation system and will be informed by the updated policies of the 2018 Regional Transportation Plan.

Regional Travel Options Strategy (May 2018)

oregonmetro.gov/traveloptionsstrategy

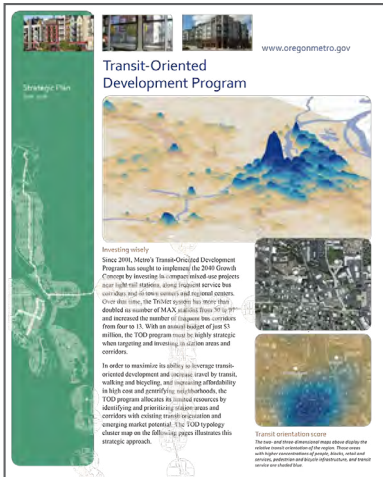
The Regional Travel Options Strategy maps out a plan for reducing reliance on driving alone through employer outreach programs, traveler education and incentives for using alternatives to driving. The updated strategy provides direction for the program into the next ten years. It builds on the historic success of the program, addresses challenges, and responds to community needs. This Strategy offers policy direction for establishing a new regional Safe Routes to School program, adapting to new technologies, and prioritizing projects and programs that address inequities. It addresses the need for the Regional Travel Options program to work with new partners to reach more residents throughout the region.

Coordinated Transportation Plan for Seniors and People with Disabilities (TriMet; June 2016)

trimet.org/meetings/stfac/pdfs/ctp.docx

Prepared by TriMet, the coordinated transportation plan defines priorities and actions to support a cost-effective, efficient and high-quality transportation system that serves the needs of seniors and persons with disabilities. It identifies current and future needs, calling for investments and actions to help ensure people have access to medical care and other essential services. The plan recognizes seniors will represent the fastest growing segment of our population in years to come and defines a continuum of services that takes into account people's abilities as they transition through various stages of age and ability.





Transit-Oriented Development Strategic Plan (June 2016)

oregonmetro.gov/tod

Metro's Transit-Oriented Development Program implements the 2040 Growth Concept by investing in compact mixed-use projects near light rail stations, along frequent service bus corridors and in town centers and regional centers. The program has an increased focus on providing affordable housing near transit and services.

Climate Smart Strategy (December 2014)

oregonmetro.gov/climatesmart

The Climate Smart Strategy defines policies, strategies and near-term actions to guide how the region moves forward to integrate reducing greenhouse gas emissions with ongoing efforts to create the future we want for our region.



Regional Active Transportation Plan (July 2014)

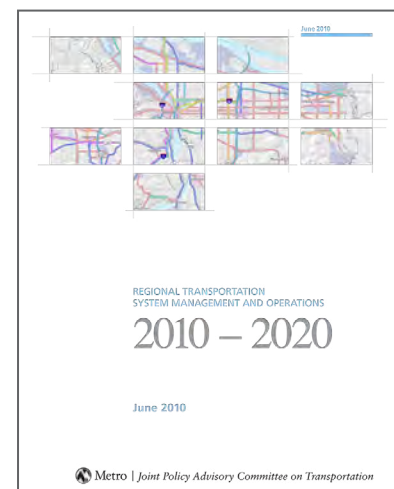
oregonmetro.gov/activetransportationplan

The Regional Active Transportation Plan defines a vision and policies that will make it easier to walk, ride a bike and access transit to work, school, parks and other destinations throughout the region.

Transportation System Management and Operations Plan (June 2010)

oregonmetro.gov/tsmo

The Transportation System Management and Operations Plan defines policies, strategies and investments for managing demand and improving how the transportation system operates. It identifies cost effective, multimodal solutions that relieve congestion, optimize infrastructure investments, promote travel options and reduce greenhouse gas emissions and air pollution. This plan will be updated in 2019.



How we got here

From start to finish, development of the 2018 Regional Transportation Plan has been about meaningful engagement with the community and business leaders and our elected officials working together to craft a common vision for the greater Portland region's transportation system.

Phase 1: Getting started

Beginning in summer 2015, the first phase consisted of engaging local, regional, state, business and community partners to prioritize the regional challenges to be addressed in the update and the process for how the region should work together to address them. This engagement included:

- interviews with 31 stakeholders
- discussion groups in partnership with Metro's diversity, equity and inclusion team with communities of color and youth on priorities and issues related to racial equity
- a partnership with PSU's Center for Public Service and 1000 Friends of Oregon to explore components of inclusive public engagement to develop an approach to better reach underrepresented communities
- a public involvement retrospective that summarized previous feedback from communities of color on transportation planning and project development
- an online survey with more than 1,800 participants to help identify the top transportation issues facing the greater Portland region.

This phase concluded in December 2015 with JPACT and Council approval of the work plan and public participation plan for the update. In addition to implementing the 2014 Climate Smart Strategy, the adopted work plan identified seven policy topics for the Regional Transportation Plan update to focus on – safety, equity, freight, transit, finance, performance and design.

Phase 2: Framing trends and challenges

The second phase began in January 2016 and concluded in April 2016. In this phase, Metro engaged the public, jurisdictional partners and business and community leaders to document key trends and challenges facing the region as well as priority outcomes for investment in the region's transportation system. This included:

- an online survey with more than 5,800 participants responding to the questions
- a Regional Snapshot on transportation, published in April 2016.

Also in April 2016, the Metro Council convened members of MPAC, JPACT, state legislators, community and business leaders and other interests from



Regional leadership forums

To address the challenges and trends facing our region, the Metro Council convened a series of four regional leadership forums to shape development of the 2018

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

2 Building the Future We Want 9/23/16

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

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

Regional Transportation Plan. Forum participants included members of MPAC, JPACT, state legislators, and community and business leaders from throughout the greater Portland region. Working side-by-side, local, regional and state leaders brought the perspectives of their communities and constituents to the conversation around the challenges we are facing, our vision for the future and potential solutions for moving forward together. The discussions shaped the update to the plan's vision, goals, policies and projects.

Greater Portland voices



“We loved our old neighborhood so we started looking there. Then we realized we couldn’t afford anything we wanted...We got everything we wanted [in Tualatin]. The only thing that would make it better is if the commute was any less. I’m looking at 45 minutes and my wife is about an hour.
— Brian, Tualatin resident



“I commute from Forest Grove to Portland... If there is no traffic, 40 to 45 minutes I’ll be downtown. But with traffic it takes at least an hour... If there will be anything faster, more reliable and affordable, I’ll take it.” — Edna, Forest Grove resident

across the region to discuss the key trends and challenges facing the region during the first of four regional leadership forums.

Metro staff also worked with the Oregon Department of Transportation’s (ODOT) economist and jurisdictional partners, individually and through a technical work group, to forecast a budget of federal, state and local funds the greater Portland region can reasonably expect by 2040.

Phase 3: Looking forward

From May 2016 to May 2017 technical work and public engagement activities continued to focus on finalizing a shared vision statement for the plan, developing draft strategies for safety, transit and freight, and updating the evaluation framework and measures for evaluating plan performance. The engagement for this phase included:

- a round of follow up discussion groups in partnership with Metro’s diversity, equity and inclusion team with communities of color and youth to review actions and priorities for the agency’s racial equity strategy
- focus and discussion groups on transportation priorities for communities of color and strategies to improve engagement with underrepresented groups
- an online survey focusing on priorities for communities of color
- an online survey with more than 2,600 participants weighing in on investment priorities and funding
- discussion groups with communities of color on hiring practices and priorities related to the Planning and Development department-specific equity plan.

The Metro Council also hosted its second and third regional leadership forums. In regional leadership forums 1 and 2, there was consensus that a bold vision and more funding are needed to build a 21st century transportation system. In forum 3, leaders discussed a shared vision for the future transportation system and potential near-term priorities for addressing regional transportation challenges in ways that supported the vision. Participants also identified actions to build a path to future funding.

Staff also compiled background information and online resource guide maps to support jurisdictional partners as they updated their investment priorities for further evaluation and public review during Phase 4. In addition, staff launched the RTP Project Hub – an online visual database – for jurisdictional partners to use to update project information and collaborate with other jurisdictions. Phase 3 concluded with Metro Council directing staff to release a call for projects to update the region’s transportation near- and long-

term investment priorities to support regional goals for safety, congestion relief, affordability, community livability, the economy, social equity and the environment.

Phase 4: Building a shared strategy

The fourth phase began in June 2017 with release of a second Regional Snapshot on transportation and the call for projects for jurisdictional partners to update the plan's regional transportation project priorities. Agencies were asked to identify projects that address regional needs and challenges, reflect public priorities and maximize progress toward the region's agreed upon vision and goals for the future transportation system.

Local jurisdictions and county coordinating committees worked within a constrained budget and capital funding targets to determine the project priorities to put forward for inclusion in the plan in collaboration with ODOT, Metro, South Metro Area Regional Transit (SMART) and TriMet. All project submissions were required to have come from adopted plans or studies that provided opportunities for public input.

In summer 2017, Metro analyzed three funding scenarios: 10-year constrained project priorities, 2040 constrained project priorities and 2040 strategic project priorities. The analysis tested new and updated outcomes-based system performance measures to evaluate performance of the transportation system as a whole for each scenario to help inform finalizing the plan's project priorities in Phase 5.

Metro staff also prepared an interactive map of proposed projects and lists that was made available on the project website for the public and partners to use to learn more about the projects under consideration. Safety, transit, freight and emerging technology strategies continued to be developed on parallel tracks. Jurisdictions also piloted project-level evaluation criteria on 50 projects; the pilot project evaluation will be advanced during the next RTP update.

The results of the analysis were released in November 2017. Engagement activities included:

- a community leaders' forum for feedback on the results
- Metro Councilor briefings to business and community groups
- an online survey with more than 2,900 participants.

The analysis was also summarized in a larger discussion guide for decision-makers that also relayed key issues and the results of the call for projects. A fourth and final Regional Leadership Forum was held in March 2018 to discuss findings and recommendations from the technical analysis and public

Greater Portland voices



"Definitely there's more of a neighborhood feel now [in St. Johns]... It would be nice to see this place grow like North Williams, or Mississippi. You know, more of a place where I can raise a family... I hope they don't commercialize this place too much, though. I think that would be great." — *Narayan, North Portland resident*



"In a sense, we're a little bit isolated because we don't have quick access to services or the park, so that's why I have to drive everywhere. There are other areas in Happy Valley that do have sidewalks. But those are all developments. And as I said, I don't live in a development." — *Katie, Happy Valley resident*

Connecting with people to create a better plan

Nearly
18,000
individual
touch points
from 2015-18

4 Regional Leadership Forums

10 community and business briefings

1 consultation meeting with tribes and resource agencies*

2 Community Leaders Forums

5 TPAC/MTAC workshops

5 online surveys

17 equity discussion groups

61 stakeholder interviews

64 technical workgroup meetings

76 regional advisory committee meetings

22 Metro Council meetings

3 hearings*

Coordination committee briefings

*planned during comment period

engagement. Recommendations from the forum provided further direction for finalizing the plan during Phase 5.

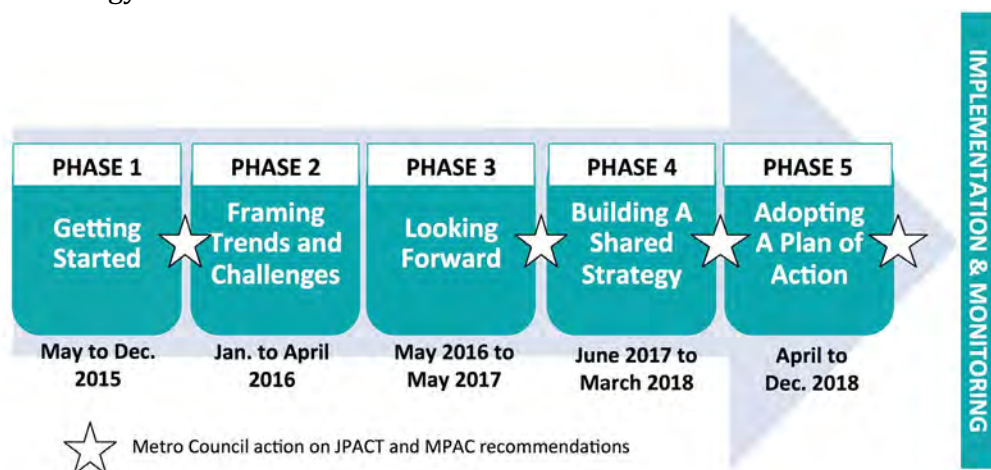
Phase 5: Adopting a plan of action

The fifth and final phase of the process began in April 2018 and is focused on finalizing and adopting the region's investment priorities and strategies recommended through 2040. The 2018 Regional Transportation Plan is available for public review and feedback from June 29 through Aug. 13. For this comment period, engagement activities include:

- an online survey with a high level summary of the plan
- an interactive map of projects, project lists and a briefing book that provides a more in-depth survey
- draft documents, including the 2018 Regional Transportation Plan and safety, transit, freight and emerging technology strategies, available for review and comment.

The Metro Council will hold a hearing on Aug. 2, 2018. All comments received during the comment period will be summarized in a public comment report. Recommend changes to the draft materials to respond to all substantive comments received during the comment period will be summarized in a public comment log that will be considered by MPAC, JPACT and the Metro Council during the adoption process.

JPACT and MPAC will make recommendations to the Metro Council in October 2018. The Metro Council is scheduled to hold legislative hearings on Nov. 8 and Dec. 6. The Metro Council will consider adoption of the final plan, project priorities and strategies for safety, transit, freight and emerging technology in December 2018.





Public comment opportunity on the 2018 RTP

June 29 to Aug. 13, 2018

Your input today will help guide decision-makers as they finalize the policies, strategies and project lists in the Regional Transportation Plan before adopting it in late 2018.

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

Your voice is important

The Metro Council and other decision-makers want to hear from you to help them make a recommendation on the 2018 Regional Transportation Plan and supporting policies, strategies and projects by the end of the year.

You are invited to provide feedback on the plan during the **public comment period from June 29 through Aug. 13, 2018**. We want to hear your thoughts on:

- 2018 Regional Transportation Plan
- 2018 Regional Transit Strategy
- 2018 Regional Freight Strategy
- 2018 Regional Safety Strategy
- 2018 Regional Emerging Technology Strategy

SHARE YOUR THOUGHTS

June 29 to Aug. 13

Take the survey at:

oregonmetro.gov/rtp

Your input will be shared with regional decision-makers as they work together to finalize the policies, strategies and project lists in the 2018 RTP.

Regional policy committees will make final recommendations to the Metro Council in October. The Metro Council will consider adoption in December.

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

WAYS TO COMMENT

June 29 to Aug. 13

Comments will be accepted through Mon., Aug. 13, 2018

Write a letter

Metro Planning
600 NE Grand Ave
Portland, OR 97232

Email comments

transportation@oregonmetro.gov

Attend public hearing

Comment in person before the Metro Council on Aug. 2 at 2 p.m.

Location:

600 NE Grand Ave
Portland, OR 97232

Call

503-797-1750
503-797-1804 TDD

Take the survey

oregonmetro.gov/rtp

Follow oregonmetro



2018 Regional Transportation Plan

The greater Portland region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, reliable, healthy and affordable travel options.

During this comment period, the Metro Council will ask for public review and comment on the draft policies in the 2018 RTP, draft strategies for transit, freight, safety and emerging technology, and the projects recommended to address the region's significant and growing transportation needs.

Overview of draft strategies

Transit

As the region continues to grow, it's important that our transportation system provides a variety of travel options to meet the needs of everyone who calls this place home.

The purpose of the Regional Transit Strategy is to provide a coordinated vision and a set of policies to make transit service more convenient, frequent, accessible and affordable for everyone in the greater Portland region.

Freight

The greater Portland region is the trade and transportation gateway for Oregon and provides market access for many southwest Washington businesses.

The purpose of the Regional Freight Strategy is to define a set of policies and strategies aimed at increasing economic prosperity and stewardship of the multimodal freight network throughout the greater Portland region.

Safety

Traffic related deaths and severe injuries are a critical and preventable public health and social equity issue in the greater Portland region.

The purpose of the Regional Safety Strategy is to provide a specifically urban-focused overarching data-driven framework for increasing traffic safety in the greater Portland region. The plan focuses on strategies and actions drawn from best practices and proven to reduce traffic related deaths and serious injuries.

Emerging technology

Technology is already transforming our region's transportation system; the way the region's residents access, experience and use the transportation system has changed dramatically in the past five years.

The purpose of the Emerging Technology Strategy is to provide a framework for the region to harness new developments in transportation technology to ensure it is equitable, accessible and affordable to all people in the greater Portland region.



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.

Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Betty Dominguez, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans

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oregonmetro.gov/news

If you have a disability and need accommodations, call 503-220-2781, or call Metro’s TDD line at 503-797-1804. If you require a sign language interpreter, call at least 48 hours in advance.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1795 fax

2018 Regional Transportation Plan



safe • reliable • healthy • affordable

For more information, visit
oregonmetro.gov/rtp

Printed on recycled-content paper

July 11, 2018

What do you think?

Comment on the draft 2018 Regional Transportation Plan June 29 through Aug. 13, 2018.

Submit comments:

- online at oregonmetro.gov/rtp
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600 NE Grand Ave.
Portland, OR 97232
- by email to
transportation@oregonmetro.gov
- by phone at 503-797-1750 or
TDD 503-797-1804.

Explore the interactive project map and other information at oregonmetro.gov/2018projects.



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METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

June 27, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Sam Chase
Denny Doyle (*Chair*)
Amanda Fritz
Ed Gronke
Jerry Hinton
Gordon Hovies
Linda Simmons
Don Trotter
Mark Watson

Jeff Gudman
Carrie MacLaren

AFFILIATION

Metro Council
City of Beaverton, Second Largest City in Washington County
City of Portland
Citizen of Clackamas County
City of Gresham, Second Largest City in Multnomah County
Tualatin Fire and Rescue, Special Districts in Washington County
TriMet
Clackamas County Fire District #1, Special Districts in Clackamas County
Hillsboro School District Board of Directors, Governing Body of a School District
City of Lake Oswego, Largest City in Clackamas County
Oregon Department of Land Conservation and Development

ALTERNATES PRESENT

Gretchen Buehner
Theresa Kohlhoff
Anthony Martin
John Griffiths

AFFILIATION

City of King City, Other Cities in Washington County
City of Lake Oswego, Largest City in Clackamas County
City of Hillsboro, Largest City in Washington County
Tualatin Hills Park & Recreation District, Special Districts in Washington County

MEMBERS EXCUSED

Martha Schrader

AFFILIATION

Clackamas County

OTHERS PRESENT: Adam Barber, Miranda Bateschell, Chis Neamtzu, Anna Slatinsky, and Laura Weigel

STAFF: Miranda Mishan, Ted Reid, Megan Gibb, Alison Kean, Elissa Gertler, and Sima Anekonda

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Denny Doyle called the meeting to order at 5:02 PM.

2. PUBLIC COMMUNICATIONS

There were none.

3. COUNCIL UPDATE

Councilor Sam Chase, Metro Council, described the Regional Transportation Plan as a blue print that would guide travel in the region. He stated that based on the direction of MPAC, JPACT, the Metro Council, and ODOT, there would be a public comment opening on June 29, 2018 to August 13, 2018.

Councilor Chase reported that the Oregon Zoo received two different kinds of lemurs: a black and white roughed lemurs and a three ringed tailed lemurs. He stated that a group of lemurs is called a conspiracy.

Councilor Chase expressed that an application to join a stakeholder committee within the Parks and Nature Stakeholder Advisory Table has opened and would be due on July 9th. He stated that committee would help develop a potential 2019 bond measure to protect clean water and restore fish and wildlife habitat.

4. MPAC MEMBER COMMUNICATIONS

Commissioner Amanda Fritz, attended a League of Cities meeting where she learned that there is a ballot measure regarding the grocery tax. She stated that tax would include local food and beverages taxes. Fritz mentioned that the League of Cities opposed the bond measure and stated that an argument would be placed in the voter's pamphlet.

Commissioner Fritz also shared that there was constitutional amendment that would allow Metro's Affordable Housing Bond measure to be used by both government and nonprofit entities. The board did not pass the amendment as they required more information. She expressed that she would get more information to the delegates. Commissioner Fritz stated that the amendment was qualified for the ballots. She urged the council to provide more information as well. Councilor Chase stated that he would assist.

Councilor Gretchen Buehner, City of King City, Other Cities in Washington County, stated that King City would be having its second annual 4th of July parade.

Councilor Jeff Gudman mentioned that a company in Texas, ICON, could 3D print a 350 square foot unit of housing within 48 hours. He included an article entitled “Your Next Home could be 3D-Printed” that detailed this endeavor.

Chair Doyle amplified Commissioner Fritz’s sentiments and added that the grocery tax would infringe on city rights.

5. CONSENT AGENDA

Commissioner Fritz recommend a change to the June 13th, 2018 MPAC minutes.

MOTION: Councilor Jeff Gudman moved and Councilor Gretchen Buehner seconded to adopt the consent agenda.

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 City Proposals for UGB Expansions (Wilsonville/Beaverton)

Chair Doyle summarized that four cities had proposals for UGB expansions: Beaverton, Hillsboro, King City, and Wilsonville. Chair Doyle stated that the council would hear from Beaverton and Wilsonville. He proceeded to introduce Mr. Ted Reid, Metro.

Mr. Reid stated that MPAC would play a crucial role in the decision making process. He mentioned Wilsonville and Beaverton would respond to code factors Metro adopted as per MPAC’s recommendation. Mr. Reid added that the cities would seek housing affordability and choice, and payment options.

Key elements of Wilsonville’s presentation included:

Mr. Chris Neamtzu, City of Wilsonville, spoke to Wilsonville’s UGB expansion proposal. He mentioned that Wilsonville had requested the same expansion area twice before in 2011 and 2014. He stated that the plan was complete and contained a high level of detail due to the luxury of time. Mr. Neamtzu continued to introduce Ms. Miranda Bateschell, City of Wilsonville.

Ms. Bateschell began the presentation on Wilsonville’s Advanced Road Urban Reserve. She expressed the City looked at the area specified in the proposal for long term growth for the residential build out. Ms. Bateschell stated that Wilsonville completed a housing need analysis in 2014 which formed the basis of their long range planning, informed housing choices and overall housing plan and propelled the town center redevelopment projects. She detailed the key findings of the analysis and stated that Wilsonville

contained a strong mix of housing types. Ms. Bateschell mentioned that the City had a 57% multifamily to 43% single family housing ratio at the time the study was published. She recalled that the 43% of single family housing units included attached townhomes. Ms. Bateschell explained that the analysis pointed out the City required more single family units. Ms. Bateschell stated that plan unit development style zoning encouraged the large mix of housing. She reported that the analysis pointed to a potential capacity issue and that without the expansion, Wilsonville would not meet their 20 year demand for housing.

Ms. Bateschell described the proposal referred to the Advanced Urban Reserve located within the Frog Pond area. She reported that the total area was about 500 acres and the Urban Reserve Area was 275 of those acres. She stated that the concept plan dealt with the following areas: Frog Pond West, Frog Pond East, and Frog Pond South. She stated that the puzzle piece located south of Frog Pond South was brought into the UGB for the Meridian Creek Middle School.

Ms. Bateschell showed the land use framework map for the concept plan. She stated that the colors represented the mix of houses and lot sizes. She pointed out how the framework marked out a complete community that includes: small neighborhood retail nodes, parks and trails, schools, multimodal connectivity network, and natural areas.

Ms. Bateschell described the first phase of concept plan which sought to increase single family housing in Frog Pond West, an area that was already in the UGB. She articulated that the first phase of the plan would focus on detached single family housing in a variety of lot sizes. She emphasized that incorporating a variety of lot sizes would meet the diverse needs of the community. Ms Bateschell noted the master plan included cohousing and cottage housing and mentioned these characteristics would continue in Frog Pong East and South.

Ms. Bateschell detailed plans for Frog Pond East and South. She stated the City included a full mix of housing types: small lots, attached housing, cottage housing, etc. She stated that adding a retail node would support residents and would add to the area's connectivity network. She mentioned that while going through the housing process, Wilsonville sought to achieve housing diversity using average techniques. She used the map to point out larger lots for single family attached units. She then detailed the commercial areas which would introduce attached and cottage type housing clusters. She stated these duplexes and cottages could all interact together. Ms. Bateschell mentioned that Wilsonville also conducted a site study to better understand the area and address public concerns.

Mr. Neamtzu pointed out that all 3 neighborhoods would deliver approximately 1,932 units and that the net density would be just under 10 dwelling units per acre. He addressed how the current transportation network would connect with new areas. He stated the City was faced with a number of rural roads such as: Beckman Road, Stafford Road, and Frog Pond Lane. He stated these areas needed an urban upgrade so that transportation systems could connect back into the city. Mr. Neamtzu conveyed that Wilsonville looked at bicycle and pedestrian frameworks, mapped safe routes to school, and developed trails to the high school. He stated that a considerable time looked at parks and engaged with school district partners and mentioned that Wilsonville purchased land from one of the school's for the creation of a park.

Mr. Neamtzu detailed the Frog Pond West master Plan which included new zoning code section, significant design guidelines that family homes need to meet, and a chapter on infrastructure funding. He stated the master plan was created with the cooperation of development partners. Mr. Neamtzu shared that Wilsonville used a sub-district approach to lay out the density and lot standards, and that the residential design standards in Frog Pond were applied to facades facing streets as well as bicycle and pedestrian pathways. He conveyed that design standards addressed main entrances and garage placement as well. Mr. Neamtzu stated that the plan provided opportunities for alleys and showed how homes could be clustered along the irregular edge. He showed that main entries were grouped along a common lane, and that the plan utilized a lineal street grid to allow for terminal vistas and views.

He then discussed the street demonstration plan, which knit together 25 ownership plans. Mr. Neamtzu stated that design guidelines for perimeter fencing were included to bring neighborhood together. He mentioned that the green connections located on the map represented Oregon wide oak groves where pedestrian connectivity was preferred. Mr. Neamtzu noted that there has not been pedestrian connection plans, but described innovative street designs. He stated the plan detailed street cross sections and mapped the street trees.

Mr. Neamtzu reported that the plan identified \$12 million worth of project, of that, \$7 million would fall on developers. Mr. Neamtzu stated that the City was initially interested in utilizing developers, but were ultimately concerned about how it would disrupt the neighborhood.

Ms. Bateschell described Wilsonville's population increase and household growth. Using the needs analysis, she reported that 37% of last year's construction were townhomes. She stated that this spoke to the diversity of housing types being built. Ms. Bateschell mentioned that 2,500 homes were expected to be in full build out and that the City provided 90% of the entitlements. She added that Wilsonville provided mental health

housing and reiterated the City's commitment to diversity. Ms. Bateschell reflected on how the commercial center has grown and stated that people would be able to live a full life cycle in that area.

Ms. Bateschell informed MPAC that the City worked to promote affordable housing and regulated affordable housing units. She stated the City partnered with affordable housing organizations and achieved 500 regulated units on 14 different sites. She mentioned that that Wilsonville contained 14% of Clackamas County affordable housing units, but the City itself only represents 6% of the county. She further discussed that 100% of those units are within a quarter mile of transit and within a half mile of a park. Ms. Bateschell listed the ways in which the City has provided affordable housing including their partnership with Northwest Housing Alternatives to build creek side wood which created 84 housing units. Ms. Bateschell described how the city has built relationships with the Latino community. She stated that Wilsonville partnered with La Tienda, provided interpretive services, and held open houses in Spanish.

Ms. Bateschell described the town center as the hub and the heart of the community. For this reason, she stated that it was vital the city support that area's vibrancy. To do this, she mentioned the town center plan. She stated that the plan would include the following: increasing density and land uses, developing a main street through heart of community, and creating a multimodal network within the center. She remarked that market and regulatory assessments helped develop implementation actions. The plan would also include displacement programs for local businesses and affordable housing.

Ms. Bateschell took a moment to address Wilsonville's vast number of job opportunities. She revealed that the City is looking for next generation employment in Coffee Creek and Basalt Creek areas. She mentioned that Wilsonville adopted one of the first industrial form based codes which would ensure that the design and construction of jobs were high quality. She mentioned the following transportation programs: improved safety, increased freight travel, increased non-vehicular transportation activity, and a pedestrian and bike connectivity plan

Ms. Bateschell described the City's dedication to that environmental stewardship. She revealed the City was involved in the following: Tree City USA, Overcoming Obesity, Backyard habitat program, and various restoration programs.

Member discussion included:

- Ms. Buehner stated that senior citizens were being driven out of their homes due to rising housing prices. She inquired whether Wilsonville was doing outreach to the senior population to cope with the issue. She included that it was important to include senior needs into the plan as they would mentor the kids in the area

and would create a balanced community. Mr. Neamtzu stated that the City had not outreach to the senior population. He mentioned the concept of co-housing and how it would be an interesting opportunity to embrace. He continued to discuss single level housing and stated that the area is not rich with those opportunities. Mr. Neamtzu indicated that the City would do more outreach to that segment. Gretchen added that she had seen more individuals interested in single story or attached housing to blend into a mixed community.

- Ms. Linda Simmons, asked if Frog Pond West already brought into the UGB? Mr. Neamtzu said that area was brought into the UGB in 2002. Ms. Simmons then asked about the orientation of the maps included in their slideshow to better understand the placement of Frog Pond West. She also sought to understand the lot sizes based on the map. Mr. Neamtzu and Ms. Bateschell clarified the maps orientation and lot sizes.
- Mr. John Griffiths asked what the difference was between a SDC and a supplemental fee. Mr. Neamtzu stated that there were a lot of statutory requirements with an SDC that are tied to a specified infrastructure segment. He stated that the City created a list of projects and single bucket of funding that would be filled with supplemental fee. He mentioned that this process would quicken completion of projects. Mr. Griffiths then asked if the supplemental fee was allocated on a per door basis. Mr. Neamtzu confirmed Mr. Griffiths question and added that this proceed would create a more fluid environment.
- Councilor Gudman compared Wilsonville's use of supplemental fees with Hillsboro's addition. Mr. Neamtzu confirmed this comparison. Councilor Gudman then asked how many more people would enter into the City between now and 2040 with the addition. Mr. Neamtzu approximated that the City could expect 35,000 build out.
- Mr. Ed Gronke, was impressed with the plan's detail. Mr. Gronke stated that Wilsonville a separate community and questioned if low-income families could commute to Portland metro area. He inquired if there would be rental properties designed for low income individuals. Mr. Gronke also asked if low income individuals could work and live in Wilsonville or if they would have to commute. Ms. Bateschell stated the city's annual housing report has helped better understand the supply and price of housing. She stated that Wilsonville, when compared to the rest of the region, contained cheaper housing opportunities. She also mentioned Wilsonville's wide array of unit types and price points. Ms. Bateschell stated that Wilsonville would provide jobs within the City as well as a number of transportation opportunities.
- Ms. Kathy Wai, asked if they could provide a ball park figure for the home values in the three neighborhoods they described. Ms. Neamtzu stated that smaller lots would be around 4,000 square feet and would cost over \$400,000 and that larger lot sizes would be over \$800,000.

Key elements of Beaverton's presentation included:

Ms. Anna Slatinsky, City of Beaverton, presented Beaverton's UGB expansion plan and stated that the City wanted to provide a place for growing families. Ms. Slatinsky indicated that the presentation would include what Hillsboro was doing for equity, transportation, and downtown development. For context, she mentioned that the City had 95,000 residents and 65,000 jobs.

Ms. Slatinsky emphasized that Beaverton's plan was guided by a community vision and which was constantly being updated to best represent the public. Ms. Slatinsky included a bulleted history of Beaverton's achievements and detailed the Voices of Beaverton Project. She said that the project was collaboration between the Diversity Advisory and city staff and included interviews with over 30 Beaverton residents. She stated that the project sought to better understand housing concerns. Ms. Slatinsky shared a narrative of a family living in Beaverton who was considered wealthy, but still struggled to live comfortably in the area. She included this story to indicate that rising costs of housing effected people at all levels.

Ms. Slatinsky said that Beaverton was on its second round of the 5-year housing program which included: affordable housing, homelessness issues, city investments and property, and dollar figures over the 5 years. Ms. Slatinsky highlighted that Hillsboro was able to finish their Affordable Multifamily Housing and Preservation study with Metro's help. She stated that the purpose of the study was to analyze the amount of rental housing units in the City that were naturally affordable. Ms. Slatinsky also stated that the study looked at the characteristics of that housing and created strategies to preserve low cost market rate housing.

Ms. Slatinsky expressed Beaverton's excitement to adopt a transportation plan that would be safe, comfortable, and inclusive to cyclists, pedestrians and cars.

Ms. Slatinsky said that Beaverton was looking to create a more vibrant and dense downtown. She mentioned that over 460 units of housing were built in that area in the last 5 years. She said that the City is in the process of creating an urban design framework that would promote density, jobs, and home creation in the downtown area. She also noted that Beaverton is near transit and therefore could cope with increased density, however would not be able to manage with housing needs. She said that this was why the City needed to expand the urban reserve.

Ms. Slatinsky said that expanding the UGB would help create a comprehensive neighborhood. She gestured to the presentation which depicted an area in blue. She mentioned that this area was covered by the South Cooper Mountain Concept plan. She

mentioned that area that was planned at Metro request. The plan recognized that North Cooper Mountain, South Cooper Mountain, and the urban reserves needed to function together. She said that adding the urban reserve portion would allow the plan to be fully realized.

Ms. Slatinsky reported on the housing needs which was completed in 2014 and adopted by Beaverton in 2015. She stated that the analysis indicated a high need for housing in order to adapt to a growing community. She said the analysis showed that Beaverton required over 12,000 units of housing by 2035. She mentioned that the urban reserve was 1,200 acres, however only half of that is buildable and would yield about 3,700 units. She continued to state that South Cooper Mountain was an area that was planned in detail along with the concept plan and has received land use approval. She said that the number of units that receive this approval would spark construction

Ms. Slatinsky walked through the different parts of the urban reserve. She mentioned that the colors on the map indicated density. She pointed out a drainage systems and park that was a Metro facility. She discussed one section of the land and described it as a high level habitat. Because it is a high level habitat, she said that there was not a potential for housing. Ms. Slatinsky spoke in detail on housing types and density.

Ms. Slatinsky showed that there were not many high density neighborhoods within the urban reserves. She stated that: middle density was signified through the beige color on the map, single family areas were encoded with the color yellow, and that green areas indicated larger lot sizes. She mentioned that the net density is actually at 10 and 6 units per acre. She said that this number is calculated to factor in streets and parks. Ms. Slatinsky explained that the South Cooper Mountain and urban reserve area densities averaged to 11.2 units per acre.

Councilor Buehner inquired about the density along the tile flat area. Ms. Slatinsky pointed out the tile flat region and stated that were a variety of densities in that area. She explained that the white area was hybrid habitat area and would not be developed on.

Ms. Slatinsky addressed the following transportation features: North-South Connections (where the West edge would be developed as a regional arterial) and areas around 175th. She stated that this would help build out urban reserves, urbanize Washington County, and connect different cities. She mentioned that Washington County was doing planning work to address feasibility of constructing arterials which required developing possible financing strategies. She said that the area was outside of the UGB, but there would be a process the City would go through in order to build roadways. She noted that developers would pay for and build part of the transportation facility.

Ms. Slatinsky said that due to the slopes and drainage for the water sewer systems, the City of Beaverton is in the process of updating their concept plan. The concept plan detailed alignments, capacity, and financing strategies.

Ms. Slatinsky said that the concept plan anticipated developer and SDC financing and the creation of supplement SDCs. She noted that South Cooper Mountain established SDCs for transportation and parks. She emphasized that the City would want to use this toolkit to ensure infrastructure could be paid for in a sensible way. She explained that transportation funding was complex because there would be additional sources of funding and it would build roads. To exemplify this, said that South Cooper Mountain did not include the establishment of a local improvement district for that area. Ms. Slatinsky said that if it had that local improvement district, it would have given the area to the opportunity to spread out costs. She acknowledged an agreement between two developers in South Cooper Mountain and the City to construct a high pressure water line.

Ms. Slatinsky described the following project the City of Beaverton had taken on: creation of a new high school road work on 175th, investment in a new reservoir, and continued updates to the Sewer and Water Master Plans. Ms. Slatinsky concluded the presentation by stating that the plan sought long term planning to ensure supply of land. She stated that adding the area would create complete neighborhoods and best utilize resources.

Member discussion included:

- Mr. Griffiths drew MPAC's attention to the corridors presented in the plan. He explained that the mountain side structure on the south facing slope of Cooper Mountain was characterized as highly at risk yet biologically rich in 1995 by Metro's Citizen Advisory Committee. He described that the original vision for that area was to build park, however the property owners did not want to sell the land for outside UGB prices. He said that in order to complete the park, the stream corridors needed to be protected and a path needed to be created to allow wildlife to migrate. He mentioned the Metro and THPRD had a joint property acquisition on a large block nearby, but was ultimately unsuccessful. He emphasized that this park be completed and that it was necessary for the area to come into the UGB. He said that when the park was open, it was extremely popular among residents.
- Mr. Gronke asked what incentives they would offer developers so that it would be economically intriguing to provide affordable housing. Ms. Slatinsky explained that Beaverton had a wide variety of programs to facilitate affordable housing. She detailed a tax exemption, mentioned a vertical housing development zone, and said that the City looks for properties that would contain

affordable housing. She then said that the City partners with developers to find ways to carve out areas for affordable housing. Ms. Slatinsky identified a feature City's housing policy which looked to facilitate housing development. She explained that affordable housing in urban reserves was different from other areas and mentioned that families that would live in the area would probably have access to a car. Mr. Gronke then asked if the City was satisfied with their success rate in affordable housing. Ms. Slatinsky stated that most people are disappointed because need was so much greater than supply.

- Councilor Gudman asked how many more people would in Beaverton over the next 20 years with the addition of land. Ms. Slatinsky said that it was hard to answer because Beaverton is surrounded by urbanized unincorporated Washington County. She also stated that there was a green field area that would affect population size. She then deferred to the Urban Growth Report because it looked at population regionally. Councilor Gudman stated it would be helpful to know this information compare to Wilsonville, Hillsboro, King City, Beaverton and Portland.
- Ms. Gertler stated that the Urban Growth Report would address regional population and employment projections. She then mentioned that adding all of the requests together would total to 9,200 housing units. Ms. Gertler reported that that was about a year's worth of growth. Ms. Simmons noted that Beaverton needed 12,300 housing units by 2035. Councilor Gudman responded and said that Metro looks at the totality of the urban growth boundary. He said that this would impact other cities and overall planning. Ms. Gertler stated that there are different ways to accommodate growth and emphasized the complexity of the discussion.
- Ms. Carrie MacLaren, asked if the City of Beaverton tracked the number of times a certain affordable housing tool was used? She stated this is important information to know while developing model codes or technical assistance for communities. Ms. Gertler recommended review of the Regional Equitable Housing Initiative as it would provide insight into those concerns.
- Ms. Simmons sought clarify of the areas West and North of the new high school in Beaverton. Ms. Slatinsky stated that 2,600 developers had their land use entitlements, 300 units were still undergoing that process, and a couple of parcels had not come into the UGB yet.
- Ms. Simmons emphasized the difficulty of providing transportation to such a dense area. She then reflected on Mr. Griffiths point and encouraged the protection of that area. Ms. Slatinsky emphasized that access to regional nature could be facilitated through development to preserve and enhance habitat.
- Councilor Buehner described various transit issues on 175th and asked if Beaverton would do necessary improvements outside of the UGB to connect transit to Scholls Ferry Road. Ms. Slatinsky remarked that that would not be a Beaverton endeavor, however highlighted the importance of the North and

South Corridors. Councilor Buehner wondered if making North and South movement viable due to the typography with the land. Ms. Slatinsky responded to the concerns and stated that transit was a complex issue and mentioned that Beaverton had sat down with different city planners to see how this could be improved. Gretchen mentioned that she tried explaining these matters to Trimet to no avail and recommended the Beaverton become more aggressive on improving this issue.

- Mr. Mark Watson clarified how density was presented on the map. Ms. Slatinsky stated that the concept plan looked at where future transit could be located and pointed at the densest areas where in South Cooper Mountain. She maintained that steep slopes in the area created difficulty for density. Ms. Slatinsky stated that creating a mix of housing types would accommodate different densities.

7. ADJOURN

Chair Doyle adjourned the meeting at 6:58 PM.

Respectfully Submitted,

A handwritten signature in black ink, appearing to be 'Sima Anekonda', with a large, stylized 'A' and a circular flourish at the bottom left.

Sima Anekonda
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 27, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
4.0	Handout	6/27/18	Your Next Home Could Be 3D Printed	062718m-01
6.1	Presentation	6/13/18	Wilsonville UGB Expansion Proposal Presentation	062718m-02
6.1	Presentation	6/13/18	Beaveton UGB Expansion Proposal Presentation	062718m-03



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

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

July 11, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Sam Chase

Denny Doyle (*Chair*)

Ed Gronke

Jerry Hinton

Gordon Hovies

Don Trotter

Mark Watson

Carrie MacLaren

Loretta Smith

Kathy Wai

Steve Callaway

Mark Gamba

Gretchen Buehner

Martha Shrader

Gretchen Buehner

AFFILIATION

Metro Council

City of Beaverton, Second Largest City in Washington County

Citizen of Clackamas County

City of Gresham, Second Largest City in Multnomah County

Tualatin Fire and Rescue, Special Districts in Washington County

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

Hillsboro School District Board of Directors, Governing Body of a School District

Oregon Department of Land Conservation and Development

Multnomah County

TriMet

Largest City in Washington County

City of Milwaukie, Other Cities in Clackamas County

City of King City

Clackamas County

King City, Other Cities in Washington County

ALTERNATES PRESENT

Theresa Kohlhoff

Jennifer Donnelly

AFFILIATION

City of Lake Oswego, Largest City in Clackamas County

DLCD

MEMBERS EXCUSED

Andy Duyke

AFFILIATION

Washington County

OTHERS PRESENT: Adam Barber, Miranda Bateschell, Santhan Schlueter, Brian Marti, Laura Weiner, Jennifer Hughes, and Anne Buzzini

STAFF: Miranda Mishan, Ted Reid, Elissa Gertler, Sara Farrokhzadian, Megan Gibb, Jim Middaugh, and Sima Anekonda

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Denny Doyle called the meeting to order at 5:03 PM.

2. PUBLIC COMMUNICATIONS

Commissioner Greg Malinowski provided a handout entitled “State of Oregon Employment Department” which was created in October 2017. He stated that the handout looked at commuting patterns of low income individuals in Washington County. He stated that half of the workers in Washington County are making 60% or less of the federal median income. He mentioned that of the 170,000 commuters that entered Washington County, half live elsewhere.

Commissioner Malinowski pointed out a family would need to make \$100,000 a year to obtain a standalone house. He emphasized that people were being priced out of ownership. He also said that building 3,500 new units would not be enough to accommodate the population, but rather 20,000 units.

Commissioner Malinowski brought up homelessness issues in the area and expressed the importance of rezoning acreage. He said that there are many rundown buildings and identified 209th street as an area that would need to be rezoned. He expressed that if this area was rezoned, it would accommodate residential needs.

Councilor Sam Chase expressed gratitude for the information provided as it was a new perspective on the housing crisis in Washington County.

Mayor Mark Gamba asked about the following argument: building at the higher end would relieve pressure from the lower end. Commissioner Malinowski disagreed with that argument. He stated that not enough was being done to relieve issues with the lower end. He said that marketing was attracting individuals from other areas to reside in Oregon, however others already in the area were struggling to find affordable houses. He said that rezoning was crucial to making residential areas a possibility.

Mr. Ed Gronke acknowledged that cities across the county were struggling to address the affordable housing issue. Mr. Gronke asked what suggestions Commissioner Malinowski could provide to better mitigate this problem. Commissioner Malinowski warned that subsidies would not be enough to create 20,000 units. He emphasized the importance of rezoning dilapidated lots. He recommended further analysis of how mixed use and commercial areas would affect the market. Commissioner Malinowski

suggested that any building with more than two floors needed to contain an elevator so it would be accessible to differently abled individuals and senior citizens. He discussed building lower houses needed to be incentivized.

3. MPAC UPDATE

Councilor Chase updated MPAC on the Career Construction Pathway Project. He said the project addressed workforce diversity by bringing together different jurisdictions. He stated that the project would: increase the pool of individuals applying to jobs and analyze how public projects could be used to create apprenticeships and pathways that motivate consistent employment. He said that there was a reception on July 12th, 2018. He also mentioned that the group leading this project would begin their work the morning after the reception.

Councilor Chase stated that Metro approved fourteen grants for \$800,000. He said that those grants were nature and neighborhood grants. He said that this would help maintain natural spaces and open areas. He identified one community group receiving a grant that would: protect natural areas, create opportunities for seniors, and help youths develop life skills.

Councilor Chase the steering committee for the SW Corridor would hold a public hearing on the Draft Environmental Impact Statement on July 19, 2018. He mentioned that Metro would provide a presentation there.

Councilor Chase brought up the Columbia Levy, which would protect 12,000 acres of land. He said it was a multijurisdictional effort and ensured that the levy system along the Columbia River was ready for flooding and natural disasters. He announced that the Army Core of Engineers would conduct a study of the flood protection system in the Portland region.

4. MPAC MEMBER COMMUNICATIONS

There were none.

5. CONSENT AGENDA

No quorum.

6. INFORMATION/DISCUSSION ITEMS

6.1 Overview of Draft 2018 Urban Growth Report

Key elements of the presentation:

Mr. Ted Reid expressed that the Council will be looking for advice on the UGB expansion and that he would provide more information to support the recommendation. He drew upon the regional plan from mid-1990s, which considered job choices, environment, and housing. He stated that part of the vision of the plan was to focus growth in downtown and main streets and make UGB expansions in the urban reserves.

Mr. Reid continued to discuss population growth and utilized various maps to demonstrate new housing developments and expansion over time. He remarked that expansions could produce jobs and housing, however without an eye for governance that would not happen. He stated that under systems which only produced expansions, those areas were slow to develop. Mr. Reid emphasized the importance of expanding based on numerical figures and soil types. He noted that soil that was not good for agriculture was also not good for urbanization. Mr. Reid stated the analysis outlined which areas would not be urbanized for the five decades. He mentioned a grant program that would help cities with concept planning required before an expansion.

Mr. Reid addressed how MPAC helped develop factors that would be considered during the decision. He summarized MPAC required the following factors from the proposals: viable development, expansions occur in existing downtowns, supply of affordable housing, and spoke to the 6 desired outcomes.

Mr. Reid detailed Metro's findings during the regional analysis wherein a population forecasting was utilized. He expressed that the forecasting tool could identify where growth would happen with 95% certainty. He also stated that there was growth in all age groups for the larger county area. Mr. Reid also estimated that 60% of households would have one or two individuals living in them.

Mr. Reid highlighted the relationship between job growth and population growth. He summarized the Population and Employment Range forecast and stated that it underwent a peer review process. He stated that the most likely outcome was the midpoint of that forecast. Mr. Reid expressed the area had an aging population in the larger seven county area. He also mentioned that there would be growth in all age groups. Mr. Reid detailed that about 60% of all houses would contain one or two inhabitants.

Mr. Reid said he expected healthy job growth. He mentioned that the analysis projected that employment growth would occur in sectors which support population growth. He

also stated that the area would experience losses in industrial jobs. He ensured that the area still had more industrial jobs compared to other areas in the country. Mr. Reid pointed to one diagram which depicted the commute workers within the county endured in 2015. He noted that the diagram depicted individuals that had to travel across the region. He mentioned that 61% household growth and 82% of jobs came within the Metro UGB.

Mr. Reid discussed the buildable land inventory where they looked at develop land and infill potential. He said that a Technical Land Use Advisory Group helped develop the methods and review the results of the inventory. He said that since much of the supply is redevelop and infill supply, market factors can influence the results. Mr. Reid said that due to the uncertainty, the inventory was expressed as a range.

He expressed that from 2007-2016, three-quarters of housing were redevelopment and infill. He emphasized that this was a big shift which was not supported by previous forecasts. He revealed a steady upward climb in density which indicated that land was being used efficiently.

Mr. Reid posed the question of how buildable land, inventory and forecasts interacted. He used metro scope to simulate a number of scenarios and underwent a peer review process. He stated that the group used a model to test different assumptions, including the following: the four expansion proposals versus no expansion and a range of population growth rates. He argued that the region needed to boost housing production to keep up with the population, especially for those with lower incomes. He described that the combined number of houses outlined in each of the four proposals totaled to 9,200 units. He restated that growth would happen through redevelopment and infill so newer houses would be apartments and condominiums.

Mr. Reid described that expansion areas could lead to modest increases in homes, primarily single family housing. He stressed the point that housing affordability was a persistent issue and that the proposals from the four cities did not affect affordability significantly. He stated that housing prices would still increase, however there could be plans that would reduce the amount of increase. Mr. Reid brought up that most of the proposal dealt with single family housing and did not center on apartment rents. He said that the proposals had a little effect on apartment housing and added that Metro needed to ensure that growth would not push out other communities.

Mr. Reid outlined the decision timeline for MPAC, stating that this discussion would be brought to MPAC on July 25th. He said that would then led to a Chief Officer Operating recommendation that would be present at the Metro Council Work session on

September 4th. He said that they are looking for MPAC's recommendation on September 12th, or a hedge date on September 26th if more time was required. He said that the Council would consider the resolution at a hearing on September 20th and 27th. Mr. Reid instructed that technical questions should be forward to the Technical Advisory Committee.

Mr. Reid asked the MPAC to consider whether the proposals were viable if they were doing enough to promote equity.

Member discussion included:

- Mayor Gamba asked if there was a forecast going forward between average incomes and housing costs. Mr. Reid said that there was initial information in the Urban Growth Report, however a more full blown housing needs analysis in Fall 2018. Mayor Gamba then asked if the job projections also took into account automation. Mr. Reid said that the projection took those details to the extent that could be observed, however he stated that there was uncertainty. Mr. Reid reiterated that there was a shift away from manufacturing into personal service economy. Mayor Gamba then asked whether spill-over was a threat and he also mentioned Estacada's circumstance. Mr. Reid expressed that population growth was not dramatic.
- Mr. Gronke expressed that Metro had been discussing affordable housing for many years, however never came up with a practical approach to addressing the problem. Mr. Gronke wondered if a state mandate would be more effective and stated that Metro had mostly provided advocacy. Mr. Gronke mentioned that Wilsonville's proposal still contained expensive housing units and asked if Metro could realistically deal with this issue. Ms. Elissa Gertler said that Metro created the equitable housing program wherein state, local and regional entitles all had a role. Ms. Gertler ensured that the program would help identify key roles for each level of government. Councilor Chase referred to the housing bond and argued that it would significantly help with the housing problem. Councilor Chase said that the problem would not be solved with subsidy alone and that the bond would dedicate a large amount of resources to affordable housing. Councilor Chase explained that the bond would \$650 million would be the largest amount of resources dedicated to affordable housing ever passed in Oregon.
- Councilor Gretchen Buehner required clarification on employment growth and asked if the modeling indicated whether there would be more growth in the green forest. Mr. Reid stated the consensus among economists was they could not forecast decisions of individual firms. Mr. Reid stated that the jobs were shifting away from infrastructure and more to technical opportunities.

Councilor Buehner noted that Newberg had doubled in population and this growth was creating spill over and contributing to traffic issues. Mr. Reid said that communities are growing and should not be stopped. Councilor Buehner asked if growth would continue and where that change would occur. Mr. Reid stated that research had come to general conclusions and that the UGB would attract more growth.

- Ms. Kathy Wai stated that the 65 and over age group would increase over the next 20 years. She inquired about the housing options for the aging population. Mr. Reid stated that retirees were moving back to downtown and accessory dwelling units. Mr. Reid encouraged suggestions on other solutions. Ms. Wai asked how data was collected for different modes of transportation. Mr. Reid said it was hard to serve the proposed expansions areas with the proposed transit. Ms. Gertler referred to the 2018 Regional Transportation Plan as it would address this question. Ms. Gertler added that there were interesting trends about what transportation people used included in the report. Mr. Reid stated that growth would likely happen through infill and redevelopment. Ms. Gertler added that there are more individuals choosing to telecommute.
- Ms. Carrie MacLaren referred to PSU's population forecasting which detailed out-migration and noted that the UGR showed that out-migration was minimally increasing. She asked if there were any missed opportunities that were not considered in this expansion proposal and if they might be better served by transit. Mr. Reid said that there was good information in appendix seven which looked at all the urban reserves around the region and whether they would be efficient. Mr. Reid noted that the report coordinated with PSU's findings.
- Mayor Steve Callaway noted that that Transportation Plan indicated that there would be 350,000 more jobs in greater Portland. Mayor Callaway then stated that the report there would be a net loss of 9,000 industrial jobs. Mayor Callaway deduced that there would be about a 200,000 net growth of jobs. Mr. Reid referred to the report and affirmed that there would still be losses in industrial jobs. Mr. Reid also stated that those were two different forecasts. Mayor Callaway mentioned that he would prefer to have MPAC make their decision using the hedge date Mr. Reid previously mentioned.
- Mr. Mark Watson stated that younger generations were not interested in single family homes until later in life. Mr. Watson asked if home creation was focused on apartment and condominiums would be putting off the problem. Mr. Reid stated that housing choices is a major debate and reiterated the four city plan only deal with single family housing.
- Mayor Gamba addressed the difference between individual desire and income relative to housing options. Mayor Gamba asked how to refrain from building larger homes in areas within the UGB which do not require that type of

development. Chair Doyle referred to density and how single families live closely together. Chair Doyle stated that Portland struggled with affordable housing. Mayor Calloway stated that South Hillsboro was attaining their highest density. Chair Doyle said that more housing choices were needed throughout the region. Chair Doyle said that the proposals were modest in their ability to provide the options, however they were all viable options.

- Councilor Buehner stated that King's City was at a higher density and that housing would be high rise for low income people. She also mentioned that most of King City's population lives below the median income.

6.2 Elected Officials Survey Results

Key elements of the presentation included:

Chair Doyle mentioned that Metro conducted an independent survey of greater Portland area every two years. He stated the goal of the survey was to understand how to better serve the needs of elected officials and provided a chance to learn about how colleagues view Metro.

Mr. Jim Middaugh introduced himself and Ms. Anne Buzzini and offered his gratitude to Metro. He said that he valued the opinions of Metro's elected officials and thought it was beneficial to share these transparently.

Ms. Buzzini described the purpose of the 2018 Elected Officials Survey Results as a way to assess awareness and perceptions of Metro's issues. She stated that 70 people responded, which was a response rate of 45%. Ms. Buzzini added that the survey was conducted in May 2018 and had a margin of error of 8.7%. She stated that an online survey was utilized and mentioned that individuals could also participate over the phone.

Ms. Buzzini reported that city councilors, commissioners, mayors, and county commissioners participated. She also stated that the responses were representative with everyone about equally likely to respond.

Ms. Buzzini provided insight as to whether people believed Metro provided helpful services. She determined many individuals had positive responses because Metro provided a number of natural resource protections and infrastructure. She detailed that infrastructure mainly referred to transportation and roads. She did not see a huge number of responses on facilities management.

She addressed the negatives opinions individuals had with Metro, and stated that those respondents pointed to poor transportation management, a perception of unnecessary level of government, and housing.

Ms. Buzzini found that most people felt that Metro's communication outreach to elected officials was effective. Most agreed that Metro's communications were useful, timely, and trustworthy. She mentioned that more people have found Metro's communication trustworthy over the last few years.

Ms. Buzzini provided a high level analysis of Metro's different services. She stated that Metro seemed to perform well at maintaining natural areas and entertainment venues. She mentioned that most respondents characterized Metro services as "very good".

Ms. Buzzini clarified that the following venues and service areas were viewed positively: Oregon Zoo, arts and entertainment, Convention Center, and access to natural area. She mentioned that the Expo Center was also viewed as satisfactory. She stated that regional trail planning, natural areas, and equitable access to natural areas all received positive responses.

Ms. Buzzini highlighted negative perceptions of transportation planning and revealed that this is a concern for most of the region. She pointed to population growth as a major reason for this increased frustration. She included there could be better communication with elected officials regarding affordable housing issues.

Ms. Buzzini assured that officials were pleased with Metro's solid waste management. Ms. Buzzini also mentioned that many elected officials do not know if Metro was doing a good job with the regional dumping program because they were not aware of what it was or that it existed. She indicated that there should therefore be communication on this issue.

She raised questions around racial equity and managing taxpayer dollars. Ms. Buzzini expressed that equity was viewed positively in terms of working with different partners, however 1 in 3 elected officials stated they were unsure of the progress on this service. Ms. Buzzini stated that managing taxpayer dollars was not viewed highly among elected officials and indicated that this could be to the growing distrust of government.

She said that survey asked how Metro could improve parks and natural resources. She summarized that there was not a specific area within this sector of Metro which required great improvement. Ms. Buzzini identified the following areas of improvement: engaging with and sharing control with local jurisdictions and improved

transportation management. She noted that 51% of respondents did not provide a response to this question. She also referred to the comments provided in the survey and indicated that officials would like Metro to collaborate more to be a more effective resource.

Ms. Buzzini stated how communication with elected officials could be improved according to the survey results. She informed that Metro could solicit input from and working with local officials, host community listening session, and increase overall collaboration with other areas. She also noted that about half of respondents did not complete this question.

She summarized that most authorities agreed that Metro was providing valuable services. Ms. Buzzini said that Metro was given its highest rating around entertainment venues and natural resource protection. She said that there was increased concern with land use management and transportation planning. She noted that people would like the opportunity to collaborate more with Metro.

Member discussion included:

- Councilor Buehner asked how Metro staff and Metro councilors viewed communication with local leaders differently. Mr. Middaugh agreed this information was important to observe.
- Councilor Chase stated collaboration with local jurisdictions was a challenge for most governments. He specifically mentioned the pressure sharing decision making processes. Councilor Chase wondered Metro how compared to other jurisdictions on this issue. Ms. Buzzini stated that they did not have a direct comparison since the survey is unique to Metro. She also stated these responses were impactful since they were open ended questions. Mr. Middaugh pointed out that city councilors wanted to engage with Metro as a commission or city council rather than as an individual.
- Ms. Wai suggested that the survey should reach out to school boards as they have played an important role in the community. She discussed that many schools were continuously acquiring or selling property and often considered affordable housing issues. Mr. Middaugh stated that the survey did not include school boards and agreed that this was a helpful suggestion. Commissioner Martha Schrader stated that special districts be represented in the survey. She said that the issue was the size of the table and how to manage that. She added that often it was up to the person acting as the delegate to report back to their commissioners.

7. ADJOURN

Chair Doyle adjourned the meeting at 6:37 PM.

Respectfully Submitted,

A handwritten signature in black ink, appearing to be 'Sima Anekonda', written in a cursive style.

Sima Anekonda
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 27, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2.0	Handout	7/11/18	State of Oregon Employment Department	071118m-01
6.1	Presentation	7/11/18	2018 Urban Growth Management Decision: Draft 2018 Urban Growth Report	071118m-02
6.1	Presentation	7/11/18	Metro Elected Officials Survey	071118m-03

MPAC Worksheet

Agenda Item Title: Regional Parks and Nature Capital Investments

Presenter: Jon Blasher, Metro Parks & Nature Director; Heather Nelson Kent, Parks & Nature Project Manager

Contact for this worksheet/presentation: Craig Beebe, craig.beebe@oregonmetro.gov

Purpose/Objective

Provide an update on regional capital investments in parks and natural areas, and planned engagement and technical work to explore potential future investment options.

Action Requested/Outcome

Questions and advice regarding work plan.

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

The natural environment is a big part of what makes greater Portland a wonderful place to live and do business. Over the past quarter century, the region's voters have passed two bond measures that allowed Metro to create a unique regional park system with nature at its heart – and two levies to care for it.

With voters' support, Metro now manages 17,000 acres of parks, trails and natural areas across greater Portland, including beloved parks like Oxbow and Blue Lake, as well as lesser-known but nonetheless significant natural areas that help protect vital habitat, prevent floods and improve water quality. Metro also has a strong track record of success in working with and funding local partners to deliver on commitments made to voters, supporting the acquisition or improvement of scores of parks and natural areas throughout the region. Together, Metro and our partners have protected clean water, restored fish and wildlife habitat, and brought nature closer to hundreds of thousands of people.

Although much has been accomplished, parks and nature investments continue to be urgent. Our population is growing in both numbers and diversity. Development threatens treasured forests and watersheds. Existing parks need improvements to keep up with increasing demand. Climate change threatens the natural systems Oregonians have worked so hard to protect, and increases the urgency of investing in green infrastructure to prepare for extreme weather. And despite a lot of progress, some communities in the Portland region still need access to high-quality parks and natural areas, where kids can explore and people can gather.

The region's voters last considered and approved a parks and nature bond in 2006. As that bond's investments successfully wind down, Metro is exploring what we can achieve together and how to respond to these changing challenges and opportunities through continuing regional investment.

At the Metro Council's direction in late 2017, staff initiated a work plan to engage partners and the community in developing a potential measure to continue existing bond authority and carry our shared work forward into a new decade. Future nature-focused capital investments by Metro would likely continue in three primary areas articulated in previous bond measures: protecting critical habitat and watersheds; improving special places like Blue Lake and Oxbow parks and providing more public access to existing regional natural areas; and increasing access to nature in local communities through grants and local allocations.

The Metro Council has directed staff that regional investments must lead with racial equity. This means including in decision-making communities that have been left out in the past, and considering how future investments can support communities of color.

As with previous investment measures, community and partner input will play an important role in shaping what's next. Metro has already begun interviews and conversations with local government staff, parks providers, conservation advocates and culturally-specific organizations about how capital investments can support community needs into the future, and how to meaningfully engage residents in identifying priorities.

Metro is preparing for a more active engagement period this summer and fall. In early July, Metro completed an open recruitment for a stakeholder table to guide staff's development of a funding framework for the Metro Council to consider. The stakeholder table is expected to begin meeting in September. Metro has also begun forming a cohort of culturally-based organizations and conservation advocates to advise on community engagement. These efforts are modeled on lessons learned from park master planning for Chehalem Ridge, Gabbert Butte and East Council Creek. Staff also plan tours of past parks and nature investments for the Metro Council and key partners and a community leaders forum and online survey this fall.

The Metro Council is expected to receive a staff framework recommendation in late 2018. Based on Council's direction, Metro would then work with partners to identify specific project priorities that could be included in a potential measure for the Metro Council to consider referring to voters in 2019.

What packet material do you plan to include?

None

MPAC Worksheet

Agenda Item Title: 2018 urban growth management decision: City Readiness Advisory Group discussions

Presenter(s): Rebecca Hamilton, Metro Planning and Development
Ted Reid, Metro Planning and Development
CRAG representative TBD

Purpose/Objective

Brief MPAC about the City Readiness Advisory Group's (CRAG) discussion of city proposals for urban growth boundary (UGB) expansions so that it (MPAC) may hear additional perspectives to inform its recommendation on the 2018 urban growth management decision.

Action Requested/Outcome

No formal action at this time. The desired outcome is that MPAC is better positioned to provide the Metro Council with a recommendation on the 2018 growth management decision at its September 12 meeting.

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

The CRAG – a group of private and public sector experts in affordable housing, parks planning, residential and mixed-use development, multimodal transportation, and equity – was convened by Council President Hughes to assist with reviewing city proposals. CRAG representatives were asked to identify the strengths and weaknesses of city proposals according to the administrative guidance (included in this packet) that had been provided to the cities proposing UGB expansions.

On June 25th, the CRAG met to discuss their reviews. Their discussion is summarized in an attached memo and will be described at this MPAC meeting.

What packet material do you plan to include?

(Must be provided 10 calendar days prior to the actual meeting for distribution)

- 2018 urban growth management decision timeline
- Administrative guidance for cities proposing residential UGB expansions
- Memo from Metro Planning and Development staff summarizing CRAG's discussion

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Wednesday, July 18, 2018
To: Council President Hughes
Metro Councilors
MPAC
MTAC
From: Rebecca Hamilton, Regional Planner
Subject: City Readiness Advisory Group (CRAG) comments on UGB expansion proposals

Beginning this summer, the Metro Council and its advisory committees will examine the population and jobs forecast for greater Portland to inform whether the urban growth boundary needs to expand. Metro has also asked cities to prepare information that will help determine where expansion should happen if it's needed.

To answer this question, Metro asked the cities of the region to submit proposals on where and how their communities would expand into new areas. Four cities (Beaverton, Hillsboro, King City and Wilsonville) submitted proposals to expand greater Portland's urban footprint by 2,181 acres with hopes for developing about 9,200 homes in these areas.

The City Readiness Advisory Group (CRAG), a citizen advisory group convened by Metro, was charged with providing feedback to MTAC, MPAC and Council on the strengths and weaknesses of each proposal. Members of the CRAG were selected for their expertise in residential and commercial development, affordable housing, equity, parks and natural spaces, multimodal transportation, land use and housing supply.

The group reviewed the city proposals in light of the expectations laid out in Title 14 of Metro's code (and its Administrative Guidance), specifically cities' efforts to:

- Support development of the proposed expansion area with a viable plan to pay for needed pipes, parks, roads and sidewalks.
- Ensure that the expansion will result in the development of needed housing.
- Enhance the role of existing centers, corridors, station communities and main streets (removal of barriers to mixed-use, pedestrian-friendly and transit supportive development).
- Preserve and increase the supply and diversity of affordable housing in existing urban areas.
- Advance the region's six desired outcomes.

The CRAG met on two occasions: an orientation meeting on June 4th, 2018 to provide background on the proposals and outline the review process, and then again on June 26th, 2018 to discuss their reviews. Council President Tom Hughes led both meetings and facilitated the group discussion at the second meeting.

Several themes and issues arose in the discussion of each of the four proposals. These are listed below for the Council's consideration:

- The proposals did not show a connection between their Housing Needs Analysis and the amounts, types, tenancy, and price ranges of the housing proposed in their concept plans.
- CRAG members desired a greater mix of housing types to address housing needs and create a more diversified housing supply.
- The net residential densities proposed in these concept plans would be unlikely to support transit.
- The proposals did not discuss if or how affordable housing would be incorporated into the proposed expansion areas or list strategies for how that could be accomplished.

The strengths and weaknesses of each individual proposal, as identified by the CRAG, have been summarized on the following pages.

Wilsonville

	Strengths	Weaknesses
Development feasibility	Because the land is flat, it will be easy to develop and would likely have lower infrastructure costs compared to other proposed expansions.	No guarantee that homebuilders will pass on lower infrastructure costs to buyers in sales prices rather than listing units at going price.
	As an extension of Frog Pond West, the proposed expansion area could build on existing infrastructure connections.	Timing and funding of some key transportation elements is unsure (e.g., Boeckman Bridge, Boeckman Road and Stafford Road).
	Lower proposed density may mitigate traffic impacts on Wilsonville Road	
	Overall high degree of development readiness, with many infrastructure pieces and amenities (such as new schools) already in place.	
Housing needs	Planned housing mix would allow the city to provide more SF units to round out their housing supply	It was unclear that the focus on SF housing relates to need, or why the city believes that homeownership is preferred over rental units.
	Concept plan provides for a diversity of single-family housing with up to 8 different housing types and lot sizes	Opportunity to incorporate missing middle housing not taken; this adds another subdivision on to another subdivision. Flexible mixed zoning desired.
	City has strong track record of investing in multifamily and diverse single-family housing types.	City's proposed strategy of "gradually increase housing choice and densities" is out of synch with the strong demand for new and diverse housing options throughout the region.

Affordable Housing	City has some tools in places to encourage development of market-rate affordable housing, such as a property tax exemption for MF properties offering subsidized rents and ADU SDC waiver	Unclear as to how much they've done to promote affordable housing thru direct policy/funding historically, and could likely be making a bigger investment in preserving/creating new affordable units for families making less than 80% of the median family income.
	City has successfully built new housing units at a wide variety of price points – not necessarily affordable to households making below 80% of the median family income, but affordable to moderate-income families.	The mental health units in Villebois that are mentioned in the proposal were statutorily mandated.
		City has a small amount of regulated affordable housing for a city of its size.
Investment in existing urban areas	Planning process is underway for a redeveloped Town Center, which is envisioned as a mixed-use, walkable community gathering place.	Town Center planning process is not guarantee of code/zoning changes, property transfers and development that would make this a reality; the implementation timeline is uncertain.
	Opportunities to connect the expansion area with the Town Center	Low density of expansion area may not be sufficient to support new commercial areas.
Advancing Metro's 6 desired outcomes	City has its own local transit system that could support the expansion area	At 8 units/acre, the proposed development would be just reaching the minimum density that is considered viable for supporting transit
	Strong integration of parks into concept plan and positive coordination between schools and parks. Proposed trails provide access to pedestrian greenways.	If multifamily is limited to the city center and the surrounding areas are reserved for single family, it could result in unintentional segregation by income level.
	Area is close to I-5, providing good access to jobs.	Distance from commercial developments makes it likely that this expansion area will be car-dependent

Hillsboro

	Strengths	Weaknesses
Development feasibility	The city has demonstrated its ability to successfully implement both development and re-development projects. Confidence in future development based on strong track record.	Areas such as the South Hillsboro development are still under development. Some CRAG members are under the impression that infrastructure costs have required more public subsidy than projected when the UGB was expanded to encompass it.
	Expansion area is extremely developable – land is flat and, as an extension of Witch Hazel Village, there are already infrastructure connections in place.	
	Expansion area consists of large parcels and relatively low number of owners will facilitate development.	
Affordable Housing	Affordable housing experts in the group note that the city has taken commendable steps towards increasing affordable housing that weren't mentioned in the proposal	No discussion of how WHVS would contribute to meeting Hillsboro's affordable housing needs or indication that the city would be incorporating any affordable housing into the new development. Now would be the time to make explicit provisions for incorporating affordable housing into this expansion area, before value has been added to the land.
	The city has made a bigger commitment to affordable housing in recent years, in addition to their historic commitments via HOME and CDBG, and general funds to Community Housing Fund. They have suggested: 1) potentially distributing remnant parcels, 2) parking reductions, 3) tax exemption and 4) general fund gap money. City has also hired a planner to focus specifically on affordable housing.	The proposal should commit to tools such as adoption of a Construction Excise Tax for affordable housing, SDC waivers, density bonuses, and parking reductions rather than state that these types of tools are being "considered, evaluated and explored."

Housing needs	Proposed mix of single-family detached, single-family attached, and ADUs would provide for a range of housing types, potentially serving a diversity of household types.	It is not clear, from the summary proposal, what the actual build out of WHVS would be. The proposal states that it is “anticipated” that certain “private-sector efforts” “may be employed” in WHVS to achieve missing middle housing, including use of PUDs, ADUs, and cottage clusters – not as certain as zoning or density requirements.
	Housing mix “seeks to provide a complete, balanced community that serves different people at different points in their lives”	Proposed zoning and housing mix misses opportunity to integrate higher-density & a greater variety of density, such as missing middle types of housing that could provide greater affordability.
		Emphasis on homeowner over rental options.
Investment in existing urban areas	City is using its existing land efficiently and existing zoning/incentives have created exemplary mixed-use, walkable TOD.	
	Examples of Orenco Station, AmberGlen as model investment areas.	
Supporting Metro’s 6 desired outcomes	Overall city culture of excellence in pushing for sustainability.	More commitment to transit and trails wanted – trails are currently only recommendations, and there is no discussion of transit
	Conceptual trail along Gordon Creek is a plus. Prior good work in parks creation noted.	The relatively low densities planned for WHVS will ensure it is an auto-dependent community.
	Hillsboro has more jobs than homes – adding more homes to the area might let more people live where they work	Concern that there are few strategies to prevent displacement as redevelopment occurs and leads to increased property values.
	Regarding community engagement: Lots of vision work, great boards (including youth) and commissions, and they have demonstrated some diversity on Council.	Is there evidence they’ve been able to reach underserved populations in prior planning processes? Google language translation on city websites won’t pull in folks who aren’t otherwise engaged.

Beaverton

	Strengths	Weaknesses
Development feasibility	Undevelopable area of proposed expansion allows for protection of natural resources and water quality, avoids difficult building constraints on steep slopes, and allows for park space.	More than half of the area can't be developed due to topography. Topography is challenging, environmentally and from a development cost/infrastructure standpoint.
	Expansion proposal would connect surrounding subdivisions as the final "puzzle piece" in the larger South Cooper Mountain Concept Plan.	Need more info on relationship with THPRD w/regards to Cooper Mountain park plans
	Topography provides an opportunity to develop sanitary and regional stormwater facilities for the area.	Not certain how many landowners are willing sellers.
Housing needs	New land would help meet 31% of the city's housing needs per their HNA.	Mismatch between their Housing Needs Analysis (HNA) and proposed housing types. Their HNA states that their city's biggest demand is in rentals and owned units for low-income housing, but dominance of single-family detached housing proposed here will not meet that need.
	Would help meet city's stated unmet need for single-family housing (attached and detached).	Lack of variety of housing options throughout plan area. Need for missing middle housing in SF housing areas unless precluded by topography
	They have an upcoming study to develop missing middle housing development opportunities, update of ADU rules	Missing Middle housing study is not yet underway; this timing is unfortunate, as new land represents a lot of opportunity.
Affordable Housing	"Without a doubt, Beaverton is the jurisdiction in Washington County most firmly committed to affordable housing."	Unclear as to whether affordable housing would be incorporated into new housing area
	They've dedicated increasing staff and board time to this issue, as well as increased their General Fund commitment this year. Affordable housing has designated line items in URA. They have acquired land for redevelopment, and have small grants for predevelopment. They implemented tax exemption, and are working on SDCs (especially with THPRD).	Given higher infrastructure costs and emphasis on single-family housing, it seems unlikely that units in this area could be provided at the levels of affordability identified in their HNA.
	Considering minimum parking requirements	

Investment in existing urban areas	City is investing in growth in its centers, developing its downtown and MAX station areas, and adding multifamily in those areas. Its vertical housing development zone was noted as a plus.	Areas surrounding proposed expansion area are more traditionally suburban. There was concern that this expansion area would be “tacking on another subdivision to a bunch of other subdivisions.”
	Beaverton’s existing overall residential supply and detached/attached housing split seems strong	
Advancing Metro’s 6 desired outcomes	Heavily emphasizes protection of natural resources with much of the area being dedicated to parks and natural land.	Area is challenging for multi-modal connectivity, both within itself and back into the existing urban area. Poor connectivity and lack of travel options suggests that this area is likely to be strongly car-dependent.
	Beaverton is considered the leader among cities its size in demonstrating an ability to reach out to and engage the broadest set of stakeholders in their community. Their BOLD leadership program has prepared and propelled many from communities of color. They’ve also done an outstanding job in building diverse leadership, and integration on boards and commissions.	Lack of mixed-use or commercial development means that residents will have to leave the development to access basic goods and services; combined with poor multimodal options, this will result in more driving trips.
		No commitment from the City to use the <i>Leading with Race</i> report by Coalition of Communities of Color that they mention in the public engagement, outcome development, and planning for expansion area. Rather than state the report is something the city “can” use, commit that the city “will” use it.

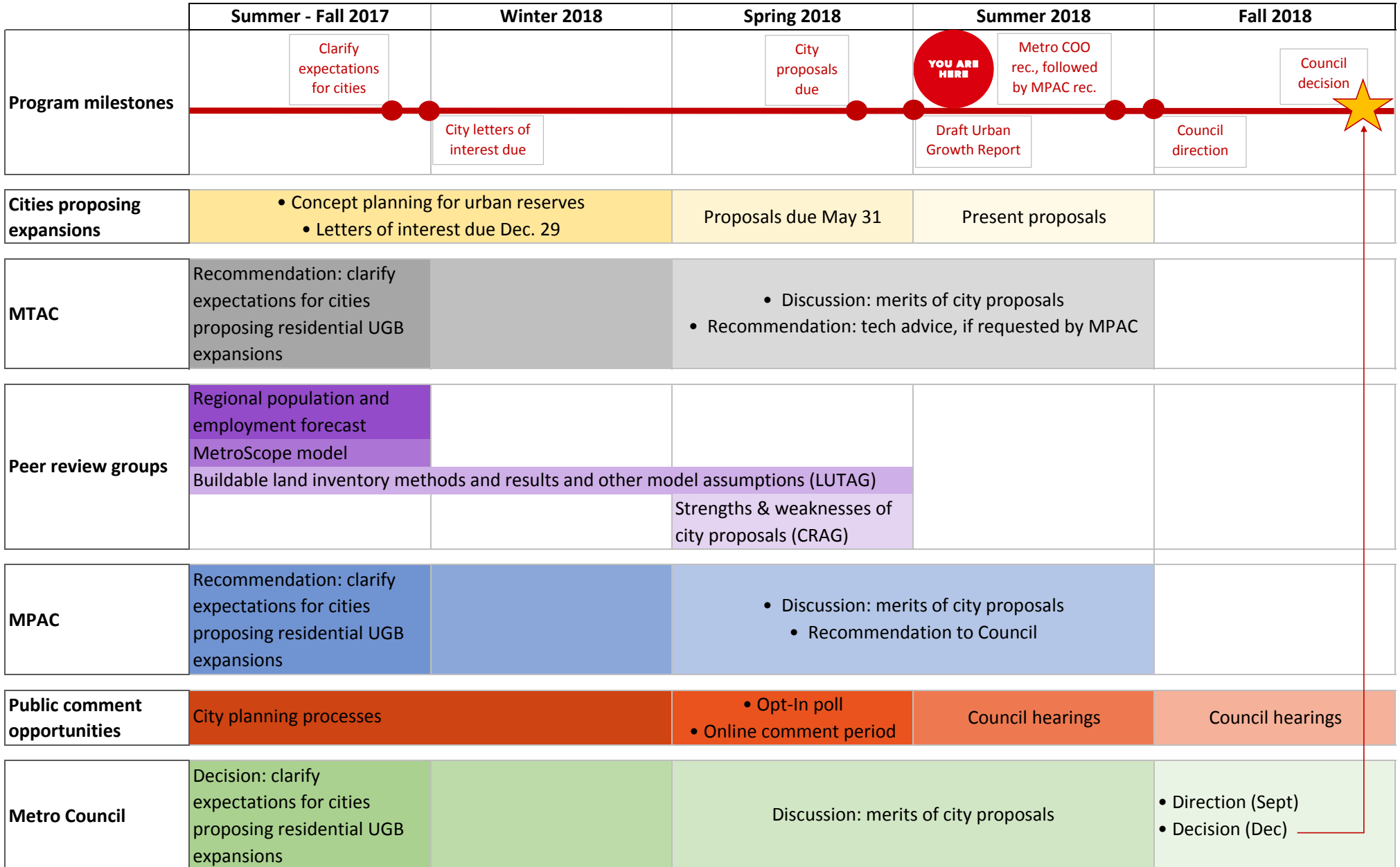
King City

	Strengths	Weaknesses
Development feasibility	The proposed Town Center is seen as workable on a small scale; intensive development is not necessary but it is believed that some small restaurants, coffee shops, etc. could be supported by the community.	How would the city attract the density they are proposing?
	Opportunity to deal with septic issues, as a sanitary pump station is slated for construction this summer. Replacing rural septic systems with sanitary sewer systems would help protect water quality.	Small staff, limited technical resources to plan for infrastructure and process building permits, etc. May require assistance in developing and implementing their concept plan.
	Finance plan and city efforts show that development should pay for itself	Estimates of infrastructure may be low; do not include costs for trails or features that would improve biking/walking options.
	As a small jurisdiction they've demonstrated that they understand the need to partner with County, TriMet, Tigard, etc. They've also had to depend on volunteerism in some regards, which adds to civic ownership and engagement.	
Housing needs	Expansion area would provide much-needed land for residential expansion, as current residential areas are almost completely built out.	The proposal narrative mentions the King City Housing Needs Analysis (HNA), but does not describe its conclusions.
	Plan maintains small lot sizes and compact, walkable development	
	Would provide a variety of unit and lot types for residents of different incomes & tenures, including a mix of single-family and multifamily home types. City seems especially open to manufactured housing.	What tools does the city have in place to ensure these types of development or incentivize them?
Affordable Housing	Although it has no record of having regulated affordable housing, King City has more market-rate affordable housing compared to the rest of the region - in part due to their compact development patterns	Preservation of their existing affordability will require strategies and investments, but the proposal has no description of what tools King City intends to use to preserve their existing market-rate affordability or create new affordable housing.

Investment in existing urban areas	Wrote a Town Center Plan and Implementation Strategy in 2015 through a Metro grant	Implementation Strategy for Town Center Plan does not seem to have been executed.
		Plan claims that there are limited opportunities for infill or vertical growth, but options such as upzoning or redevelopment do not appear to have been explored.
Advancing Metro's 6 desired outcomes	Opportunities to connect to Westside Trail system; could incorporate innovative transportation options like shared e-bikes, golf carts into an off-road trail network	Proposed town center would be removed from the existing community and would likely be auto-dependent.
	Community is becoming increasingly diverse; people of color hold high-ranking, decision-making positions in city leadership.	Existing connectivity issues for walking and biking, (especially around exiting cul-de-sacs) and a lack of transit service will limit how accessible this area can be for an aging population.
	Their proposed smaller-than-average lot and home sizes would be more energy-efficient.	

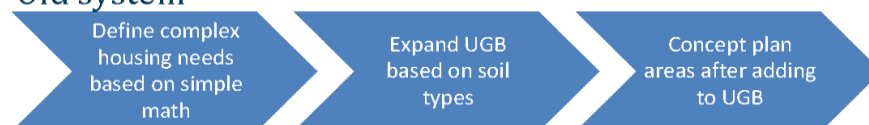
2018 urban growth management decision: engagement and process timeline

Per work program endorsed by Metro Council in February 2017



Evolution of regional growth management process

Old system



New system



Ongoing improvements to the region's urban growth management process

Protect farms and forests and make the most of what we have

- 1995: 2040 Growth Concept:
- Focus most growth in existing urban areas
 - Expand the UGB in urban reserves when needed
 - Protect industrial areas
 - Consider implications of growth in neighbor cities
- 1996: Urban Growth Management Functional Plan:
- Protections for industrial lands
 - No net loss for residential zoning
- 1997: Regional Framework Plan:
- Focus on redevelopment and infill
 - Provide housing choices
- 2010: Urban and Rural Reserves (long-term vision for urban footprint)

Take an outcomes-based approach

- 2009: Initial direction on six desired outcomes
- 2010: Formal adoption of six desired outcomes
- 2014: Climate Smart Communities Strategy
- 2016: Equity Strategy

Have a plan before expanding the UGB

- 2010: Require a concept plan before expansion
- 2011: Require additional consideration of housing affordability in concept plans

Improve technical analysis

- Ongoing: Peer review of models, methods, and forecasts
- 2009 on: Use of range forecast to acknowledge uncertainty
- 2014 on: Use of range of capacity to acknowledge uncertainty
- 2018 on: More explicit use of scenario modeling to inform growth management

Track development trends

- Periodic: Regional Industrial Site Readiness inventory
- Periodic: State of the Centers
- Periodic: Regional Snapshots
- Periodic: Urban Growth Reports

Be responsive to city proposals for UGB expansions

- 1992: Create annual opportunity for proposed non-residential expansions
- 2007: 2040 Planning and Development Grant program begins to fund local planning
- 2010: Create expedited UGB process for industrial expansion proposals
- 2017: Create mid-cycle UGB process for modest residential expansion proposals
- 2017: Clarify expectations for cities proposing residential expansions

Administrative guidance for cities proposing residential urban growth boundary expansions in the 2018 urban growth management decision

The factors found in section 3.07.1425 (d) 1-5 were drafted with the intent of providing flexibility for cities that are proposing residential urban growth boundary (UGB) expansions. This is in recognition of the fact that cities have differing circumstances. With that flexibility comes some ambiguity.

Acknowledging that ambiguity, this document is intended as guidance for cities making proposals. It seeks to further explain the Metro Council's policy interests in order to help cities make the strongest proposal possible. In addressing these expectations, cities should make their best case for their proposed expansion, highlighting not only the merits of the proposed expansion area, but also demonstrating a commitment to implementing best practices in existing urban areas.

All code sections 3.07.1425 (d) 1 – 5 should be addressed in a city's proposal narrative. Please limit the proposal narrative (not including attachments or cover pages) to 15 pages. To be considered in the 2018 growth management decision, cities must submit all required proposal materials to Metro's Chief Operating Officer by close of business on May 31, 2018. The Metro Council will not consider proposals that are incomplete or late. Please contact Metro staff with any questions about how to address these code sections.

Cities proposing expansions primarily for employment purposes do not need to address these code sections as they are chiefly focused on residential considerations, but must still submit a proposal letter and a concept plan for the urban reserve by May 31, 2018.

Relevant Metro code sections are in **bold**. Administrative guidance is in *italics*.

- 1. Whether the area is adjacent to a city with an acknowledged housing needs analysis that is coordinated with the Metro regional growth forecast and population distribution in effect at the time the city's housing needs analysis or planning process began.**

The State Department of Land Conservation and Development (DLCD) – not Metro – is responsible for acknowledging city housing needs analyses if they determine that the city's analysis is consistent with [Statewide Planning Goal 10 \(Housing\)](#). Cities are encouraged to coordinate with DLCD early to ensure that deadlines and requirements can be met. Cities should provide Metro with the relevant page from DLCD's Post-Adoption Plan Amendment online report. Cities should accompany that with a written statement that they received no appeals within the 21-day window (in which case the housing needs analysis is deemed acknowledged).¹

Cities should coordinate their housing needs analyses with a distributed forecast that was adopted by the Metro Council. The 2040 distributed forecast is the most recent forecast and was adopted via Ordinance No. 16-1371. The 2035 and 2040 distributed forecasts are [available on Metro's website](#). When feasible, cities are encouraged to rely on the most current forecast (the 2035 distributed forecast is older). Cities that are planning for more household growth than depicted in the Metro forecast should explain their rationale and how their plans, investments and the proposed expansion will address that growth.

¹ Metro staff clarified this submittal requirement in January 2018 after discussions with DLCD and city staff. This guidance reflects that clarification.

In addressing this code section in the proposal narrative, the Metro Council expects cities to demonstrate that, consistent with Statewide Planning Goal 10 (Housing), they are planning for a variety of housing types that can address the needs of diverse household sizes and incomes. This demonstration should be made for the city as a whole, while also describing the role of the proposed expansion area in addressing those needs.

2. Whether the area has been concept planned consistent with section 3.07.1110 of this chapter.

The Metro Council only wants to expand the UGB in locations that are likely to develop within the 20-year planning horizon. This is one of the reasons that the Council requires – in the [Urban Growth Management Functional Plan](#) – a concept plan before expanding the UGB. The concept plan must be consistent with Title 11 (Planning for New Urban Areas) of the Functional Plan. Cities should summarize their concept plan’s relevant components – such as infrastructure funding strategies and agreements with the county and special districts – in their proposal narrative. Cities should also demonstrate that the concept plan is consistent with the requirements of Title 11.

The Metro Council will only consider proposals for expansions in designated urban reserves. A concept plan may include a larger urban reserve area than what a city is proposing for expansion. Cities should clearly indicate in their proposal which areas are being proposed for expansion.

Concept plans should be formally adopted or accepted by a city’s governing body and a city should submit evidence of that formal action and the plan itself with its proposal. Cities should also submit a resolution from their governing body that expresses support for the proposed expansion. If desired, one resolution (or appropriate legislation) may be used for both purposes. Plans and proposals that lack formal endorsement by the city’s governing body will not be considered by the Metro Council.

To demonstrate the likelihood of development in the proposed expansion area, cities may submit additional information such as market studies, evidence of the city’s past track record in producing housing, and letters of support from or agreements with property owners in the proposed expansion area.

If a city has planning or governance responsibility for past UGB expansion areas, the Metro Council will want to know whether and how those areas have been annexed and developed. If past expansion areas have not been annexed or developed, the Metro Council will want a city to explain why that is and how the proposed expansion would be different.

Please note that Metro administers [2040 Planning and Development Grants](#) that can be used to fund concept plans for urban reserves.

3. Whether the city responsible for preparing the concept plan has demonstrated progress toward the actions described in section 3.07.620 of this chapter in its existing urban areas.

The Metro Council is committed to encouraging most growth in existing centers, corridors, main streets, and station communities. Development of UGB expansion areas should not be at the expense of existing urban areas. The Metro Council expects cities proposing residential expansions to make the case that they are making meaningful efforts to encourage the success of these existing urban areas.

Please refer to Title 6 (Centers, Corridors, Station Communities, and Main Streets) of the [Functional Plan](#) for specific actions that are encouraged. Generally, proposals from cities that have taken more of those actions and had positive results will be regarded more favorably. If cities have not taken these actions, they should explain the reasons why they have not.

If the proposed expansion would somehow reinforce an existing urban center or corridor, please describe how. If a city wishes to assert that the proposed expansion would reduce commute distances, the Metro Council will expect the city to provide evidence since people make complex decisions about where to live and work and this region, like other metropolitan areas, has a regional commute shed.

The region's [State of the Centers Atlas](#) is available as an online resource for describing current conditions in centers. Please also note that Metro administers [2040 Planning and Development Grants](#) that can be used to conduct work recommended under Title 6.

4. Whether the city responsible for preparing the concept plan has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas.

The Metro Council seeks to preserve and increase the supply and diversity of affordable housing. This includes both market rate and subsidized housing that is affordable to households with incomes equal to or less than 80 percent of the median family income for the county. Cities should describe the actions and investments they have taken to accomplish this in their existing urban areas. Please refer to the region's [Equitable Housing Initiative](#) for examples that could be cited. Cities should also describe the effectiveness of actions that they have taken. The [Regional Inventory of Regulated Affordable Housing](#) is available as a resource. Generally, proposals from cities that have taken more actions to improve or preserve affordability (and have achieved results) will be regarded more favorably.

Please note that Metro administers [2040 Planning and Development Grants](#) that can be used to conduct work to help ensure equitable housing. If a city has received an Equitable Housing Grant, please summarize the status of that work.

5. Whether the city responsible for preparing the concept plan has taken actions to advance Metro's six desired outcomes set forth in Chapter One of the Regional Framework Plan.

The Metro Council seeks to make urban growth management decisions that advance the region's six desired outcome (described in the [Regional Framework Plan](#)).

- 1. People live, work and play in vibrant communities where their everyday needs are easily accessible.*

2. *Current and future residents benefit from the region's sustained economic competitiveness and prosperity.*
3. *People have safe and reliable transportation choices that enhance their quality of life.*
4. *The region is a leader in minimizing contributions to global warming.*
5. *Current and future generations enjoy clean air, clean water and healthy ecosystems.*
6. *The benefits and burdens of growth and change are distributed equitably.*

Cities should address each of the six desired outcomes, referencing the actions that they have taken (and results achieved) in existing urban areas as well as how the proposed expansion may advance these outcomes. For several of the outcomes (particularly outcomes one, two, three, four, and six), cities may wish to summarize relevant portions of their responses to code section 3.07.1425(d)3, which requires that a city describe actions it has taken to enhance its centers, corridors, main streets or station communities. If these design types are proposed in the expansion area, the city should describe relevant aspects of the concept plan.

For outcome number four, cities should also reference any other policies or investments that specifically aim to reduce housing and transportation related carbon emissions. Cities may wish to describe how the housing planned for the proposed expansion addresses residential demand that could otherwise spillover outside the Metro UGB (thereby enlarging the regional commute-shed). In particular, cities may wish to note how the type and cost of housing that is being proposed could reduce spillover growth. If a city wishes to assert that the proposed expansion would reduce commute distances, the Metro Council will expect the city to provide evidence.

For outcome number five, cities may note their compliance with Titles 3 (Water Quality and Flood Management) and Title 13 (Nature in Neighborhoods) of the Functional Plan. Cities may also document additional policies or strategies that go beyond regional requirements, including parks and natural area acquisition programs. Cities should also summarize the relevant portions of their concept plans for proposed expansion areas.

Outcome six is of central interest to the Metro Council. To help achieve this ambitious goal, in June 2016 Metro adopted the [Strategic Plan to Advance Racial Equity, Diversity and Inclusion](#). The strategic plan focuses on removing barriers and improving equity outcomes for people of color by improving how Metro works internally and with partners around the Portland region. While individual UGB expansions may have few direct impacts on region-wide racial equity, the cumulative impacts of how communities, cities, the region and the nation have grown have often adversely impacted people of color. Though the best course of action may not always be clear, Metro seeks to encourage a more intentional process for acknowledging and addressing these inequities in growth management decisions with the hopes that cities can help to develop best practices.

Cities making residential expansion proposals should describe whether any of the following social outcomes are worse for communities of color in their jurisdiction than their white counterparts: transportation, housing, jobs, and parks (for a more complete description of these outcomes, please reference the [2015 Equity Baseline Report](#)). Cities should also describe how they meaningfully engage diverse communities in their planning processes (not exclusively for the urban reserve concept plan), how the identified disproportionate outcomes and engagement practices influence plans and community outcomes and how they measure or track the

distribution of benefits and burdens of plans and policies across populations.

Cities submitting proposals for residential UGB expansions should include the following in their proposals (due on May 31, 2018 for consideration in the 2018 decision):

- A proposal narrative addressing the Title 14 code sections (3.07.1425 (d) 1-5) that are described in this guidance document (limit to 15 pages, not including the attachments listed below)
- An adopted resolution from the city's governing body in support of the expansion proposal
- A resolution or other formal action from the city's governing body adopting or accepting a concept plan for the proposed UGB expansion area
- The adopted or accepted concept plan for the urban reserve area
- Findings of fact and conclusions of law that demonstrate that the concept plan for the urban reserve complies with Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan.
- A map of the proposed expansion area (if smaller than the area described in the concept plan)
- Agreements with the county and service districts for the concept plan area as required in Metro Code Title 11 (Planning for New Urban Areas)
- Written confirmation that the state has acknowledged the city's housing needs analysis
- Any other supporting materials that demonstrate the city's commitment to facilitating the development of needed housing or achieving regional desired outcomes



Parks and Nature: Looking forward

MPAC

July 25, 2018



Metro



Agenda for today

Where we've been

What we're seeing

How we are
exploring options



**Parks and nature
make this place.**



People need
parks and nature.



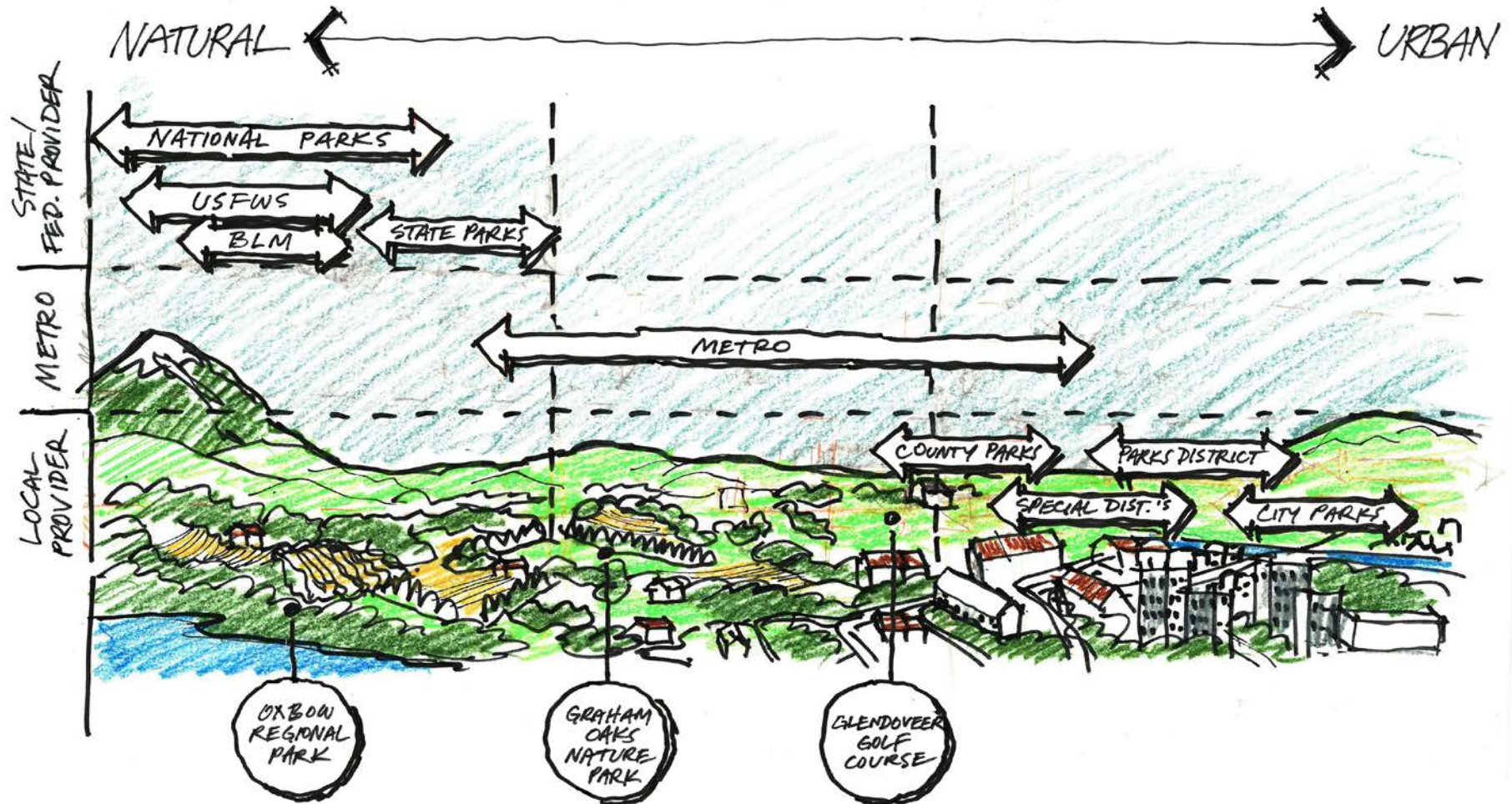
People support parks and nature.



Now, parks and nature need us.



We each have a role to play.



What we've done with voter support: 1995 and 2006 bonds

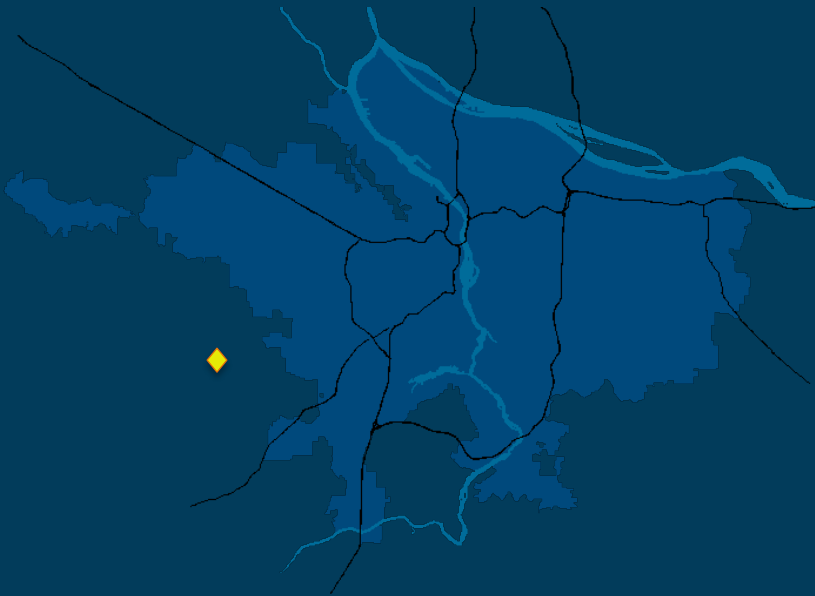
- **Natural area land acquisition (\$278 million)**
 - 14,000+ acres
 - 100 miles of streams
- **Local community investments (\$84 million)**
 - Local parks, trails and natural areas
 - Nature in Neighborhood grants
- **Metro capital projects (\$33 million)**
 - Nature parks
 - Regional trail projects
 - Fish habitat restoration





Acquisition – protecting rare habitat

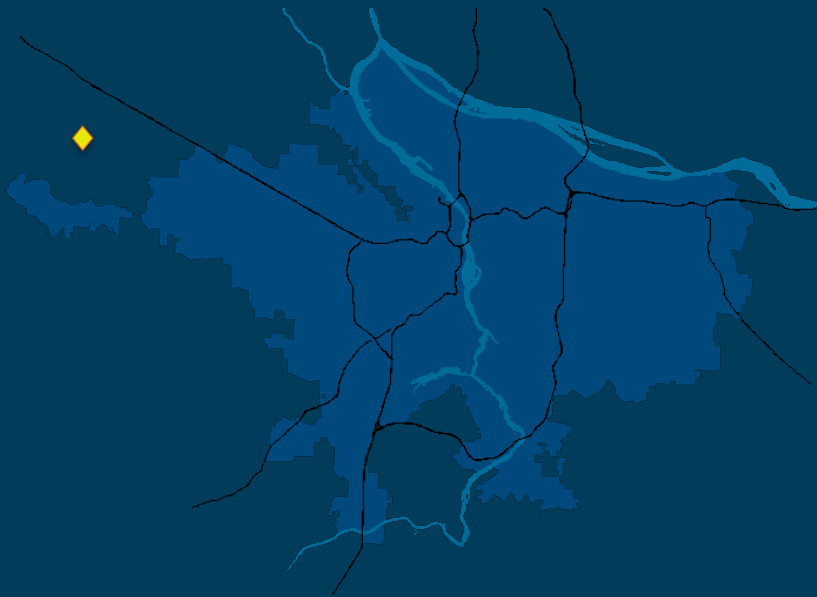
Quamash Prairie Natural Area





Acquisition – securing headwaters

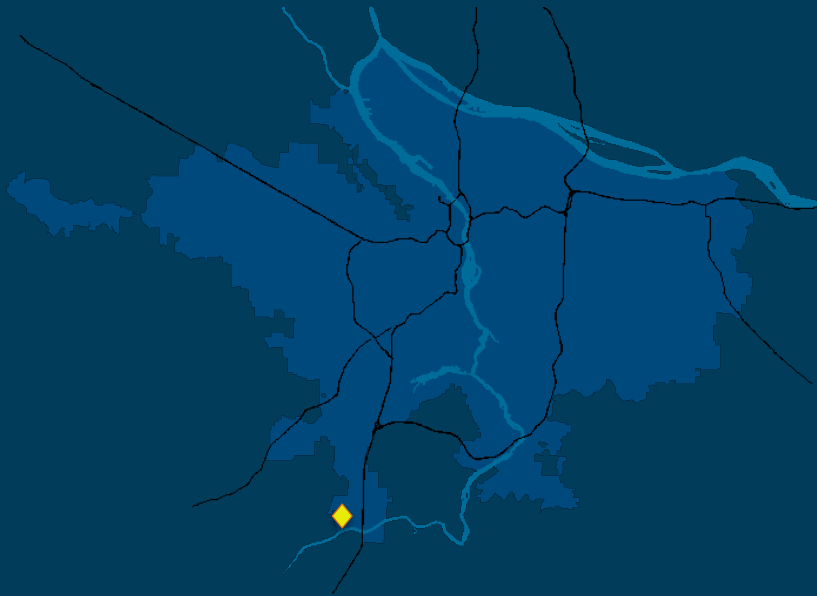
Chehalem Ridge Natural Area





Acquisition – urban streams

Corral Creek Natural Area



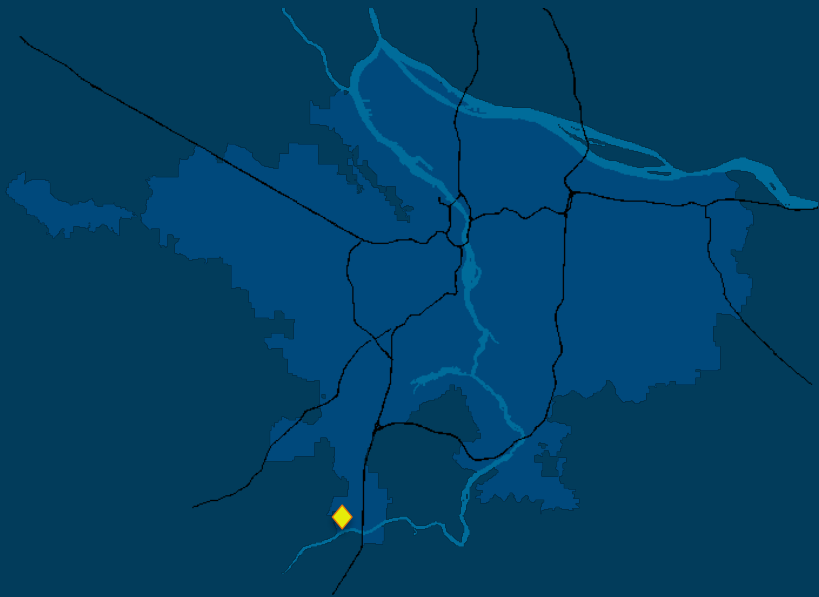
Connecting people to nature



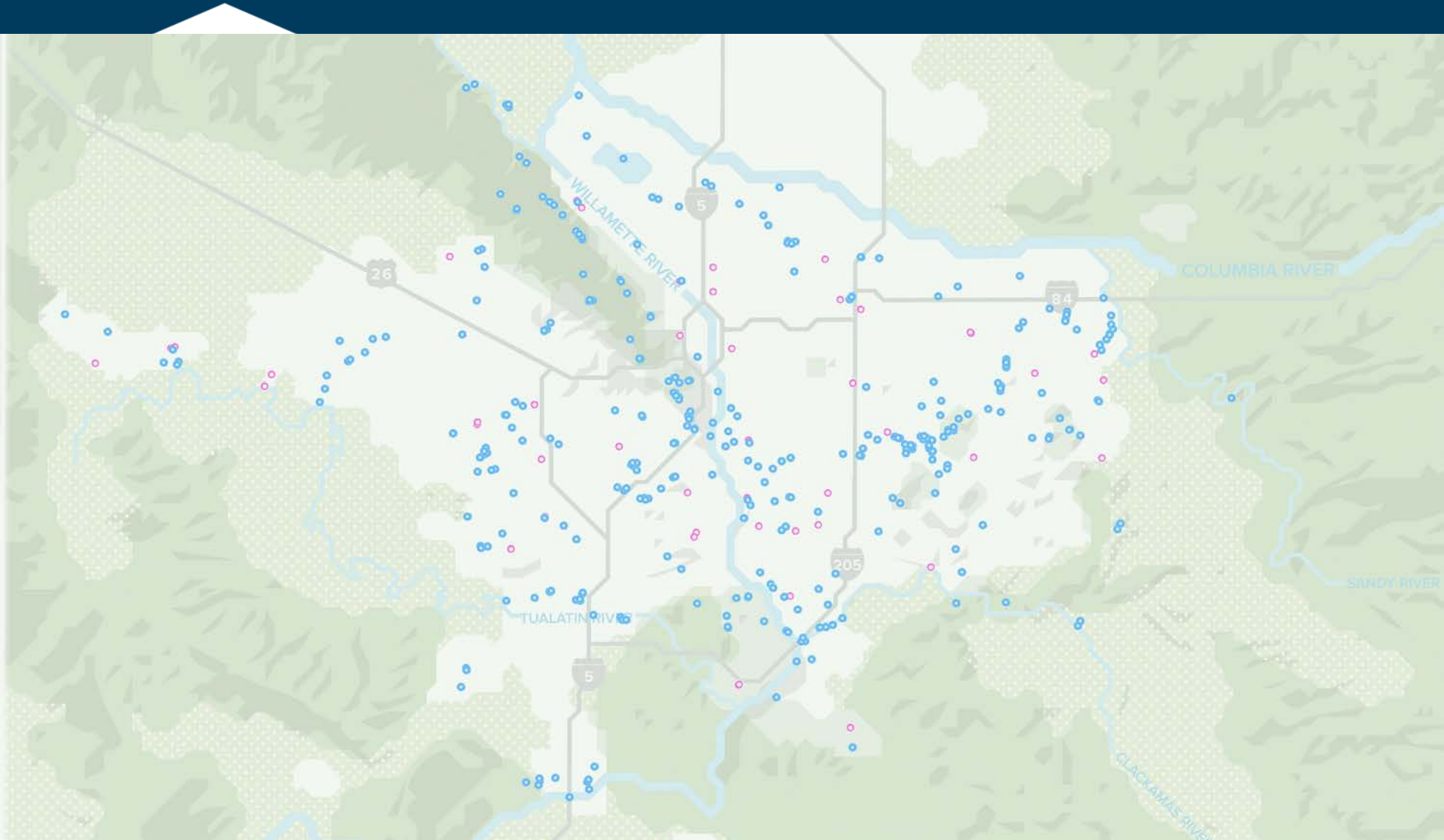


Connecting people to nature

Graham Oaks Natural Area



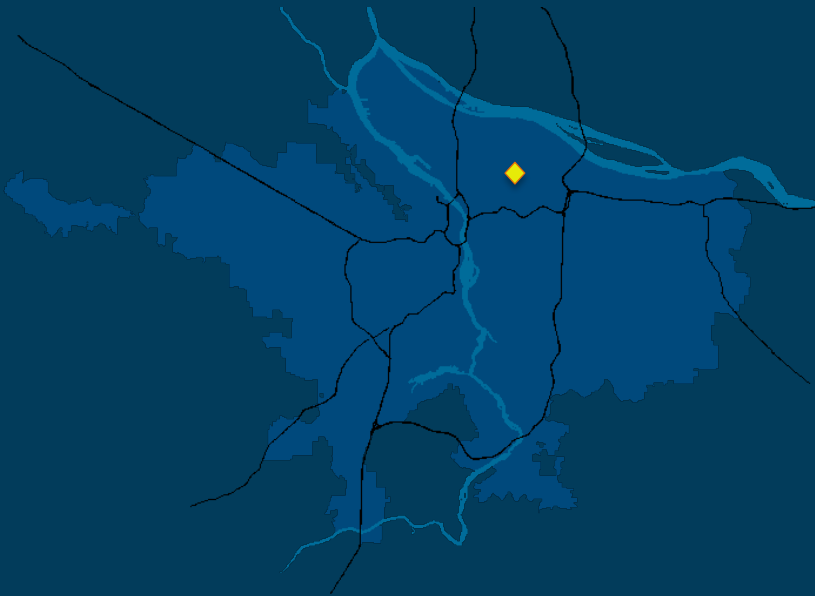
Investing in communities





Local park investments

Portland –
Khunamokwst Park

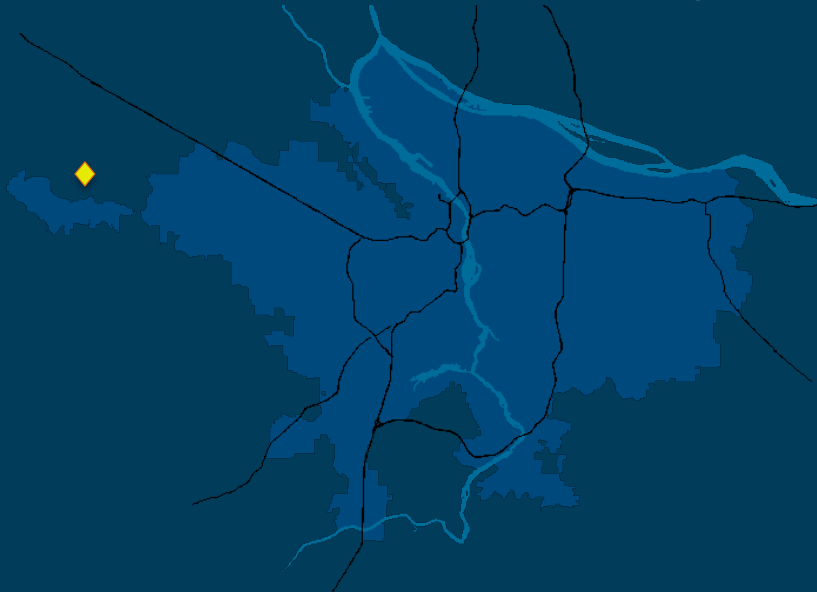




Nature in Neighborhoods grants

Cornelius –

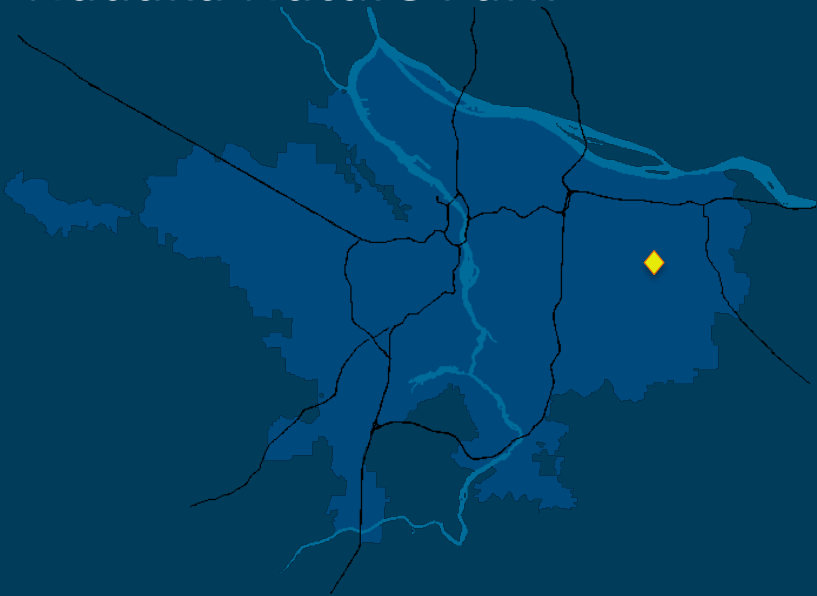
Virginia Garcia Memorial
Health Center Green Alley





Nature in Neighborhoods grants

Gresham —
Nadaka Nature Park

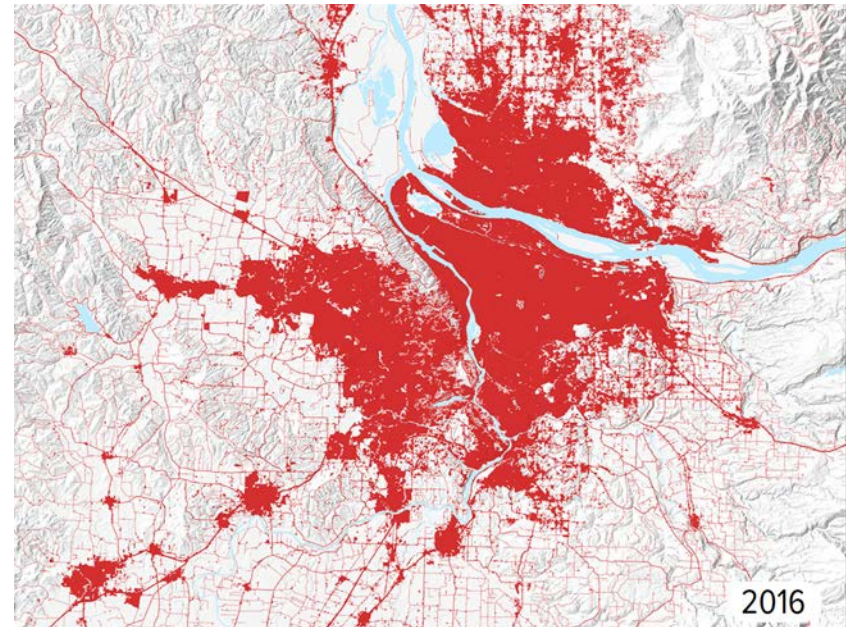
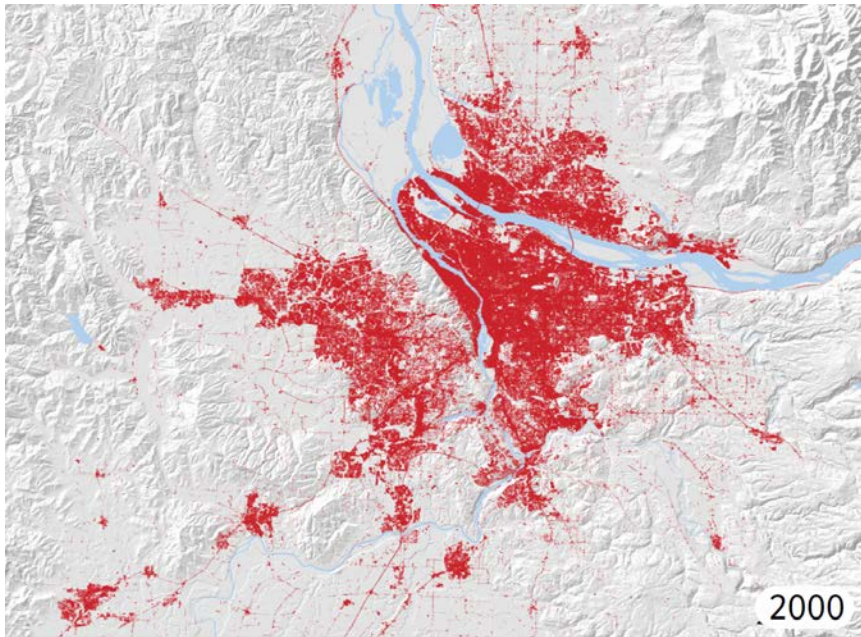


**We are looking to future needs
and opportunities.**



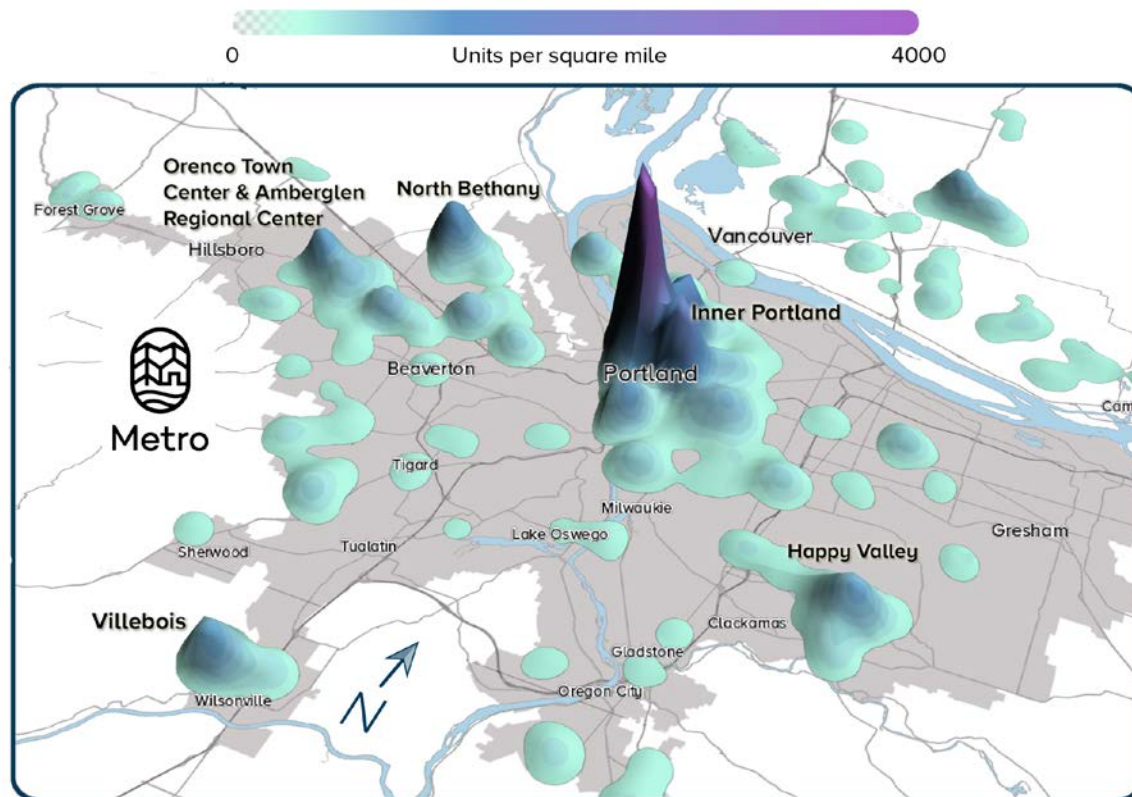
Needs and opportunities

Stay ahead of growth.



Align investment with growth.

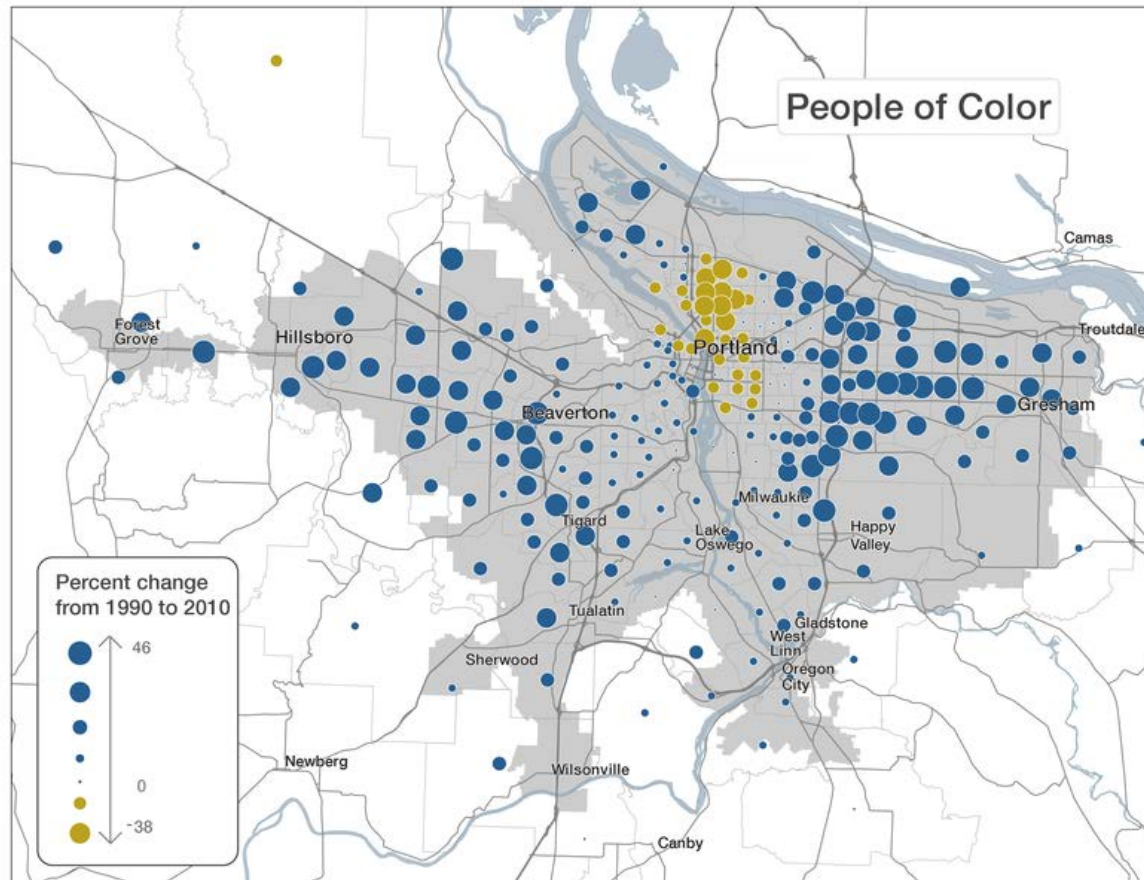
Housing permits in the Portland Metro area, 2009-2017 - units per square mile



Source: Construction Monitor data report Q1 2009 - Q2 2017. Created October 2017

Needs and opportunities

Serve a changing region.





Needs and opportunities

Refuge amid change – people & nature.





Needs and opportunities

Protect our communities.





Needs and opportunities

Inspire a new generation.



Goals for the future

Align with regional
policy and vision

Keep pace with
changing local
needs

Increase benefits
for more people

Maintain
momentum



Next steps

Stakeholder table

Local partner
engagement

Community
engagement

Online survey

**Council framework
direction:
Late 2018**



Discussion

How can future parks and nature investments best serve your community needs?

Stay updated:
oregonmetro.gov/nature





Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov



Metro

2018 Urban Growth Management Decision: City Readiness Advisory Group Discussion

July 25, 2018 Metro Policy Advisory Committee meeting

Making a Decision on whether to add land to the UGB

Two-part process:



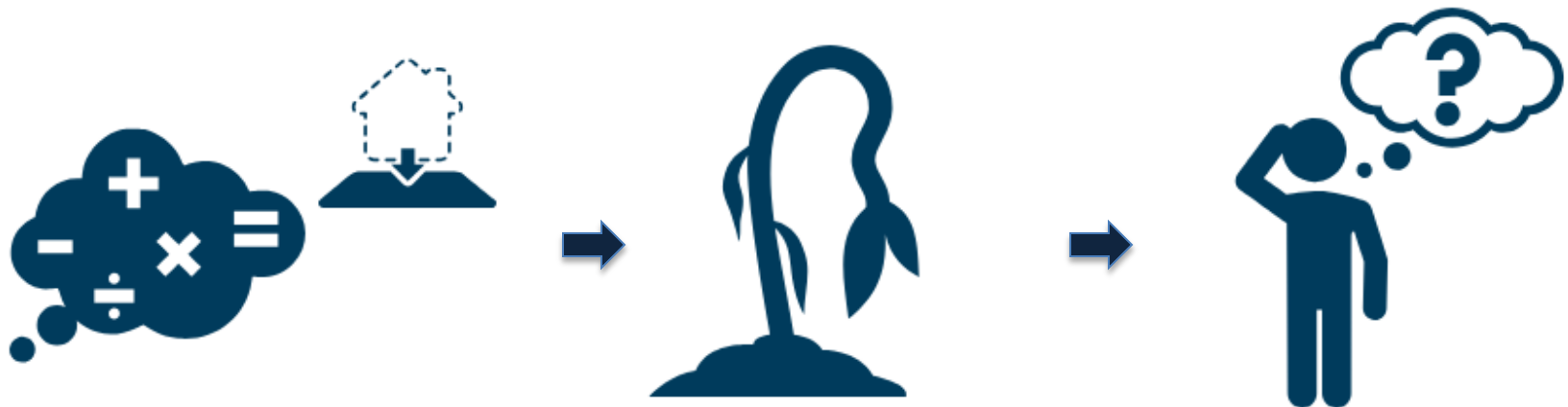
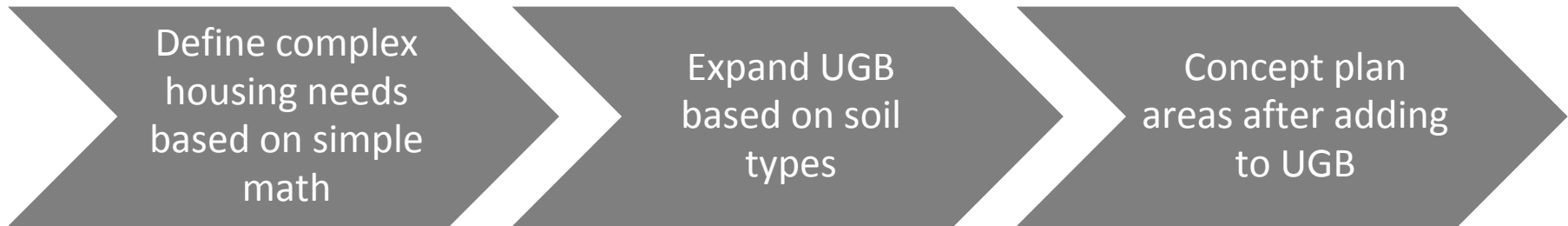
Urban Growth
Report



City Proposals

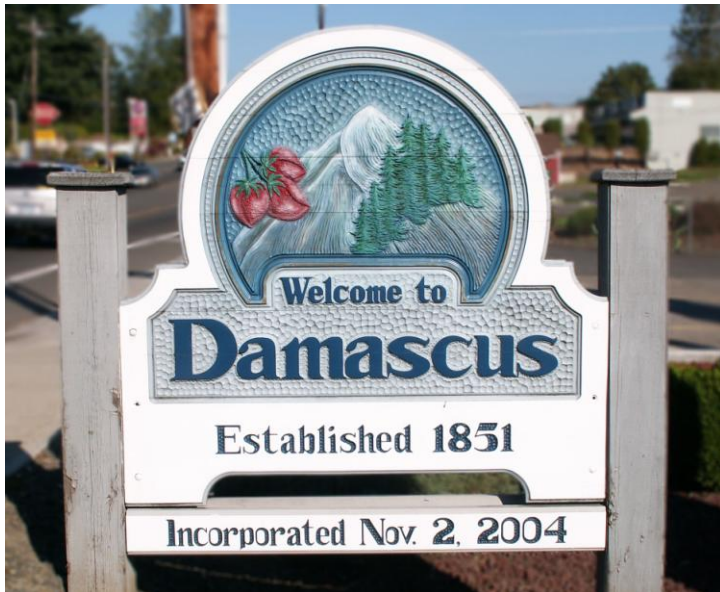
The Metro Council has evolved its growth management process

Old system



Why we changed our approach to managing growth

UGB expansions only produce jobs or housing when governance, infrastructure and market are addressed.



Evolving towards and outcomes-based approach

New system



Metro asked cities to submit proposals on where and how they would expand



4
proposals



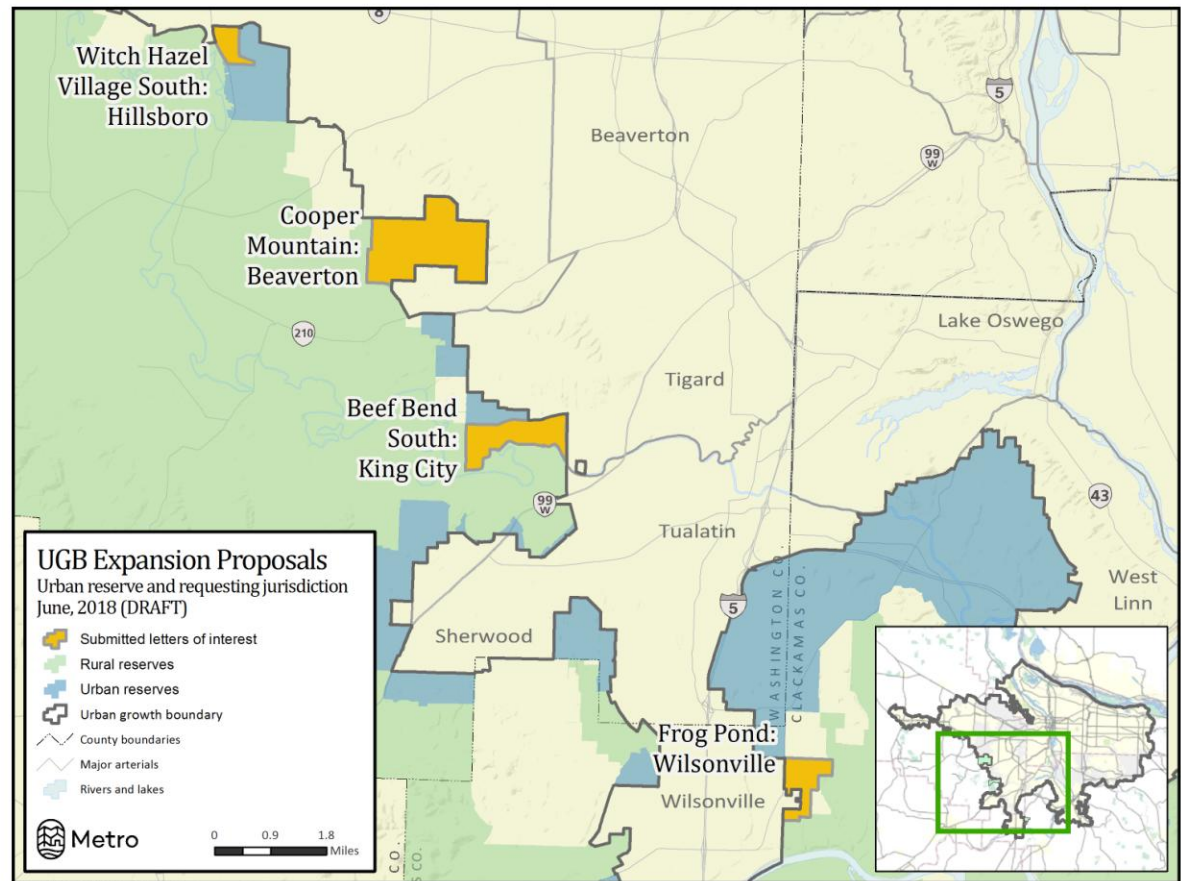
2,200
acres



9,200
new homes

Proposals received from four cities

- Witch Hazel Village South (Hillsboro)
- Cooper Mountain (Beaverton)
- Beef Bend South (King City)
- Frog Pond (Wilsonville)



City Readiness Advisory Group (CRAG)

A Metro-convened advisory group charged with providing feedback on the strengths and weaknesses of each proposal.

Expertise in:



Residential & commercial development



Parks & natural spaces



Affordable housing



Land use



Multimodal transportation



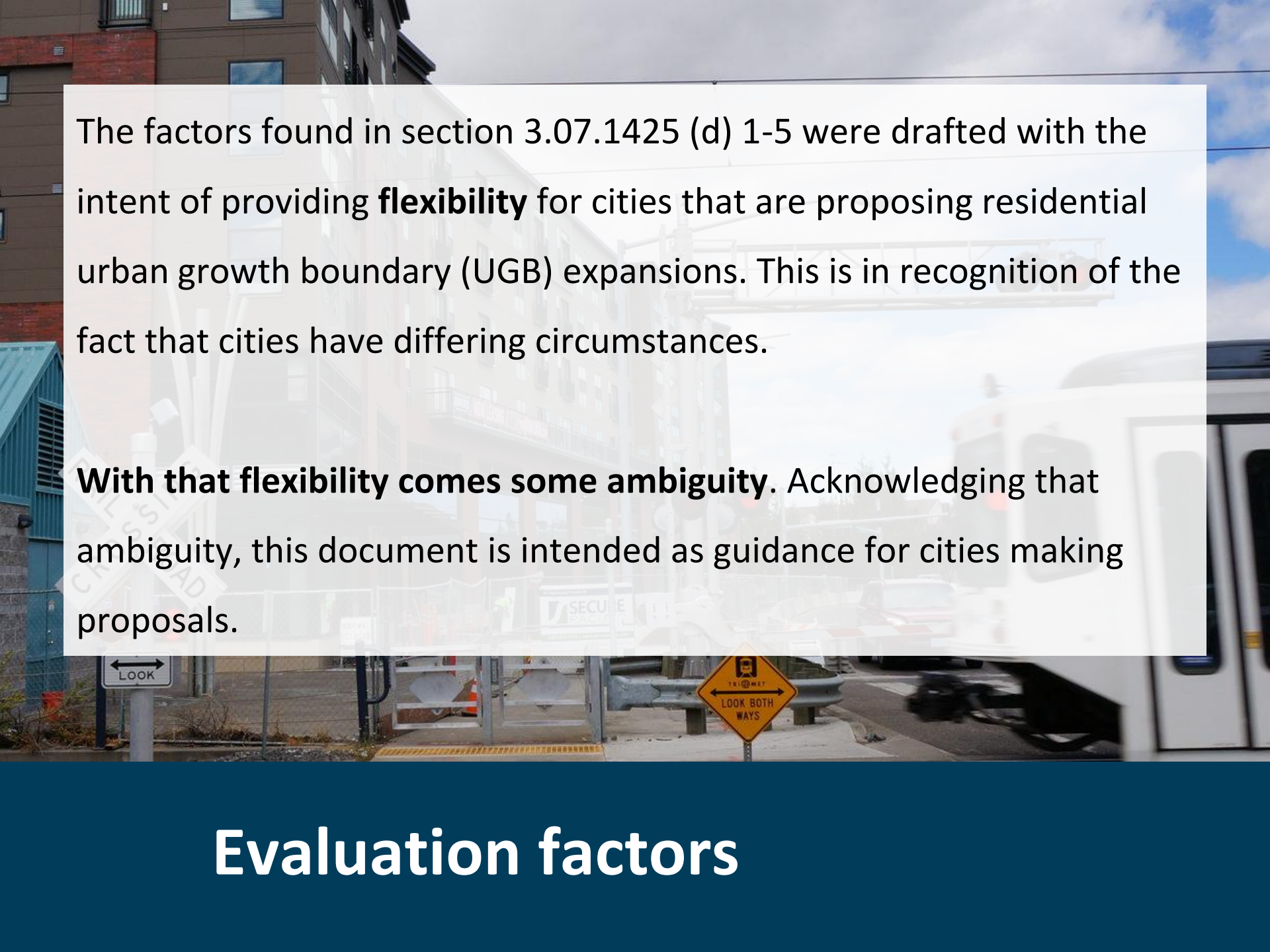
Equity



Housing supply

City Readiness Advisory Group (CRAG)

Tom Gamble	Forest Grove Parks & Recreation Director
Jillian Detweiler	The Street Trust
Skip Roticci	Colliers
Roy Kim	Central Bethany Development Co
Maria Caballero-Rubio	Centro Cultural de Washington County
Mary Kyle McCurdy	1000 Friends of Oregon
Nathan Teske	Bienestar
Mike Kingsella	Holland Partner Group, LOCUS
Andrew Tull	3J Consulting/Homebuilders Association
Sheila Greenlaw-Fink	Community Housing Fund
Kathleen Brennan Hunter	Nature Conservancy

The background image shows a city street scene. On the left, there's a multi-story brick building. In the center, a white tram is moving from right to left. In the foreground, there are construction barriers and signs, including a yellow diamond-shaped sign that says 'LOOK BOTH WAYS' with a tram icon. A white rectangular sign with 'LOOK' and arrows is also visible. The scene is slightly blurred, suggesting motion.

The factors found in section 3.07.1425 (d) 1-5 were drafted with the intent of providing **flexibility** for cities that are proposing residential urban growth boundary (UGB) expansions. This is in recognition of the fact that cities have differing circumstances.

With that flexibility comes some ambiguity. Acknowledging that ambiguity, this document is intended as guidance for cities making proposals.

Evaluation factors

Flexibility vs. fixed criteria

- All four plans are Title 11 compliant – cities considered the topics that they are required to consider.
- Tradeoff between flexibility rather than fixed criteria for evaluations
- CRAG observations are part of a qualitative discussion about the merits of the proposals



Evaluation factors

- 1.) The housing needs of people in the region, county and city have been considered.
- 2.) Development is feasible and has a viable plan to pay for needed pipes, parks, roads and sidewalks.
- 3.) The city encourages growth in its existing downtowns and main streets.



Evaluation factors (continued)

- 4.) The city is already preserving and expanding its supply of affordable housing
- 5.) The city has taken actions to Metro's six desired outcomes



CRAG comments



oregonmetro.gov



Hillsboro: Witch Hazel Village South



- Gross acres: 150
- Buildable acres: 75
- Homes planned: 850

Beaverton: Cooper Mountain



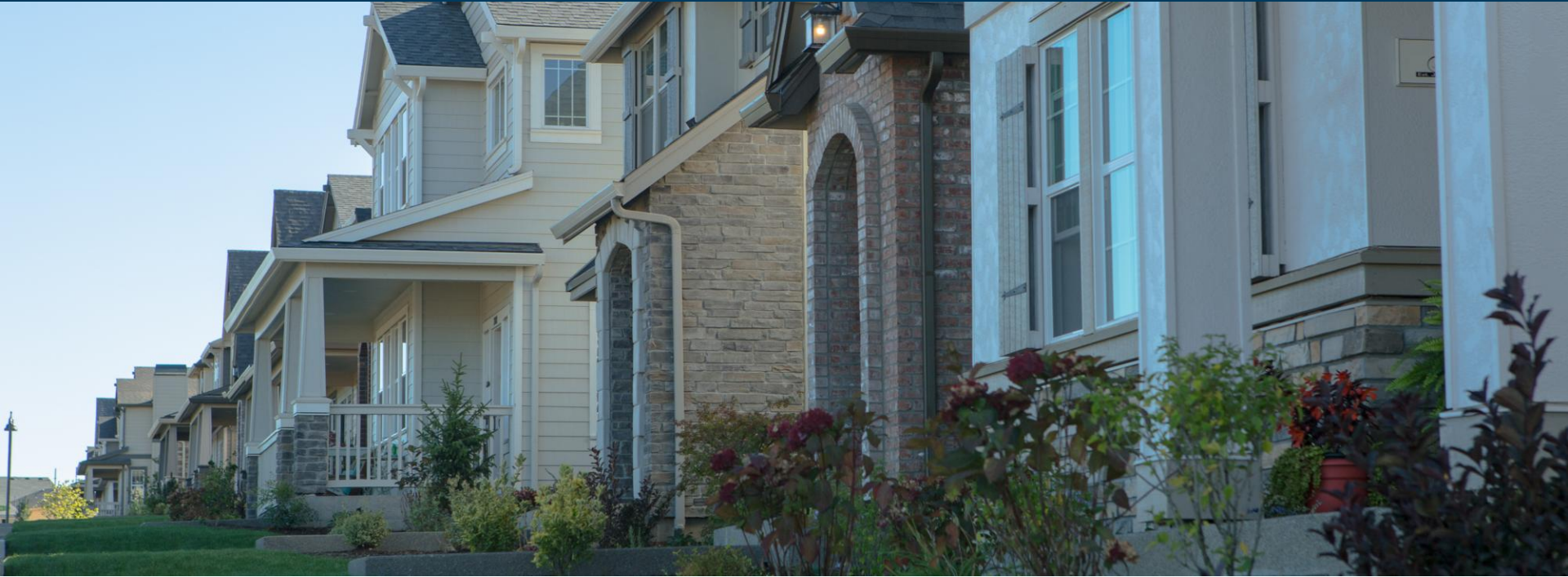
- Gross acres: 1,242
- Buildable acres: 600
- Homes planned: 3,760

King City: Beef Bend South



- Gross acres: 528
- Buildable acres: 400
- Homes planned: 3,300

Wilsonville: Advance Road (Frog Pond)



- Gross acres: 271
- Buildable acres: 192
- Homes planned: 1,325

oregonmetro.gov





July 16, 2018 (Sent via email)

Tom Hughes, Metro President
600 NE Grand Avenue
Portland, OR 97232-2736

Re: City Readiness Advisory Group (CRAG) comments on UGB expansion proposal for Witch Hazel Village South

Dear President Hughes,

The City of Hillsboro has had an opportunity to review the memo dated June 29, 2018 by Regional Planner Rebecca Hamilton entitled "City Readiness Advisory Group (CRAG) comments on UGB expansion proposals". The memo explains the CRAG's charge of "providing feedback to MTAC, MPAC and Council on the strengths and weaknesses of each proposal" and states that the CRAG reviewed the city expansion proposals in light of the expectations laid out in Title 14 of Metro's code (and its Administrative Guidance); specifically cities' efforts to:

- Support development of the proposed expansion area with a viable plan to pay for needed pipes, parks, roads and sidewalks (Development Feasibility)
- Ensure that the expansion will result in the development of needed housing (Housing Needs)
- Enhance the role of existing centers, corridors, station communities and main streets removal of barriers to mixed-use, pedestrian-friendly and transit supportive Development (Investment in Existing Urban Areas)
- Preserve and increase the supply and diversity of affordable housing in existing urban Areas (Affordable Housing)
- Advance the region's six desired outcomes (Advancing Metro's 6 Desired Outcomes)

In response to the CRAG comments in the memo that will be discussed by Metro Council on July 17, MTAC on July 18, and MPAC on July 25, the City of Hillsboro has prepared a response to the "weaknesses" of the Witch Hazel Village South Concept Plan as described by the CRAG. The City requests that our response be shared with the Metro Council, MTAC and MPAC at their upcoming meetings on the topic.

Many of the CRAG's comments appear to be based on limited information and/or lack of clarity about the procedures involved with planning for urban growth expansion areas. The City feels that if there had been an opportunity for jurisdictions to present the proposals to the CRAG and respond to their questions, some of their conclusions would likely be different. If CRAG review is to be used in the next Urban Growth Boundary decision, the City recommends adding this step to the process.

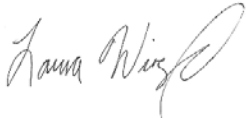
The City seeks to clarify some of the points raised in the attached matrix. We also think it could be helpful to explain to policy makers that all of the proposals are concept plans, not comprehensive plans. This concept plan phase of planning is at a higher level. Some of the details requested by the

CRAG are simply not yet available at this phase, but will be addressed more explicitly during the next phase of planning.

City comments are not meant as a criticism of the CRAG's work. There are meant to address some of their concerns. We sincerely appreciate the work of the CRAG and all of their positive feedback regarding our proposal and the City's efforts over many years to create a great place.

Thank you for your consideration. Please don't hesitate to ask if you have any questions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Laura Weigel".

Laura Weigel, AICP
Long Range Planning Manager

CC: Kathryn Harrington, Metro Council District 4
Rebecca Hamilton, Metro Regional Planner
Ted Reid, Metro Principal Regional Planner

CRAG statement		City of Hillsboro Response
Development feasibility	<p>Areas such as the South Hillsboro development are still under development. Some CRAG members are under the impression that infrastructure costs have required more public subsidy than projected when the UGB was expanded to encompass it.</p>	<p><i>As with all Urban Growth Boundary expansions, infrastructure costs for South Hillsboro were not finalized until after the UGB decision was adopted because of the lack of certainty inherent in the process. Hillsboro's initial planning level infrastructure estimates were refined with additional engineering cost studies after the UGB decision. Costs for Water, Sanitary and Storm Sewer did not increase significantly; however, transportation costs did increase with more detailed study. All of the infrastructure costs are included in the adopted South Hillsboro Finance Plan which requires developers or future residents of South Hillsboro to pay for on-site and some off-site infrastructure. Transportation infrastructure adjoining or off-site does include a limited amount of public funding due to the fact these roads carry regional trips that are not generated by the development within the expanded UGB area. On July 12, at 6 am the gateway (crossing the railroad) opened extending Cornelius Pass Road south of TV Highway to Blanton Street, which will connect 67th Avenue (formerly 229th Avenue) and 209th Avenue. The newly expanded roads will include the installation of traffic signals at three intersections.</i></p>
Affordable Housing	<p>No discussion of how WHVS would contribute to meeting Hillsboro's affordable housing needs or indication that the city would be incorporating any affordable housing into the new development. Now would be the time to make explicit provisions for incorporating affordable housing into this expansion area, before value has been added to the land.</p>	<p><i>While the Plan doesn't explicitly state that affordable housing will be included in the plan area, the Plan does provide the opportunity for "a variety of housing choices that would be available at different income levels (Section 2.4, page 17). The exact type of housing will be identified in the Comprehensive Plan process.</i></p>
	<p>The proposal should commit to tools such as adoption of a Construction Excise Tax for affordable housing, SDC waivers, density bonuses, and parking reductions rather than state that these types of tools are being "considered, evaluated and explored."</p>	<p><i>Affordable Housing is a 2018 City Council Priority and the City is currently exploring a number of options to increase supply. Parking reductions for affordable housing development are slate for Council discussion fall 2018.</i></p>

CRAG statement		City of Hillsboro Response
Housing Needs	It is not clear, from the summary proposal, what the actual build out of WHVS would be. The proposal states that it is “anticipated” that certain “private-sector efforts” “may be employed” in WHVS to achieve missing middle housing, including use of PUDs, ADUs, and cottage clusters – not as certain as zoning or density requirements.	<i>The Concept Plan states the following: The HNA for 2016-2036 identified a deficit of land available for new household growth over the next 20 years. Higher density housing currently planned for Hillsboro urban infill areas will accommodate much of the city’s current and future multi-family housing need, but will not fill the land supply shortage for single family detached homes even with the full build-out of South Hillsboro. The HNA shows that Hillsboro has a deficit of land needed to accommodate 1,354 new single-family detached dwelling units and a surplus of land for multifamily and single-family attached dwelling units. (Section 2.4, page 16). The number of units proposed in WHVS is 231 low density (6 to 7.5 units per acre) and 614 medium density (Approximately 15.6 units per acre) for a total of 850 dwelling units at 11.7 units per net acre. (Section 4.2, page 44).</i>
	Proposed zoning and housing mix misses opportunity to integrate higher-density & a greater variety of density, such as missing middle types of housing that could provide greater affordability.	<i>The Plan does explicitly identify a "variety of housing types. " "WHVS aims to provide housing opportunities ranging from larger lot single-family homes to apartments, as well as a variety of missing middle housing types...including duplexes, multiplexes, courtyard apartments, bungalow courts, and townhomes." (Section 4.2, page 45) There are also a number of example photos in Section 4.3 Design Character that illustrate the different types of housing proposed in the Plan including; duplexes, townhomes/rowhomes, apartments, cottage clusters, small detached houses, affordable housing, and ADU's.</i>
	Emphasis on homeowner over rental options.	<i>The Plan does include attached housing including apartments as part of the medium density units proposed. (See Section 4.5 page 43, page 45).</i>
Investment in Existing Urban	No comments made.	

CRAG statement		City of Hillsboro Response
Supporting Metro's 6 Desired Outcomes	More commitment to transit and trails wanted – trails are currently only recommendations, and there is no discussion of transit	<i>The Vision Statement (page 1) includes the language "Connected. A community that provides residents and visitors with full multi-modal access..." and Guiding Principle 5 (page 7) strives for "A safe, interconnected, and efficient multi-modal transportation system." The Crescent Park Greenway Trail is included in the Plan and runs along the western portion of the area. The Gordon Creek Greenway Trail connects the Crescent Park Greenway into South Hillsboro along Gordon Creek. Although Tri-Met is not committed to bus service in the area the City is continually looking for new ways to serve its community and would strongly like to find a solution to the lack of service in the area.</i>
	The relatively low densities planned for WHVS will ensure it is an auto-dependent community.	<i>See above.</i>
	Concern that there are few strategies to prevent displacement as redevelopment occurs and leads to increased property values.	<i>Development in Witch Hazel Village South and in South Hillsboro will displace very few people as the areas are rural. There are fewer than 10 existing homes within the 150-acre WHVS. There are other areas of the City where displacement could occur and anti-displacement strategies will be explored in the future.</i>
	Is there evidence they've been able to reach underserved populations in prior planning processes? Google language translation on city websites won't pull in folks who aren't otherwise engaged.	<i>The City is truly dedicated to three primary public involvement goals: engagement, inclusion and accountability. The Inclusion goal in the Comprehensive Plan states: Respect and cultivate diversity and wisdom through inclusive meaningful, and innovation community participation. While it is difficult to obtain data about how effectively these outreach efforts are reaching underserved populations, we continue to seek ways to engage these populations. Examples of current outreach activities include: the City's Community Services Manager is currently developing a Cultural Inclusion Strategy to be implemented City-wide. And the Planning Department has hired Centro Cultural to develop a transportation system plan open house entirely in Spanish.</i>

To:
Metro Councilors
600 NE Grand Avenue
Portland, OR 97201

SUBJECT: RESPONSES TO CRAG ANALYSIS

Dear Metro Councilors,

Please take the following comments into consideration as you evaluate the City proposals.

King City very much appreciates the assessments and comments made by Metro's CRAG committee. We believe that their comments and insights will help as we continue with our citizen outreach and plan refinements. We, respectfully, would like to correct two statements made in the Staff Report that we believe are factually inaccurate. We would also like to make two general observations.

1. METRO STAFF WROTE, "IMPLEMENTATION STRATEGY FOR TOWN CENTER PLAN DOES NOT SEEM TO HAVE BEEN EXECUTED." RESPECTFULLY, THAT STATEMENT IS NOT ACCURATE.

As the City discussed on page 3 of its narrative, in 2015 The Town Center Plan was adopted as an amendment to the King City Comprehensive Plan, and the related CDC amendments were also adopted. The plan included a list of implementation actions for 1) multi-modal accessibility; and 2) land use and urban design with project timeframes of 1-5 years, 5-10 years, 10-20 years and on-going. The city has been working with ODOT to complete missing sidewalk segments along 99W (Project MA1), but the timing is determined by ODOT and available funding. Our understanding is the design is being finalized by ODOT. The city worked with Washington County and contributed significant funding to make Fischer a complete street (sidewalks and bike lanes on both sides), and this major improvement is completed (Project MA16).

In the case of the King City Town Center, the market certainly is a factor. But, the property has recently sold, and conversations with the new owner are ongoing. Given that we are three years into a twenty-year timeline, we are very happy with progress to date. Large projects take time, regardless of the size of the jurisdiction. Whether it is Portland executing Vision Zero, or us executing our Town Center Plan, progress is incremental.

2. METRO STAFF WROTE “PLAN CLAIMS THAT THERE ARE LIMITED OPPORTUNITIES OF INFILL OR VERTICAL GROWTH, BUT OPTIONS SUCH AS UPZONING OR REDEVELOPMENT DO NOT APPEAR TO HAVE BEEN EXPLORED.” AGAIN, THE STATEMENT IS NOT ACCURATE.

As the city discussed on pages 3, 4 and throughout our narrative, the city has hired consultants to look at both vertical growth and upzoning. We explored this as part of the Town Center Plan. The city contracted with Ed Hovee who provided market analysis, and we now allow commercial/residential mixed-use in the LC zone (formerly only allowed commercial) consistent with his analysis and anything the market would be willing to build in the town center. In the 1998 UGB expansion area between 131st and power lines, the city produced a plan consistent with Metro requirements, including a minimum average density of 10 du/ac.

We have faithfully implemented that plan with the prescribed densities and interconnected street system promoted by Metro. Regarding the more historic portion of King City, the initial parcelization of the city into lots of 5,000 sq ft or less, for single family homes prevents further subdivision of lots. Metro’s own buildable lands inventory shows virtually no opportunities for infill growth in the city. While trailer parks in and adjacent to the city are large tracts, the city would not want to see those tracts redevelop due to the devastating effect of displacement on homeowners who don’t own the land where their homes are located.

General Observations

1. DOES KING CITY HAVE ADEQUATE STAFF TO HANDLE THE UGB EXPANSION?

There have been questions regarding whether King City has adequate staff to handle the UGB expansion. We believe that the expedient buildout of our two prior Urban Boundary Expansion Areas are the best evidence that we have the capability to handle another expansion. Although our staff is small, we contract with experts on an as needed basis. Our City Planner, City Building Official, and City attorney all have considerable experience and are highly respected in their fields.

They are not reluctant to suggest when we need to bring in additional staff or pay for additional planning. Over a year into our application they suggested that we bring in Anne Sylvester and her team at SCJ Alliance, Reid Stapleton and Kaitlin Berger at DOWL, as well as EcoNW to help with some of the technical aspects of the application that they believed needed fine tuning.

King City grows its staff opportunistically. As our population continues to increase it is likely that we will bring some, if not all, of those positions on as full-time staff. But, having outside experts allows to staff up and staff down, based on our needs. This flexibility enables us to put resources where they are needed, on both a short term and a long-term basis. Although, King City is a frugal city, and we watch our spending closely we also have over \$2,000,000 in prudent reserves that are available to bring in outside experts and independent contractors as needed.

2. WOULD DELAYING THIS APPLICATION HELP THE CITY FINE-TUNE THE PLAN?

Some have suggested that this application might benefit from more planning, and that perhaps it should be delayed until the next cycle. We believe that the best way to ensure robust public participation is for our residents to know that the expansion is going to happen. Although outreach

and participation have been excellent, we believe certainty regarding expansion will result in wider public participation in the process. Delaying the expansion of this area cripples the City's abilities to plan with certainty and reduces eligible grant funds from outside agencies. King City is already preparing for Master/Community planning of the designated area and has set aside funds to answer such questions as: where is the best location for our future Farmer's Market, where should we locate the new town hall, how do we want to connect our trail system. We are also interested in exploring SDC credits, which is another reason that we'd like certainty regarding the expansion and the earlier timeline.

Again, we would like to thank you for your time and consideration.

Sincerely,

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