

# **Metro Policy Advisory Committee (MPAC)**

## **agenda**

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**Wednesday, January 24, 2024**

**5:00 PM**

**<https://zoom.us/j/95889916633> (Webinar**

**ID: 958 8991 6633)**

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**1. Call To Order, Declaration of a Quorum & Introductions (5:00PM)**

Please note: This meeting will be held online. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/95889916633> or by calling +1 669 900 6128 or +1 877 853 5257 (Toll Free)

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**2. Public Communication on Agenda Items (5:02PM)**

Public comment may be submitted in writing and will also be heard by electronic communication (video conference or telephone). Written comments should be submitted electronically by mailing [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov).

Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

**3. Council Update (5:05PM)**

**4. Committee Member Communication (5:07PM)**

**5. Consent Agenda (5:09PM)**

5.1 Consideration of the December 13, 2023 MPAC Minutes

[COM 24-6014](#)

Attachments: [121323 MPAC Minutes](#)

**6. Action Items (5:10PM)**

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- 6.1 MPAC Nominations and Review of MPAC Charge [COM 24-0765](#)

Presenter(s): Chair Pam Treece  
Malu Wilkinson, Metro

Attachments: [MPAC Worksheet](#)

**7. Information/Discussion Items (5:20PM)**

- 7.1 Carbon Pollution Reduction Grant (5:20PM) [COM 24-0766](#)

Presenter(s): Eliot Rose (he/him), Metro

Attachments: [MPAC Worksheet](#)

- 7.2 Urban Growth Management Functional Plan Annual  
Compliance Report (5:50PM) [COM 24-0767](#)

Presenter(s): Glen Hamburg (he/him), Metro

Attachments: [MPAC Worksheet](#)  
[2023 Compliance Report](#)

- 7.3 Urban Growth Management Expert Panel (6:00PM) [COM 24-0768](#)

Presenter(s): Ted Reid (he/him), Metro  
Josh Harwood, Metro  
Mark McMullen, State of Oregon  
Jeff Renfro, Multnomah County

Attachments: [MPAC Worksheet](#)

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

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

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## 2024 MPAC Work Program

**As of 1/4/2024**

*Items in italics are tentative*

<b>January 24, 2024</b> (online only) <ul style="list-style-type: none"> <li>MPAC Nominations and Review of MPAC Charge (Chair Pam Treece, Malu Wilkinson, Metro; 10 min)</li> <li>Carbon Pollution Reduction Grant (Eliot Rose (he/him), Metro; 30 min)</li> <li>Urban Growth Management Functional Plan Annual Compliance Report (Glen Hamburg (he/him), Metro; 15 minutes)</li> <li>Urban Growth Management Expert Panel (Ted Reid (he/him), Metro, Josh Harwood, Metro, Peter Hulseman, City of Portland, Mark McMullen, State of Oregon, Jeff Renfro, Multnomah County; 80 min)</li> </ul>	<b>February 28, 2024</b> (in-person) <ul style="list-style-type: none"> <li>Waste Prevention and Environmental Services: Garbage and Recycling System Facilities Plan Update (Estee Segal, Metro)</li> <li>Housing Update (30 min)</li> <li>UGM: Overview of approach to estimating housing needs (Ted Reid, he/him, Metro; ECO NW consultants; 45 min)</li> </ul>
<b>March 27, 2024</b> (online only) <ul style="list-style-type: none"> <li>UGM: Preliminary UGB Capacity Estimates needs (Ted Reid, he/him, Metro; 45min)</li> </ul>	<b>April 24, 2024</b> (in-person) <ul style="list-style-type: none"> <li>UGM: Historic Development Trends (Ted Reid, he/him, Metro; 45min)</li> </ul>
<b>May 22, 2024</b> (online only) <ul style="list-style-type: none"> <li>Presentation of city employment land UGB expansion proposals (Eryn Kehe, she/her, Ted Reid, he/him, Metro; city partners TBD; 45 min)</li> <li>2040 Planning &amp; Development Grants - program refinements (Serah Breakstone, she/her, Metro; 30 min)</li> </ul>	<b>June 26, 2024</b> (in-person) <ul style="list-style-type: none"> <li>Assessment of city employment land UGB expansion proposals (Eryn Kehe, she/her, Ted Reid, he/him, Metro; city partners TBD; 45 min)</li> </ul>
<b>July 24, 2024</b> (online only) <ul style="list-style-type: none"> <li>2024 Draft Urban Growth Boundary Report Eryn Kehe, she/her, Ted Reid, he/him, Metro; 45 min)</li> </ul>	<b>August 28, 2024 CANCELLED</b> COO recommendation UGM Decision released and emailed to MPAC members
<b>September 25, 2024</b> (in person) <ul style="list-style-type: none"> <li>UGB Expansion Recommendation to Council (action)</li> </ul>	<b>October 23, 2024</b> (online)
<b>November 13, 2024</b> (in person)	<b>December 11, 2024</b> (online) <ul style="list-style-type: none"> <li>Follow up on UGM process (Ted Reid, he/him, Metro; 45 min)</li> </ul>

## **5.1 Consideration of the December 13, 2023 MPAC Minutes**

*Consent Agenda*

Metro Policy Advisory Committee  
Wednesday, January 24<sup>th</sup>, 2024

**METRO POLICY ADVISORY COMMITTEE (MPAC)**Meeting Minutes  
December 13, 2023**MEMBERS PRESENT**

Vince Jones-Dixon (Chair)  
Gordon Hovies  
Sherry French  
Nadia Hasan  
Mark Shull  
Tim Rosener  
Pam Treece  
Mary Nolan  
Randy Lauer  
Glen Yung  
Terri Preeg Riggsby  
Brett Sherman  
Duncan Hwang  
Kirstin Greene  
Denyse McGriff

**AFFILIATION**

City of Gresham, Second Largest City in Multnomah County  
Special Districts in Washington County  
Special Districts in Clackamas County  
City of Beaverton, Second Largest City in Washington County  
Clackamas County  
Other Cities in Washington County  
Washington County  
Metro Council  
City of Troutdale, Other Cities in Multnomah County  
Clark County  
Special Districts in Multnomah County  
City of Happy Valley, Other Cities in Clackamas County  
Metro Council  
Oregon Department of Land Conservation and Development  
City of Oregon City, Second Largest City in Clackamas County

**MEMBERS EXCUSED**

Ted Wheeler  
Gerritt Rosenthal  
Ed Gronke  
Omar Qutub  
Thomas Kim  
Sharon Meieran  
Brian Hodson  
James Fage  
Susan Greenberg  
Kim Harless  
Steve Callaway  
Luis Nava  
Carmen Rubio  
Joe Buck  
Alex Howard

**AFFILIATION**

City of Portland  
Metro Council  
Citizen of Clackamas County  
Citizen of Multnomah County  
TriMet  
Multnomah County  
City of Canby, City in Clackamas County outside UGB  
City of North Plains, City in Washington County outside UGB  
Beaverton School Board, Governing Body of a School District  
City of Vancouver  
Largest City in Washington County  
Citizen of Washington County  
City of Portland  
City of Lake Oswego, Largest City in Clackamas County  
Port of Portland

#### ALTERNATES PRESENT

Anthony Martin  
Rebecca Stavenjord  
Laura Kelly

#### AFFILIATION

Largest City in Washington County  
Other Cities in Clackamas County  
Oregon Department of Land Conservation and  
Development

OTHERS PRESENT: Dan Rutzick, Eric Rutledge, Marc, Laurie Petrie, Jessica Pelz, Medha, Anna Slatinsky, Erika Palmer, Jaimie Lorenzini, Stephen Roberts, Adam Barber, Bruce Coleman

STAFF: Connor Ayers, Jemeshia Taylor, Roger Alfred, Laura Combs, Andy Shaw, Eryn Kehe, Ted Reid, Jaye Cromwell, Malu Wilkinson,

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

MPAC Vice Chair Pam Treece called the Zoom meeting to order at 5:00 PM.

Metro staff Connor Ayers (he/they) called the role.

MPAC Chair Vince Jones-Dixon asked if they had reached quorum.

Ayers and Metro staff Roger Alfred noted that they were not at quorum yet.

### **2. PUBLIC COMMUNICATION ON AGENDA ITEMS**

Chair Jones-Dixon read aloud the instructions for providing public testimony.

No members of the public provided testimony.

Seeing no further discussion, Chair Jones-Dixon moved onto the next agenda item.

### **3. COUNCIL UPDATES**

Metro Councilor Mary Nolan mentioned that the Metro Council approved the Regional Transportation Plan without the amendment regarding tolling. They also mentioned that in 2024, the Council will be deliberating on the Urban Growth Boundary and on their annual budget. Councilor Nolan noted that the city of Sherwood is the only city to submit a letter of interest for an expansion.

Metro Councilor Duncan Hwang thanked Chair Jones-Dixon for his service on MPAC.

Washington County Commissioner Pam Treece thanked Chair Jones-Dixon for his work. She mentioned that he will be second vice chair for the interim.

Chair Jones-Dixon thanked Metro Staff for their work.

Seeing no further discussion, Chair Jones-Dixon moved onto the next agenda item.

#### **4. COMMITTEE MEMBER COMMUNICATIONS**

No members of the committee provided an update.

Seeing no further discussion, Chair Jones-Dixon moved onto the next agenda item.

#### **5. CONSENT AGENDA**

**5.1 Consideration of the October 25, 2023 MPAC Minutes**

**5.2 Consideration of the November 8, 2023 MPAC Minutes**

Chair Jones-Dixon stated that they had reached quorum.

Chair Jones-Dixon called for a motion to approve the consent agenda.

**MOTION:** City of Sherwood Mayor Tim Rosener moved to approve the consent agenda. City of Beaverton Councilor Nadia Hasan seconded.

**ACTION:** With all in favor, the consent agenda was approved.

#### **6. INFORMATION/ DISCUSSION ITEMS**

**6.1 Update on Buildable Land Inventory**

Chair Jones-Dixon introduced Metro staff Eryn Kehe and Ted Reid to present.

Kehe discussed the timeline for the 2024 Urban Growth Management (UGM) decision and capacity in the Urban Growth Report (UGR). Kehe mentioned the basic equation to determine the need for more land and land capacity for housing and jobs. Reid explained the buildable land inventory process, the local city and county review and the next steps.

Mayor Rosener asked what kind of outputs that staff expect to get for jobs or land. He commented that there is demand for large parcels of land. Mayor Rosener also asked about the quality of data and if they are getting information back from the jurisdictions.

Reid explained that they use their employment forecast to determine demand for acres for certain types of employment sectors. He noted that for industrial employment, they tend to need larger sites.

Reid noted that they received feedback from 16 of the 27 jurisdictions, which represents 90 percent of the land area. He mentioned that they received comments and edits on around 5,000 of the tax lots in inventory.

City of Hillsboro Councilor Anthony Martin asked how much acreage the edited tax lots in the inventory was. He commented that 1 percent of parcels could be thousands or hundreds of acres depending on the scale.

Reid noted that there were edits on 200 acres to the inventory. He explained that those acres were recategorized, but they represent a very small percentage of the total acreage in the UGB.

Councilor Martin asked if Metro had accepted all the edits from the jurisdictions. He also asked Metro Staff how they are considering the Governor's desired targets to add 36,000 housing units and income levels into their analysis.

Reid confirmed that Metro did accept all the edits.

Kehe explained that they are focusing on capacity now, but needs are a part of the demands portion of the analysis. She noted that demand is based on undersupply and future growth.

Reid explained that staff are working on a household growth forecast with ECO Northwest that includes household size, income, and other demographic information. He mentioned that this forecast to estimate demand for housing of different types and at different price points.

Kehe referenced the UGM decision timeline, and mentioned when the regional forecast and housing needs forecast will be.

City of Happy Valley Councilor Brett Sherman noted the pro forma model for land development financial feasibility. He asked how detailed the financial feasibility overlay is. He mentioned that Happy Valley is not looking to annex the 4,100 acres east of Damascus within twenty years.

Kehe mentioned that they want to have a realistic estimate of what is buildable within the next 20 years. She thanked Councilor Sherman for clarifying Happy Valley's intention. She noted that they are using the model to get a probability on a general set of properties, not on each individual property.

Clark County Councilor Glen Yung mentioned that City of Vancouver, Clark County, WA and Metro are using ECO Northwest.

Seeing no further discussion, Chair Jones-Dixon moved onto the next agenda item.

## **6.2 Draft Sherwood West Concept Plan**

Chair Jones-Dixon introduced City of Sherwood staff Erika Palmer and Eric Rutledge to present.

Mayor Rosener mentioned that there was a previous plan, but the plan being presented is their re-look.

Rutledge mentioned the Sherwood West Concept Plan's role, where the area is and the reasoning for a re-look of the plan. Palmer discussed the community engagement and shared the vision and goals of the plan. Palmer explained the existing conditions of Sherwood West and several land use alternatives. Rutledge discussed the residential land uses of the approved concept plan.

Councilor Nolan asked about density in residential lands and density of jobs in industrial and commercial land. They also asked if Sherwood is considering minimum density on zoning.

Rutledge referred to the housing estimates slide of the presentation. Rutledge mentioned that there is not a minimum density in the plan, but the possibility of not permitting single family housing within middle housing and cottage cluster zones. Rutledge noted that they need to go through the full



planning process.

City of Troutdale Mayor Randy Lauer asked if they hoped that cottage clusters would be more for homeownership opportunities or more for rental opportunities.

Ruttledge noted that there would be middle housing only and cottage cluster housing only zones. Ruttledge explained that this was because of House Bill 2001 and development in Sherwood mostly single-family residential housing. Ruttledge mentioned that they provide homeownership and rental opportunities in smaller units.

City of Oregon City Mayor Denyse McGriff asked how the Sherwood High School was built before Sherwood West.

Ruttledge explained that the school district did a UGB expansion application that would have been approved by Metro.

Mayor Rosener added that the school system was looking for space for the high school and the only opportunity was to use land in the urban reserves.

Mayor McGriff asked if there were two high schools in Sherwood.

Mayor Rosener stated that there is one large high school, and the old high school is currently being used as a middle school.

For the Housing Estimates slide, Mayor Rosener commented that they went through the concept plan process after HB 2001 and so they could not exactly predict the kind of density in each zone.

Ruttledge continued to explain the residential and employment land uses of the approved concept plan. Ruttledge discussed the transportation network, the parks and trails network and the implementation process of the concept plan.

In the chat, Mayor McGriff asked if they must get signoff from the local government first.

Councilor Sherman asked how Chicken Creek got its name. He also asked if the trails that reference were exist or are a part of the plan.

Ruttledge noted that he did not know how Chicken Creek got its name.

Ruttledge explained that those trails are planned and that they will need development and capital to build the whole trail system.

Councilor Sherman asked about the cost of their bridge concept and how the plan to make it happen.

Mayor Rosener stated that the \$21 million contract for the bridge with the builder was approved last night. He explained that the funding was coming from the state lottery, URA and other sources.

Councilor Martin asked what the cottage housing zoning concept was based on.

Palmer noted that people in Sherwood supportive of cottage cluster housing and the zoning was created so that the housing type will be developed over time. Palmer mentioned the River Terrace 2.0 in the City of Tigard as an example of cottage cluster housing.

Ruttledge mentioned the Salish Pond Cottages in the City of Fairview as an example of cottage cluster housing.

Mayor Rosener mentioned that cottage cluster housing is great for people aging in place and starter homes.

Councilor Martin mentioned interest in knowing the cost of crossing the creek in the future.

Commissioner Treece supported the idea of having employment and hospitality zones.

Metro Staff Malu Wilkinson answered Mayor McGriff's question by explaining that the amendment process asks for a statement from the local jurisdiction. She mentioned that it is not uncommon for school districts to be ahead of the development process, like how Sherwood High School was built before other development.

Mayor Rosener noted that there was a lot of partnership with the school district on the high school, including on issues with design and transportation.

Palmer mentioned that there are two additional schools in the plan that they coordinated with the Sherwood school district on.

Tualatin Valley Fire & Rescue Vice President Gordon Hovies mentioned that in the past, the school district was opposed to the Sherwood West plan moving forward. He also mentioned that the presentation was excellent.

Mayor Rosener noted that six years ago the school system asked to pause the plan. He explained that at that time, the school system was concerned that they would not have enough bonding capacity to build new schools. Mayor Rosener mentioned that the school system now supports moving forward with the plan.

7. **ADJOURN**

Chair Jones-Dixon adjourned the meeting at 6:32 pm.

Respectfully Submitted,



Jemeshia Taylor  
Recording Secretary

12/13/2023 MPAC

Minutes 6



**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF DECEMBER 13, 2023**

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.1	Presentation	12/13/2023	Buildable Land Inventory Update Presentation	121323m-01
6.2	Presentation	12/13/2023	Sherwood West Concept Plan Presentation	121323m-02

## **6.1 MPAC Nominations and Review of MPAC Charge**

*Action Items*

Metro Policy Advisory Committee  
Wednesday, January 24<sup>th</sup>, 2024

# MPAC Worksheet

**Agenda Item Title:** Appointment of Chair, Vice Chair, and Second Vice Chair

**Contact for this worksheet/presentation:** Connor Ayers ([Connor.Ayers@oregonmetro.gov](mailto:Connor.Ayers@oregonmetro.gov))

## Purpose/Objective

At the January 24<sup>th</sup>, 2024 meeting, MPAC members will need to take action to nominate and elect a Chair, First Vice-Chair, and Second Vice-Chair as required by Article V of the MPAC bylaws. The bylaws state that the First Vice Chair shall become Chair following the completion of the Chair's term, unless a different member is elected to serve as Chair. The Second Vice chair becomes the First Vice-Chair unless a different member is elected to serve as First Vice-Chair. Further, the bylaws require that the officer positions balance geographic representation. MPAC Member Mayor Denyse McGriff has nominated Councilor Brett Sherman to take her place as First Vice-Chair. Staff recommended that Chair Vince Jones-Dixon temporarily fill the role of Second Vice-Chair until a new one is chosen.

Recommended nominees:

- Chair: Commissioner Pam Treece, Washington County
- First Vice-Chair: Councilor Brett Sherman, Other Cities in Clackamas County
- Second Vice-Chair: Councilor Vince Jones-Dixon, Second Largest City in Multnomah County

## Outcome

Appointment of the MPAC Chair, First Vice-Chair, and Second Vice-Chair.

## **7.1 Carbon Pollution Reduction Grant**

*Information/Discussion Items*

Metro Policy Advisory Committee  
Wednesday, January 24<sup>th</sup>, 2024

# MPAC Worksheet

**Agenda Item Title:** Portland/Vancouver area Climate Pollution Reduction Grant

**Presenters:** Eliot Rose, Senior Transportation Planner

**Contact for this worksheet/presentation:** Eliot Rose, [eliot.rose@oregonmetro.gov](mailto:eliot.rose@oregonmetro.gov)

**Purpose/Objective:** Update MPAC members on recent progress on Metro's EPA-funded Climate Pollution Reduction Grant (CPRG) and discuss next steps.

**Outcome:** MPAC members understand the goals and timeline of the CPRG, as well as how their organizations have been engaged / can engage with the process, and offer feedback on how this grant can best support progress toward regional climate goals moving forward.

**What has changed since MPAC last considered this issue/item?** This is the first time this item will be presented to MPAC.

**What packet material do you plan to include?** None. Staff will present slides and make a technical memo available as a follow-up.

## **7.2 Urban Growth Management Functional Plan Annual Compliance Report**

*Information/Discussion Items*

Metro Policy Advisory Committee  
Wednesday, January 24<sup>th</sup>, 2024

# MPAC Worksheet

**Agenda Item Title:** Urban Growth Management Functional Plan Annual Compliance Report

**Presenters:** Glen Hamburg (he/him), Associate Regional Planner, Metro

**Contact for this worksheet/presentation:** Glen Hamburg (glen.hamburg@oregonmetro.gov)

## **Purpose/Objective**

Submit to MPAC the annual report required by Urban Growth Management Functional Plan (UGMFP) on: the status of compliance by cities and counties on the requirements of the UGMFP; and the cumulative effects on employment land in the region of the amendments to the Employment and Industrial Areas Map (the "Title 4 Map") made in 2023.

## **Outcomes**

1. MPAC briefed on cities' and counties' current compliance with UGMFP requirements and on 2023 changes to the Title 4 Map; and
2. Conformance with reporting requirements in UGMFP Subsections 3.07.450(k) and 3.07.870(a)

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

The last annual report was submitted to MPAC in March 2023. Since then:

- The City of Happy Valley adopted the "Pleasant Valley / North Carver Comprehensive Plan" for an approximately 2,700-acre portion of the former City of Damascus;
- Metro COO Order 23-001 amended Title 4 Map at the request of the City of Happy Valley to reflect locally-adopted land use plans for the Pleasant Valley / North Carver area and the amendments made to the UGB by Ordinance No. 23-1488;
- The City of King City came into compliance with UGMFP Title 11 requirements for planning of the "Kingston Terrace" area added to the UGB in 2018; and
- The City of King City adopted its first transportation system plan, consistent with the Regional Transportation Functional Plan (RTFP).

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

1. 2023 Compliance Report



# 2023 Compliance Report

*January 10, 2024*



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.

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**Auditor**

Brian Evans

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700

## Executive Summary

Metro Code Chapter 3.07 (the “Urban Growth Management Functional Plan” or “UGMFP”) and Chapter 3.08 (the “Regional Transportation Functional Plan” or “RTFP”) provide standards, tools, and guidance for local land use plans, transportation system plans, and implementing regulations that are necessary to advance the regional vision, goals, and policies of Metro’s Regional Framework Plan and the 2040 Growth Concept.

As required annually by Metro Code Subsection 3.07.870(a), the 2023 Compliance Report summarizes the status of compliance with the UGMFP for each city and county in the region.<sup>1</sup> To better connect land use planning with transportation planning, this report also includes information on local government compliance with the RTFP.

All jurisdictions are in compliance with the UGMFP, with the exception of a few jurisdictions that continue to work to satisfy UGMFP Title 11 requirements related to planning for areas previously added to the urban growth boundary (UGB). All jurisdictions are in compliance with their respective RTFP requirements.

Per the Metro Code and if requested, the Chief Operating Officer (COO) may grant formal extensions to deadlines for meeting UGMFP requirements if a local government meets one of two criteria: the city or county is making progress towards compliance; or there is good cause for failure to meet the deadline for compliance. In 2023, there were no requests for extensions of compliance dates for the UGMFP. Nonetheless, this report notes that progress is being made by cities and counties to address deficiencies.

**Appendix A** summarizes the compliance status for all local governments with the requirements of the UGMFP, as of December 31, 2023.

**Appendix B** shows the status of UGMFP Title 11 new urban area planning for areas added to the UGB since 1998, as of December 31, 2023.

**Appendix C** summarizes local jurisdictions’ compliance with the RTFP, as of December 31, 2023.

**Appendix D** is the report required by Metro Code Subsection 3.07.450(k) on amendments made in 2023 to the UGMFP Title 4 Employment and Industrial Areas Map (also known as the “Industrial and Other Employment Areas Map” and the “Title 4 Map”).<sup>2</sup>

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<sup>1</sup> Metro Code Subsection 3.07.870(a) requires Metro’s COO to submit the report to the Metro Council by March 1 and to send a copy of the report to MPAC, JPACT, PERC, and each city and county within Metro.

<sup>2</sup> Subsection 3.07.450(k) requires the COO to submit a written report to the Metro Council and MPAC by January 31 of each year on the cumulative effects on employment land in the region of the amendments made to the Title 4 Map the preceding year. The report must include any recommendations the COO deems appropriate on measures the Council might take to address the effects.

**APPENDIX A**  
**Summary of Urban Growth Management Function Plan (UGMFP)**  
**Compliance Status as of December 31, 2023**

<b>City/ County</b>	<b>Title 1 <i>Housing Capacity</i></b>	<b>Title 3 <i>Water Quality and Flood Management</i></b>	<b>Title 4 <i>Industrial and other Employment Land</i></b>	<b>Title 6<sup>1</sup> <i>Centers, Corridors, Station Communities and Main Streets</i></b>	<b>Title 7 <i>Housing Choice</i></b>	<b>Title 11 <i>Planning for New Urban Areas</i></b> (See Appendix B for detailed information)	<b>Title 13 <i>Nature in Neighborhoods</i></b>
Beaverton	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Durham	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Fairview	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Forest Grove	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Gresham	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Johnson City	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
King City	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Lake Oswego	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Maywood Park	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Milwaukie	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Oregon City	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance

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<sup>1</sup> Title 6 takes an incentive approach and only those local governments seeking a “regional investment” (defined as a new high-capacity transit line) need to comply with its provisions. No cities or counties are currently seeking a regional investment requiring Title 6 compliance.

**APPENDIX A (continued)**  
**Summary of Urban Growth Management Function Plan (UGMFP)**  
**Compliance Status as of December 31, 2023**

<b>City/ County</b>	<b>Title 1 <i>Housing Capacity</i></b>	<b>Title 3 <i>Water Quality and Flood Management</i></b>	<b>Title 4 <i>Industrial and other Employment Land</i></b>	<b>Title 6<sup>1</sup> <i>Centers, Corridors, Station Communities and Main Streets</i></b>	<b>Title 7 <i>Housing Choice</i></b>	<b>Title 11 <i>Planning for New Urban Areas</i></b> (see Appendix B for detailed information)	<b>Title 13 <i>Nature in Neighborhoods</i></b>
Portland	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Rivergrove	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Sherwood	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Tigard	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Tualatin	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Wilsonville	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Clackamas County	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Multnomah County	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Washington County	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance

<sup>1</sup> Title 6 takes an incentive approach and only those local governments seeking a “regional investment” (defined as a new high-capacity transit line) need to comply with its provisions. No cities or counties are currently seeking a regional investment requiring Title 6 compliance.

**APPENDIX B**  
**Status of Compliance with UGMFP TITLE 11, *Planning for New Urban Areas*,  
as of December 31, 2023**

Project	Lead Government(s)	Compliance	Status
<b>1998 UGB Expansion</b>			
Rock Creek	Happy Valley	Yes	Planning completed; mostly annexed and developed
Pleasant Valley	Gresham, Happy Valley, Portland	Yes	Planning completed; a portion annexed by each city, with limited development occurring
<b>1999 UGB Expansion</b>			
Witch Hazel	Hillsboro	Yes	Planning completed; majority annexed and developed
<b>2000 UGB Expansion</b>			
Villebois Village	Wilsonville	Yes	Planning and annexation completed; development almost complete
<b>2002 UGB Expansion</b>			
Springwater	Gresham	Yes	Planning completed; some limited annexations and development
Damascus/Boring	Happy Valley	Yes	Happy Valley portion: Planning completed; development ongoing
	Clackamas County, Happy Valley	No	Former City of Damascus land area: Happy Valley adopted a Title 11 compliant comprehensive plan (Pleasant Valley / North Carver Comprehensive Plan) for approximately 2,700 acres of the area, and the County and the City have an Urban Growth Management Agreement for the City to do comprehensive planning for additional portions of the area
	Gresham	Yes	Gresham portion: Kelley Creek Headwaters Plan completed; some limited annexations and development
Park Place	Oregon City	Yes	Planning completed; portion annexed and waiting development
Beavercreek Rd	Oregon City	Yes	Planning completed; portion annexed and waiting development
South End Rd	Oregon City	Yes	Planning completed; waiting annexation and development
East Wilsonville (Frog Pond West)	Wilsonville	Yes	Planning completed; mostly annexed, with development ongoing
NW Tualatin (Cipole Rd and 99W)	Tualatin	Yes	Planning completed; waiting annexation and development
SW Tualatin	Tualatin	Yes	Planning completed; waiting annexation and development
Brookman Rd	Sherwood	Yes	Refinement plan completed; annexation and development ongoing
West Bull Mountain (River Terrace 1.0)	Tigard	Yes	<i>See Roy Rogers West (River Terrace 1.0) with 2011 expansion</i>
Study Area 59	Sherwood	Yes	Planning and annexation completed; development almost complete
Study Area 61 (Cipole Rd)	Sherwood	No	Extension to 12/31/2021 expired; City staff working to complete project
99W Area (near Tualatin-Sherwood Rd)	Sherwood	Yes	Planning completed; partially annexed and developed



**APPENDIX B (continued)**  
**Status of Compliance with UGMFP TITLE 11, *Planning for New Urban Areas*,  
as of December 31, 2023**

<b>Project</b>	<b>Lead Government(s)</b>	<b>Compliance</b>	<b>Status</b>
North Cooper Mountain	Washington County	No	Preliminary planning completed by City of Beaverton in conjunction with Washington County; Future discussions of comprehensive and urban services planning will be informed by Beaverton's Cooper Mountain Community plan and its related Cooper Mountain Utility Plan
Study Area 64 (14 acres north of Scholls Ferry Rd)	Beaverton	Yes	Planned, annexed, and developed
Study Areas 69 and 71	Hillsboro	Yes	Planning completed as part of South Hillsboro; portion annexed and developed
Study Area 77	Cornelius	Yes	Planning and annexation completed; small portion developed
Forest Grove Swap	Forest Grove	Yes	Planned, annexed, and developed
Shute Road	Hillsboro	Yes	Planning and annexation completed; majority developed
North Bethany	Washington County	Yes	Planning completed; majority developed
Bonny Slope West (Area 93)	Washington County	Yes	Planning completed; development ongoing
<b>2004/2005 UGB Expansion</b>			
Damascus area	Clackamas County	See 2002 above	<i>See Damascus/Boring 2002 expansion above</i>
Tonquin	Sherwood	Yes	Planning completed; portion annexed, with development ongoing
Basalt Creek / West RR Area	Tualatin, Wilsonville	Yes	Planning completed; some limited annexation; waiting further annexations and development
North Holladay	Cornelius	Yes	Planning completed; waiting annexation and development
Evergreen	Hillsboro	Yes	Planning completed; majority annexed, with development ongoing
Helvetia	Hillsboro	Yes	Planning completed; majority annexed, with development ongoing
<b>2011 UGB Expansion</b>			
North Hillsboro	Hillsboro	Yes	Planning completed; annexation and development ongoing
South Hillsboro	Hillsboro	Yes	Planning completed; annexation and development ongoing
South Cooper Mountain	Beaverton	Yes	Planning and annexation completed; development ongoing
Roy Rogers West (River Terrace 1.0)	Tigard	Yes	Planning completed; annexation and development ongoing

**APPENDIX B (continued)**  
**Status of Compliance with UGMFP TITLE 11, *Planning for New Urban Areas*,**  
**as of December 31, 2023**

<b>Project</b>	<b>Lead Government(s)</b>	<b>Compliance</b>	<b>Status</b>
<b>2014 UGB Expansion (HB 4078)</b>			
Cornelius North	Cornelius	Yes	Planning completed; small portion annexed and developed
Cornelius South	Cornelius	Yes	Planning completed; mostly annexed, with development ongoing
Forest Grove (Purdin Rd)	Forest Grove	Yes	Planning completed; about half annexed and small portion developed
Forest Grove (Elm St)	Forest Grove	Yes	Planning and annexation completed; waiting development
Hillsboro (Jackson East)	Hillsboro	Yes	Planning and some annexations completed; waiting further annexations and development
<b>2018 UGB Expansion</b>			
Cooper Mountain	Beaverton	No	Comprehensive planning expected to be completed in 2024
Witch Hazel Village South	Hillsboro	Yes	Planning completed; waiting annexation and development
Beef Bend South (Kingston Terrace)	King City	Yes	Planning completed; waiting annexation and development
Advance Road (Frog Pond East and South)	Wilsonville	Yes	Planning completed; waiting annexation and development
<b>2023 UGB Amendment</b>			
River Terrace 2.0	Tigard	No	Area only recently added to UGB; planning expected to be completed in 2026

**APPENDIX C**  
**Summary of Regional Transportation Functional Plan (RTFP)**  
**Compliance Status as of December 31, 2023**

<b>Jurisdiction</b>	<b>Title 1 <i>Transportation System Design</i></b>	<b>Title 2 <i>Development and Update of Transportation System Plans</i></b>	<b>Title 3 <i>Transportation Project Development</i></b>	<b>Title 4 <i>Regional Parking Management</i></b>	<b>Title 5 <i>Amendment of Comprehensive Plans</i></b>
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	In compliance	In compliance
Durham	Exempt	Exempt	Exempt	Exempt	Exempt
Fairview	In compliance	In compliance	In compliance	In compliance	In compliance
Forest Grove	In compliance	In compliance	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	In compliance	In compliance
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	In compliance	In compliance
Johnson City	Exempt	Exempt	Exempt	Exempt	Exempt
King City	In compliance	In compliance	In compliance	In compliance	In compliance
Lake Oswego	In compliance	In compliance	In compliance	In compliance	In compliance
Maywood Park	Exempt	Exempt	Exempt	Exempt	Exempt
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	In compliance	In compliance	In compliance	In compliance	In compliance
Rivergrove	Exempt	Exempt	Exempt	Exempt	Exempt
Sherwood	In compliance	In compliance	In compliance	In compliance	In compliance
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	Exception	In compliance
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	In compliance	In compliance
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	In compliance	In compliance
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance
Multnomah County	In compliance	In compliance	In compliance	In compliance	In compliance
Washington County	In compliance	In compliance	In compliance	In compliance	In compliance





# Memo

Date: January 10, 2024  
 To: Metro Council and the Metro Policy Advisory Committee  
 From: Marissa Madrigal, Chief Operating Officer  
 Subject: Annual report on amendments to UGMFP Title 4 Map

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## Background

Title 4, *Industrial and Other Employment Areas*, of the Urban Growth Management Functional Plan (UGMFP) seeks to improve the region's economy by protecting a supply of sites for employment with requirements for local jurisdictions to limit the types and scale of certain non-industrial uses in designated Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Those areas are officially depicted on the UGMFP's "*Title 4 Industrial and Other Employment Areas Map*" (i.e., the "Title 4 Map"). The Title 4 Map was first adopted in 1996 and has been amended several times. However, amendments have been infrequent in recent years. Between 2014 and 2022, only one amendment, affecting 20 acres, was made to the map.

Title 4 requires that Metro's Chief Operating Officer (COO) submit a written report to the Council and MPAC by January 31 of each year on the cumulative effects on employment land in the region of amendments to the Title 4 Map during the preceding calendar year. This memo constitutes the report on map amendments made in 2023.

## Title 4 Map amendments in 2023

Title 4 sets forth several avenues for amending the map, either through a Metro Council ordinance or through an order of the COO, depending on the circumstances. There were no amendments made to the Title 4 Map by the Metro Council in 2023, but COO Order No. 23-001, signed in September of 2023, amended the map at the request of the City of Happy Valley pursuant to UGMFP Subsection 3.07.450(b).

Subsection 3.07.450(b) provides that, when the Metro Council adds territory to the UGB and designates all or part of the territory as Regionally Significant Industrial Area, Industrial Area, or Employment Area, the COO shall issue an order to conform the Title 4 Map to the land use designations subsequently established by the city or county responsible for comprehensive planning. In the case of COO Order No. 23-001, the map amendment occurred a number of years after the UGB expansion, for the following reasons.

Ordinance No. 02-969B adopted by the Metro Council in December 2002, and Ordinance No. 04-1040B adopted by the Metro Council in June 2004, added territory in Clackamas County to the UGB, including approximately 2,700 acres generally located in the Pleasant Valley / North Carver area<sup>1</sup> of the former City of Damascus. These ordinances also preliminarily designated some sections of the added territory as Regionally Significant Industrial Area, Industrial Area, and Employment Area on the Title 4 Map, with the understanding that the Title 4 Map could be amended after the area was planned for urban uses by the responsible local jurisdiction. With the incorporation and disincorporation of the City of Damascus, the subsequent agreement between the City of Happy Valley and Clackamas County for the area to be planned by the City of Happy Valley, and the general complexities of developing the area, urban planning of the Pleasant Valley / North Carver area wasn't completed by the City of Happy Valley until March of 2023.

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<sup>1</sup> The Pleasant Valley / North Carver area is generally located east of SE 152nd Ave, west of SE Anderson Rd, and north of the Clackamas River.

The City of Happy Valley's comprehensive land use plan for the Pleasant Valley / North Carver area was informed by a December 2018 buildable lands inventory, a January 2020 housing needs analysis, and a January 2020 economic opportunity analysis, as well as traffic and utility studies, analyses of topography and habitat areas, broad public outreach, and input from numerous stakeholders. The City's plan identifies that certain portions of the 2,700-acre plan area are less suitable for industrial development than they are for other types of employment uses (e.g., commercial uses) and residential uses, but retains protections of 14.5 acres of Title 4 designated Industrial land in the plan area. COO Order No. 23-001 therefore amended the Title 4 Map to conform with the determinations made by the City in its local plan.

COO Order No. 23-001 also updated the Title 4 Map to reflect a UGB amendment adopted by the Metro Council in February 2023 in Ordinance No. 23-1488.

Councilors may be aware of some other city or county zone changes from industrial to other uses that occurred during 2023. None of those zone changes were found to be in conflict with Title 4, so amendments to the Title 4 Map were not necessary or requested by cities or counties.

#### **Cumulative effects on employment land in the region**

COO Order No. 23-001 removed Title 4 Map designations for approximately 800 acres of the roughly 2,700-acre Pleasant Valley / North Carver comprehensive plan area, while retaining 14.5 acres of the plan area's Industrial designations along Hwy 212. The undesignated acres were: already developed with other (e.g., institutional, commercial, or residential) uses; not zoned to allow for industrial uses; and/or were determined by the City of Happy Valley to be less suitable for industrial development than other uses due to factors such as topography, environmental features, parcel size, road and utility service access, and nearby land uses. The City's adopted land use plan for the area and its implementing regulations nonetheless allow for other employment-supporting uses in some affected areas, such as tourism-oriented commercial uses, medical offices, and financial institutions.

As noted above, COO Order No. 23-001 also updated the Title 4 Map to reflect Ordinance No. 23-1488, which added land to the UGB adjacent to the City of Tigard in exchange for removing a substantially equivalent amount of land in Clackamas County. The areas removed from the UGB by the ordinance were *not* planned or zoned for industrial uses and were determined to be less ready to accommodate urban development than the areas the ordinance added to the UGB.

Therefore, the Order's removal of Title 4 Map designations in Pleasant Valley / North Carver area, which had been applied nearly 20 years ago and prior to any comprehensive planning of the affected territory, and the updates to reflect Ordinance No. 23-1488 did not reduce the supply of land that would reasonably be expected to develop with employment land uses.

#### **Future UGMFP and Title 4 Map updates**

Staff anticipates that the number of requests for Title 4 Map amendments may increase in the next few years as local plans and regional economic needs continue to change. A refresh of the 2040 Growth Concept would offer an opportunity for Metro Council consideration of industrial land policy and regulatory updates including an update of the Title 4 Map.

### **7.3 Urban Growth Management Expert Panel**

*Information/Discussion Items*

Metro Policy Advisory Committee  
Wednesday, January 24<sup>th</sup>, 2024

# MPAC Worksheet

**Agenda Item Title:** 2024 urban growth management decision: panel discussion of economic and demographic conditions

**Presenters:** Josh Harwood, Fiscal and Tax Policy Director, Metro; Peter Hulseman, Economist, City of Portland; Mark McMullen, State Economist, Oregon; Ted Reid, Principal Regional Planner, Metro; Jeff Renfro, Economist, Multnomah County

## **Purpose/Objective**

The purpose of this item is to continue MPAC's engagement in growth management topics so that it is prepared to advise the Metro Council on its regional growth management decision in late 2024.

Under state law, Metro must assess – at least every six years – whether there is a regional need to expand the urban growth boundary (UGB) to ensure adequate room for 20 years of expected housing and job growth. UGB expansions are only allowed if there is a demonstrated regional need for more land. To assess that demand, Metro completes a regional population, household, and employment forecast, which is reviewed by external economists and demographers.

At the January 24 MPAC meeting, a panel of external demographers and economists will discuss the economic and demographic conditions and trends that factor into forecasting. The guest panelists and others are also providing peer review of Metro's regional forecast.

MPAC has previously discussed Metro's approach for estimating growth capacity of lands inside the current UGB. These analyses and others will be incorporated into a draft 2024 Urban Growth Report (UGR) that will be released in the summer of 2024.

## **Outcome**

MPAC members are aware of the technical review processes that inform Metro's 2024 UGR. MPAC members can ask questions of the expert panel and discuss the implications of economic and demographic trends.

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

This is MPAC's first discussion of the topic of the regional forecast for the 2024 urban growth management decision.

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

None

Materials following this page were distributed at the meeting.

# **EPA Climate Pollution Reduction Grant (CPRG)**

Metro Joint Policy Advisory Committee on  
Transportation

January 18, 2024



# Overview of today's meeting

Metro is administering a grant that:

- Makes our agency partners eligible to pursue implementation grants for projects that reduce greenhouse gas emissions in the near term.
- Funds the creation of a comprehensive regional climate action plan in the long term.

MPAC members can:

- Support their agencies and communities in pursuing implementation grants.
- Give feedback to help ensure that the comprehensive plan addresses regional needs and opportunities.

# What are the CPRG planning grants?

The CPRG grants are non-competitive, 4-year planning grants that fund states and metropolitan areas\* to create plans and identify strategies that:

- Significantly reduce greenhouse gases (GHGs) and offer other co-benefits
- Can be readily implemented by agency partners
- Are aligned with federal and state climate funding sources

*\* The Portland-Vancouver metropolitan statistical area (MSA) includes Clackamas, Clark, Columbia, Multnomah, Skamania, Washington and Yamhill counties.*

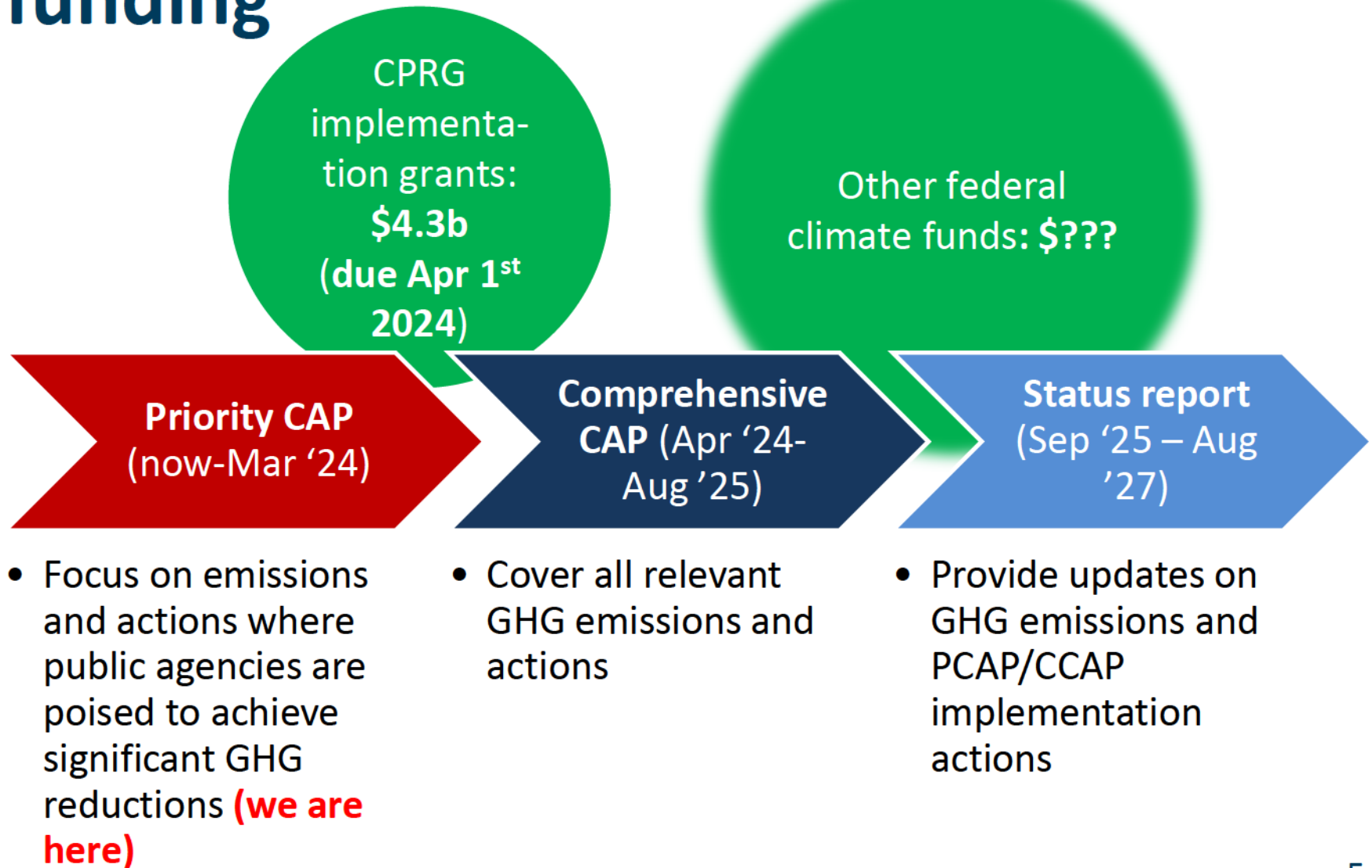


# Climate Partners' Forum members

City of Beaverton  
Clackamas County  
Clark County  
Clark County DPH  
Columbia County  
City of Gresham  
City of Hillsboro  
City of Lake Oswego  
City of Milwaukie  
Metro  
Multnomah County  
ODOT  
Oregon DEQ  
Oregon DOE

Port of Columbia County  
Port of Vancouver  
Portland (BPS, PWB, PBOT, BES)  
Portland Public Schools  
SW Washington Regional Transportation Council  
Skamania County  
SW Clean Air  
Tualatin Hills Parks & Recreation District  
City of Tigard  
TriMet  
City of Tualatin  
City of Vancouver  
Washington County

# Two rounds of planning, two rounds of funding

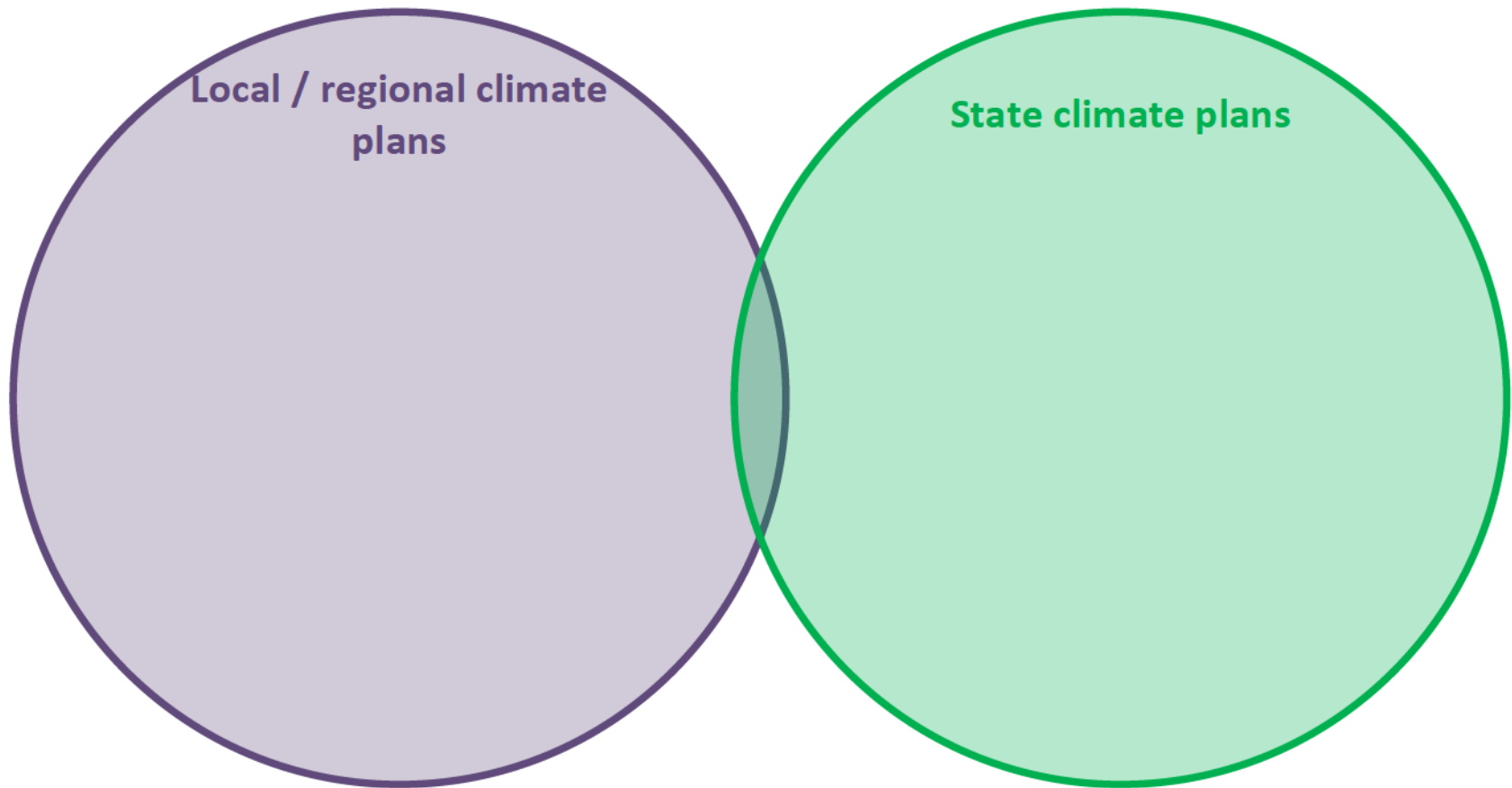


# Coordination is critical



In addition to the Portland-Vancouver region, Oregon, Washington, and the Affiliated Tribes of Northwest Indians, have received planning grants. Any projects identified in these PCAPs are also eligible for implementation grants.

# How do all these plans and implementation grants overlap?

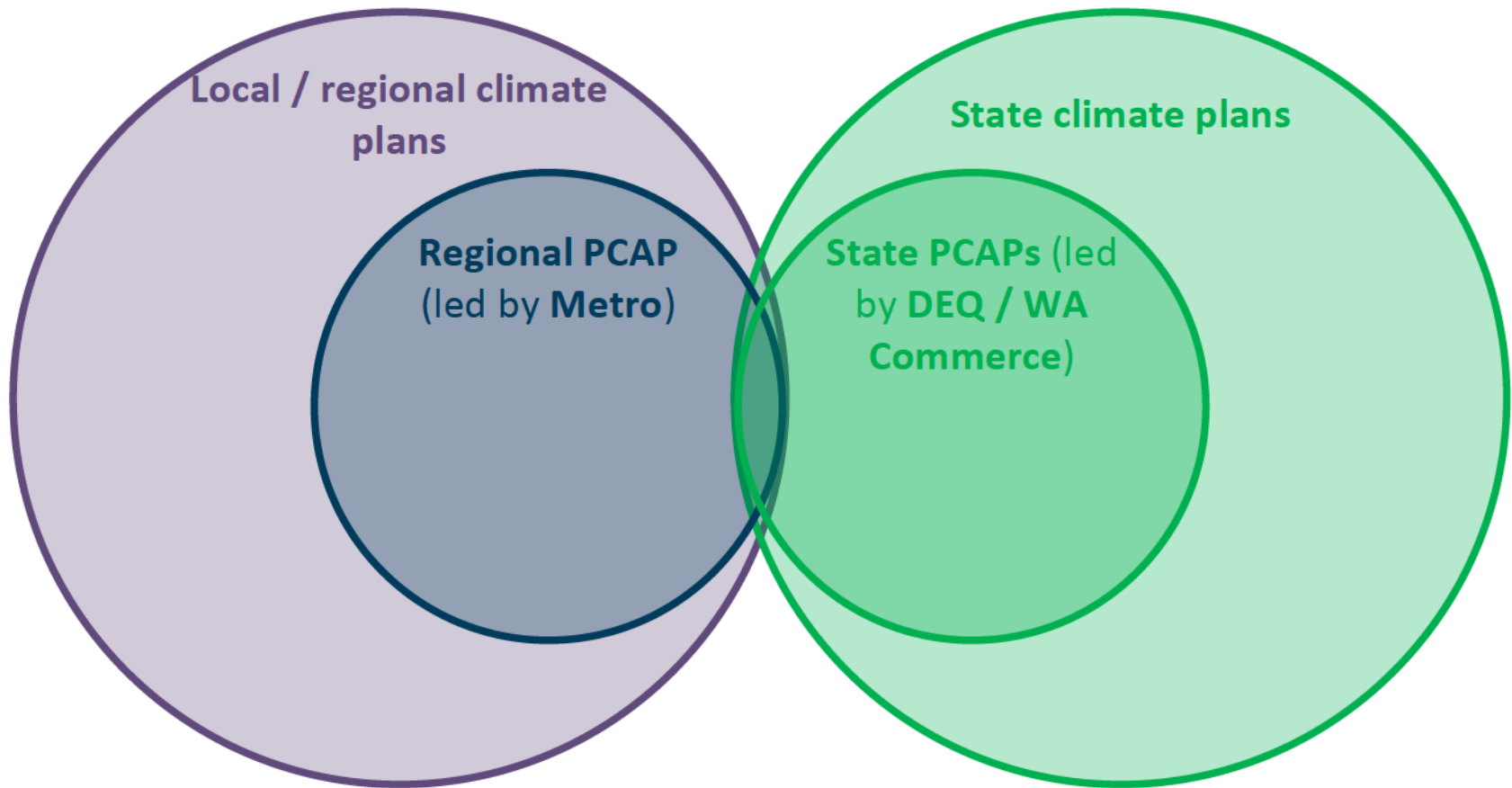


Purple = local/regional agency role

Green = state agency role

Blue = Metro role

# How do all these plans and implementation grants overlap?

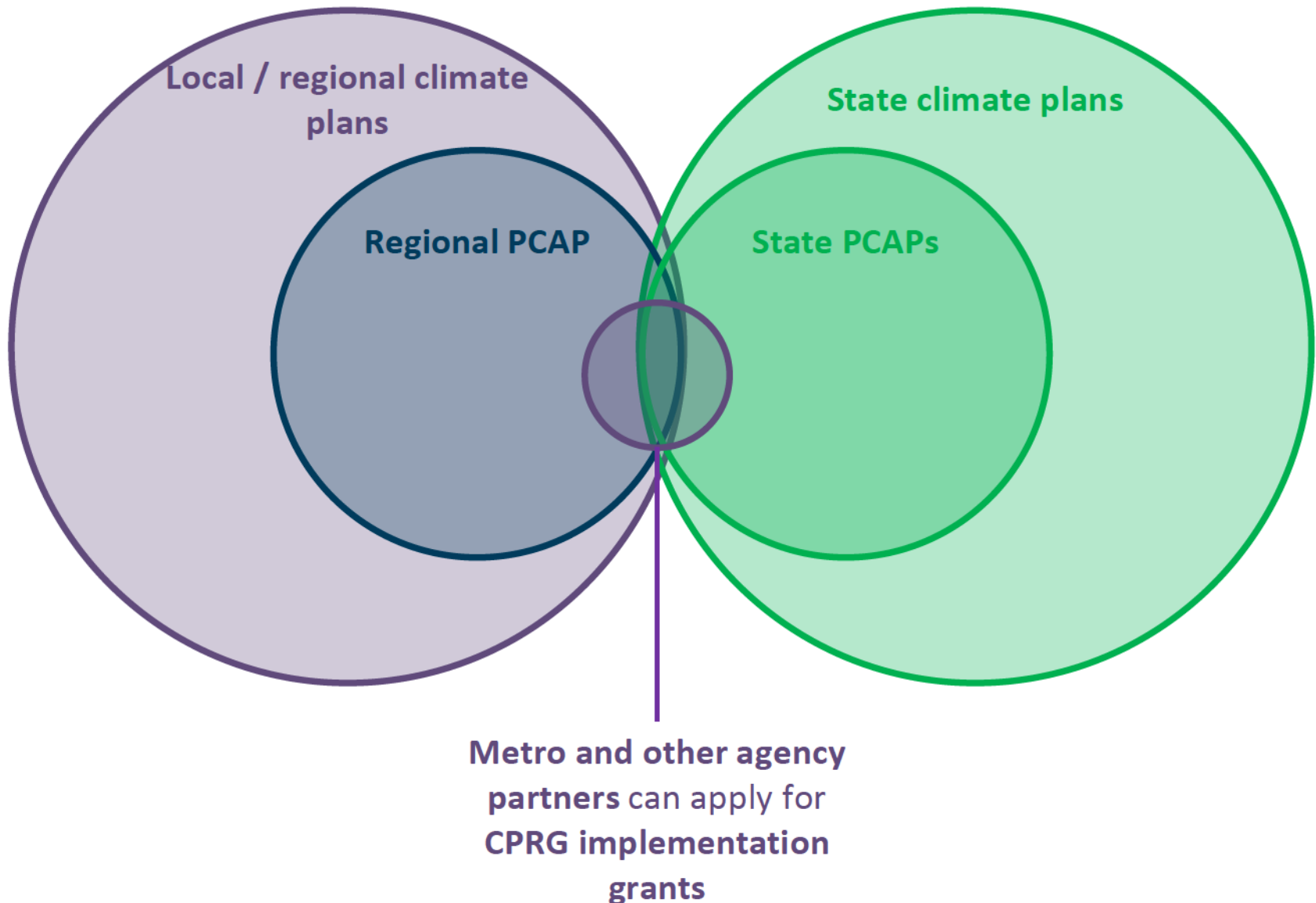


Purple = local/regional agency role

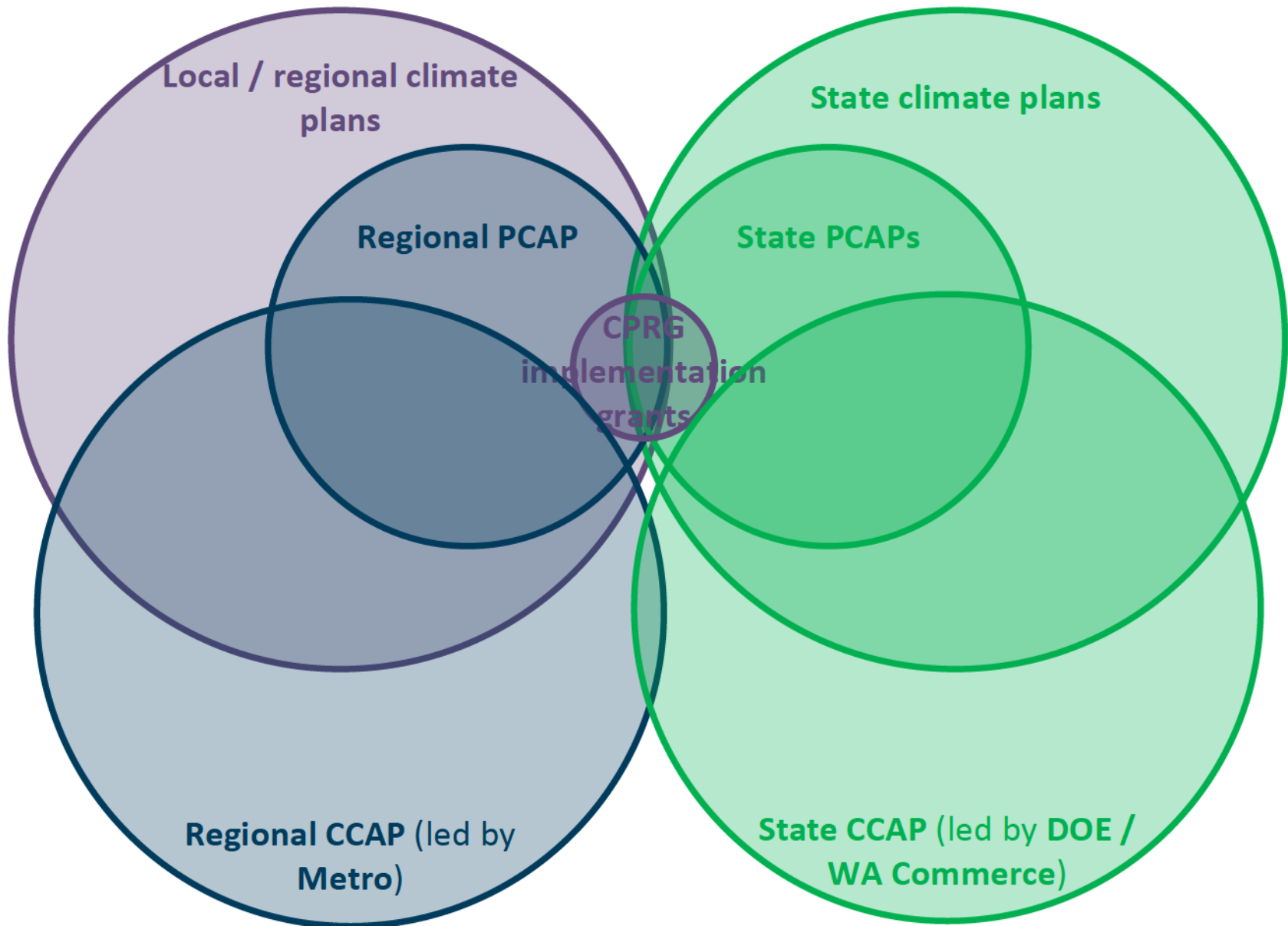
Green = state agency role

Blue = Metro role

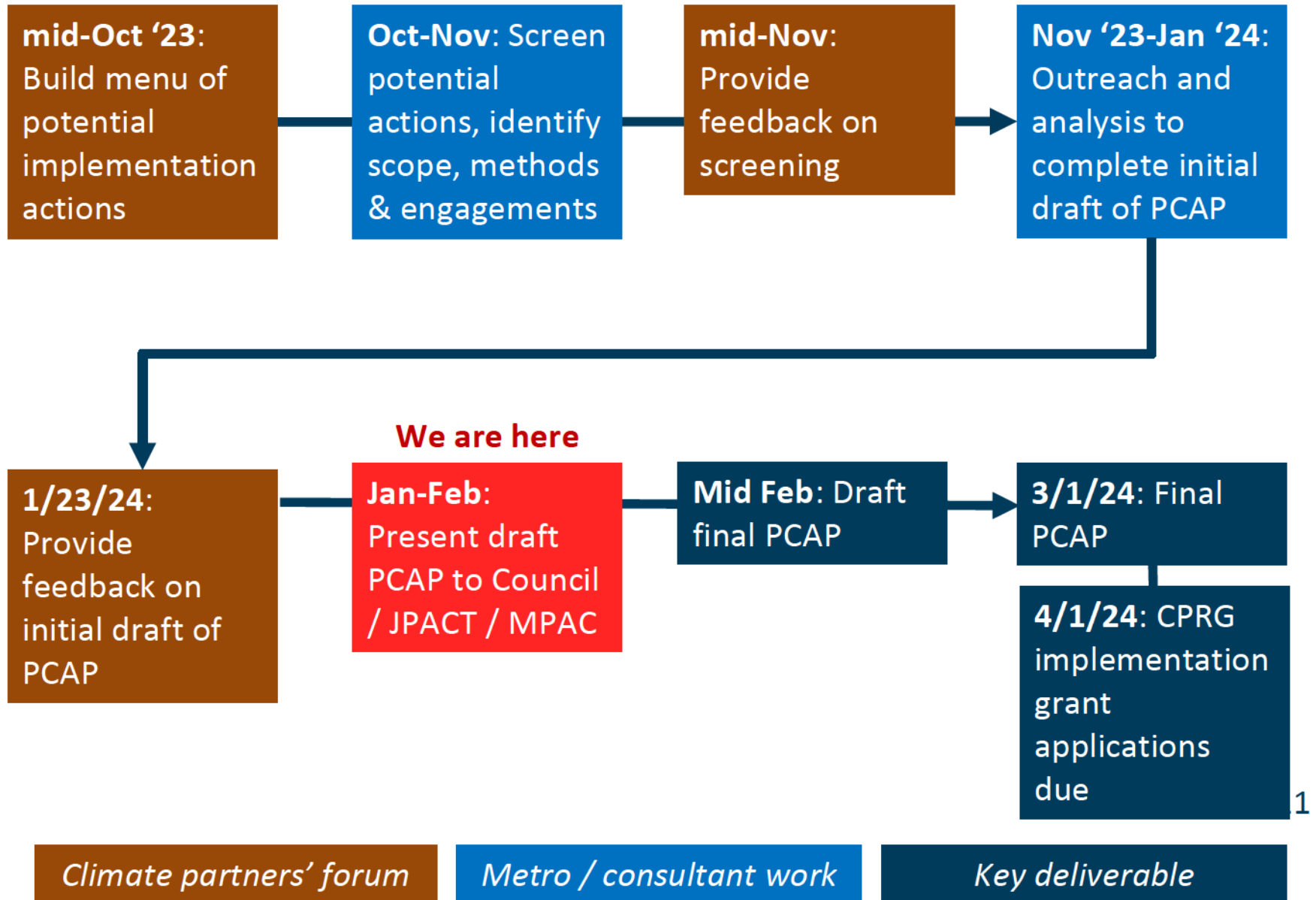
# How do all these plans and implementation grants overlap?



# How do all these plans and implementation grants overlap?



# PCAP development process





# What we've learned so far

- CPRG funding criteria prioritize projects that are implementation-ready (especially those that increase funding for existing climate efforts), cost-effective at reducing GHGs, and that benefit a wide range of communities.
- Local climate plans vary widely, which is a barrier to taking regional action.
- Our most significant GHG reduction opportunities are in transportation, residential energy efficiency, and waste management.
- There isn't enough CPRG implementation money to fund all these opportunities, and few agency partners have capacity to apply.

# Metro area PCAP: priority strategies

Strategy	Score
Transportation: Implement high-capacity transit across the metro area	15
Transportation: Redesign high-ridership corridors to reduce transit delays	15
<i>Transportation: Improve multimodal access to transit stations</i>	<i>15</i>
<i>Residential: Support weatherization and efficiency upgrades in existing homes and in new affordable housing</i>	<i>15</i>
<i>Transportation: Complete key bike/ped transit access gaps</i>	<i>14</i>
<i>Waste: Expand the availability of residential composting programs</i>	<i>12</i>
Transportation: Expand the use of intelligent transportation systems	11
Transportation: Expand use of parking pricing	11
<i>Transportation: Electrify transit fleets</i>	<i>10</i>

*Italics indicate strategies that also appear in OR/WA PCAPs.* State PCAPs also include strategies that are not in the regional PCAP: passenger vehicle electrification, increased use of sustainable materials and energy, reducing agriculture emissions, and adopting building performance standards.

# What's next?

**February – March 2024:** Finalize and submit PCAP

**April 1, 2024:** CPRG implementation grant applications due

**May 2024 – August 2025:** Develop the CCAP, addressing additional climate strategies that aren't highlighted in PCAPs, such as:

- Increasing renewable energy generation or procuring renewable energy
- Promoting electric bikes and shared EVs
- Implementing congestion pricing
- Reducing commercial and industrial emissions

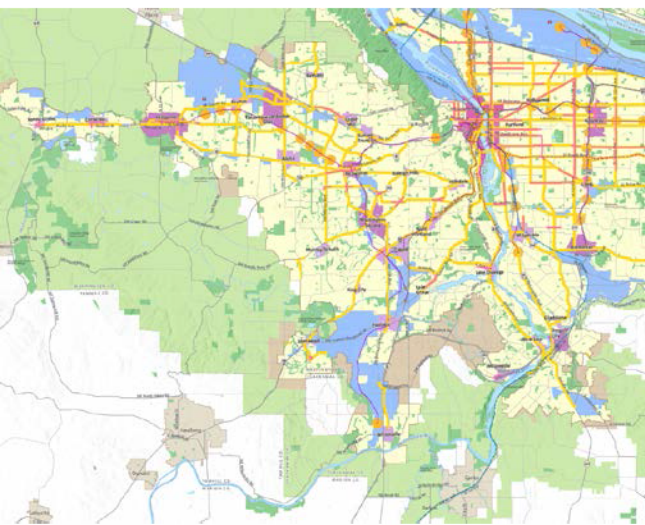
# Discussion questions

- Do you have questions about the CPRG grant and our region's approach?
- As we look forward to the comprehensive climate action plan, are there relevant efforts or stakeholders in your community that we should engage with?

**eliot.rose@oregonmetro.gov**  
**oregonmetro.gov**







# 2023 Compliance Report

MPAC: January 24, 2024

# Our Functional Plans

*Regional Framework Plan (RFP)*

+

*2040 Growth Concept*



*Urban Growth Management Functional Plan (UGMFP)*

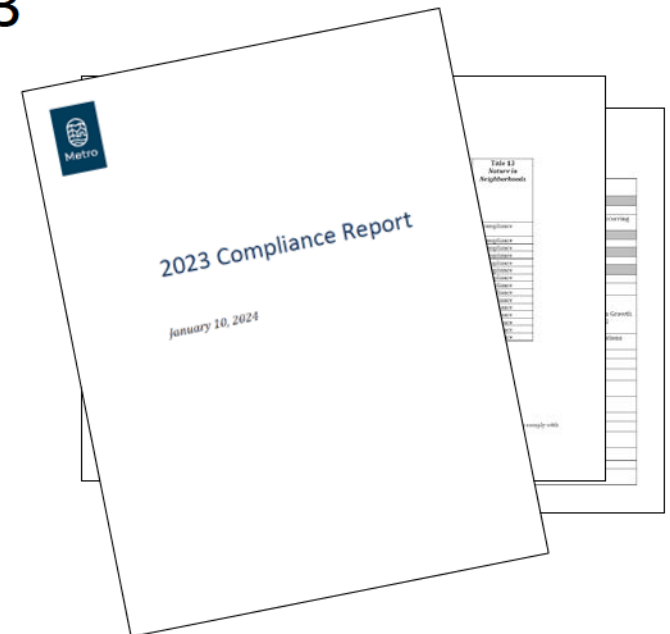
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*Regional Transportation Functional Plan (RTFP)*



# Compliance Report

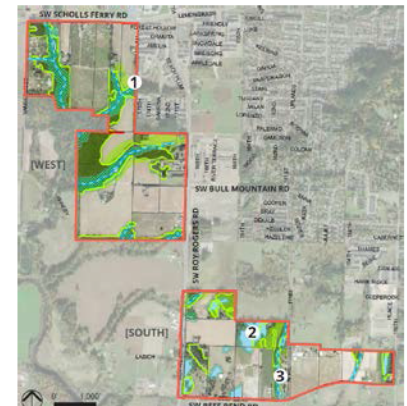
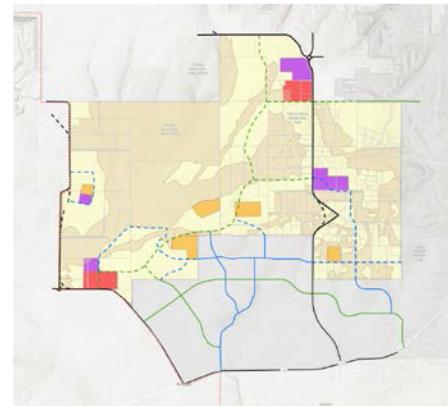
- Required annually
- All cities/counties in compliance, with Title 11 exceptions
- Appendix D: Title 4 Map changes in 2023



# UGMFP Title 11

## *“Planning for New Urban Areas”*

- Cipole Road
- North Cooper Mountain
- Cooper Mountain
- River Terrace 2.0
- Damascus



# UGMFP Title 4

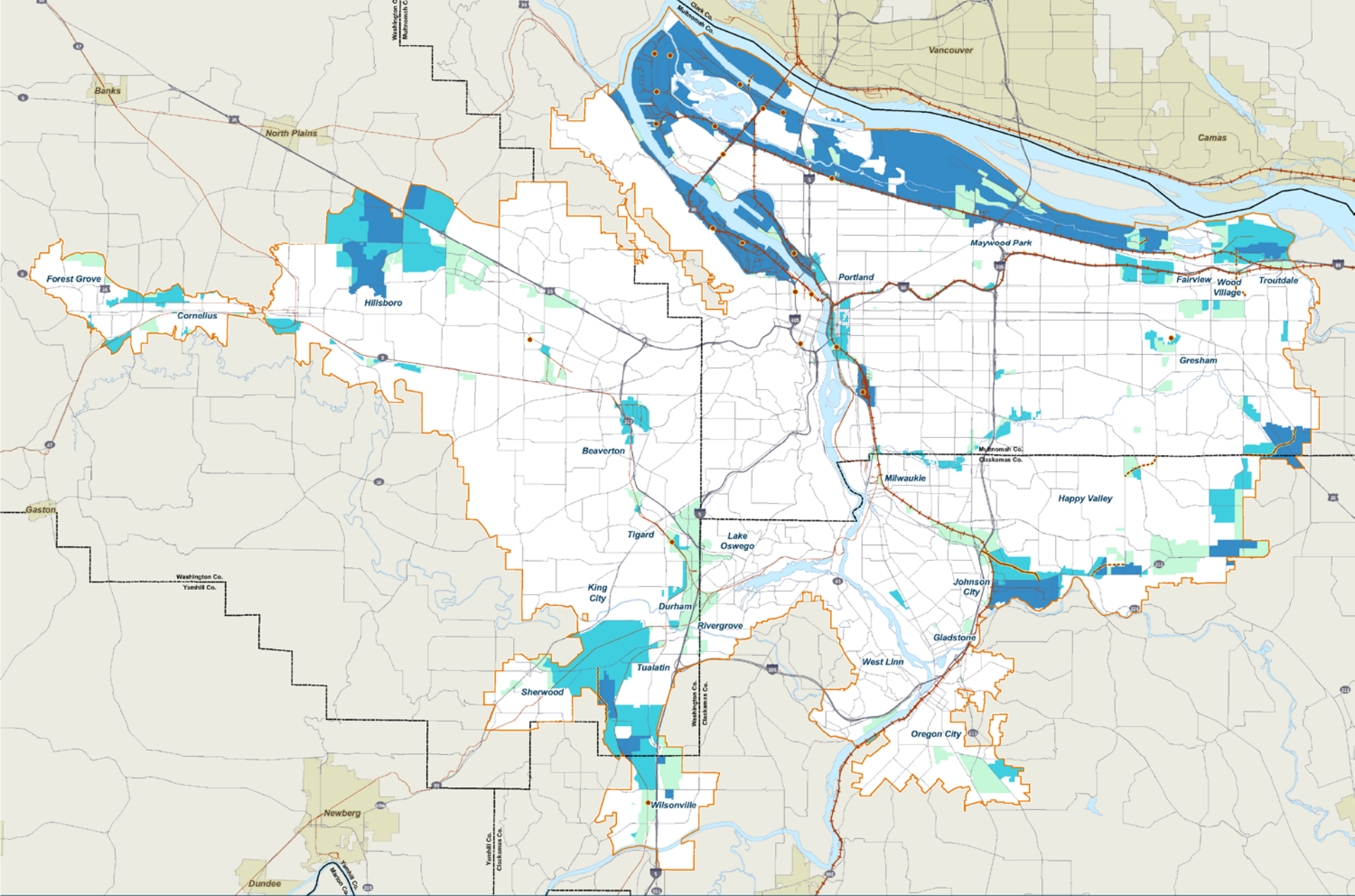
## *Purposes:*

- Provide/protect sites for employment
- Promote industry “**clustering**”
- Promote capacity and **efficiency of transportation system** for movement of goods/services

## *Key Methods:*

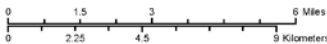
- Restrictions on land divisions
- Restrictions on large-footprint retail commercial uses





# Title 4 Industrial and other Employment Areas

September 2023



- Employment area
- Industrial area
- Regionally significant industrial area
- Proposed main roadway route
- Proposed road connector
- Mainline freight
- Branch line freight
- Rail yard
- County boundary
- Metro urban growth boundary
- Neighbor city





# 2023 Amendments

## *Request of Happy Valley:*

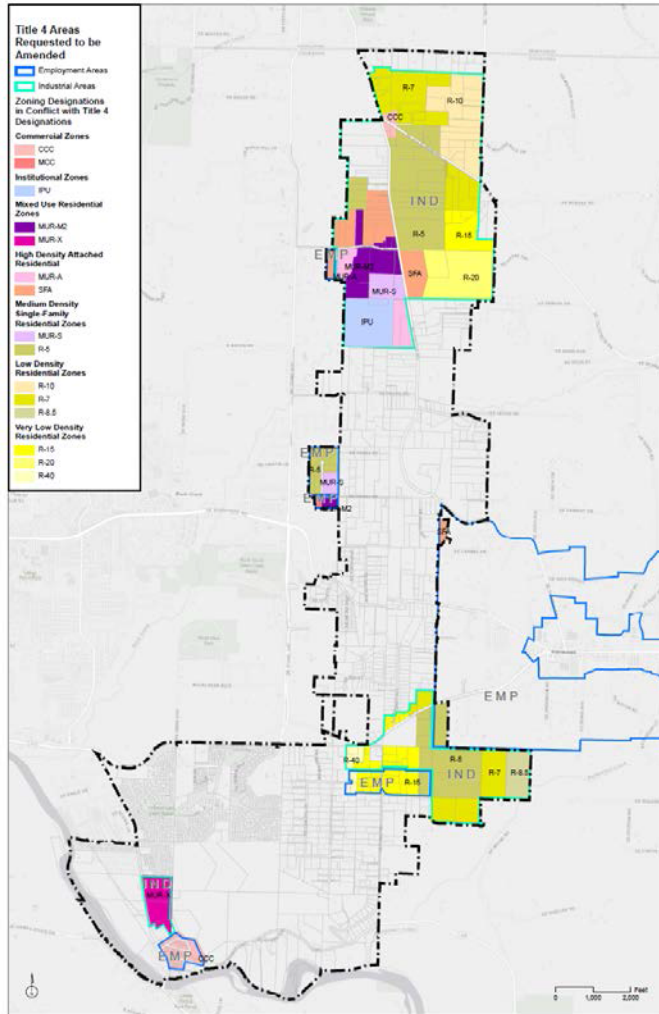
Changes following local development and adoption of plan for Pleasant Valley / North Carver area (2,700 acres)

Buildable Lands Inventory  
Economic Opportunities Analysis  
Housing Needs Analysis  
Traffic and utility studies  
Analysis of topography and habitat  
Broad public outreach

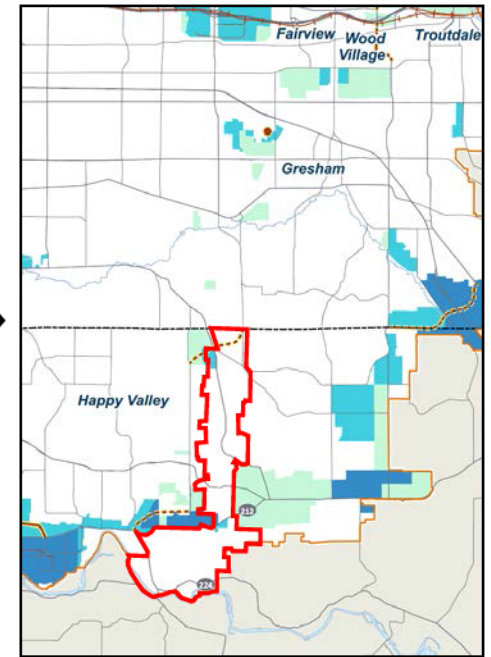
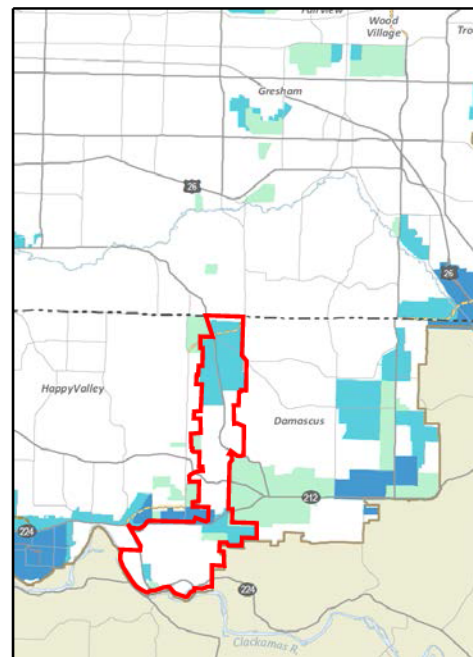


*Credit: City of Happy Valley*

# 2023 Amendments



- City's Plan: 800 acres better suited for other uses (commercial, residential)
- Title 4 designation removed by COO order (also conforming map to 2023 UGB decision)

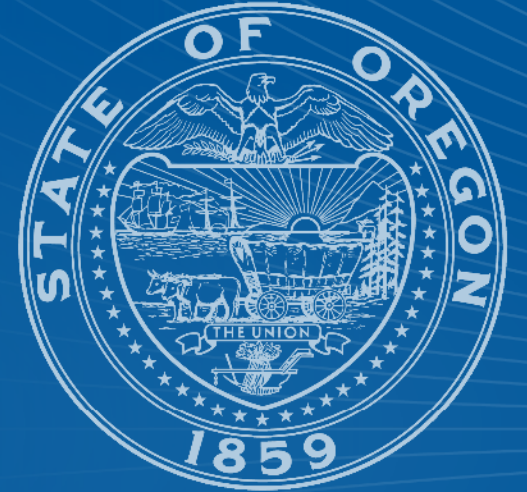


Thank you!





# Oregon's Economic and Housing Outlook



January 24<sup>th</sup>, 2023

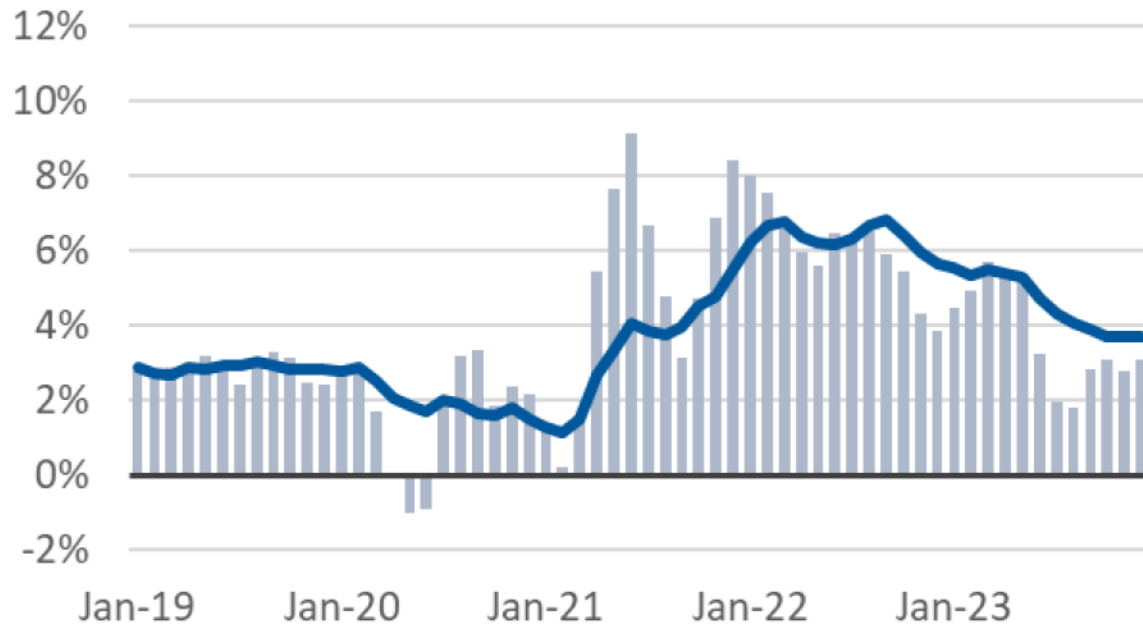
Mark McMullen  
Oregon State Economist

# Economic soft landing looks likely



## Inflation Near Fed's Target

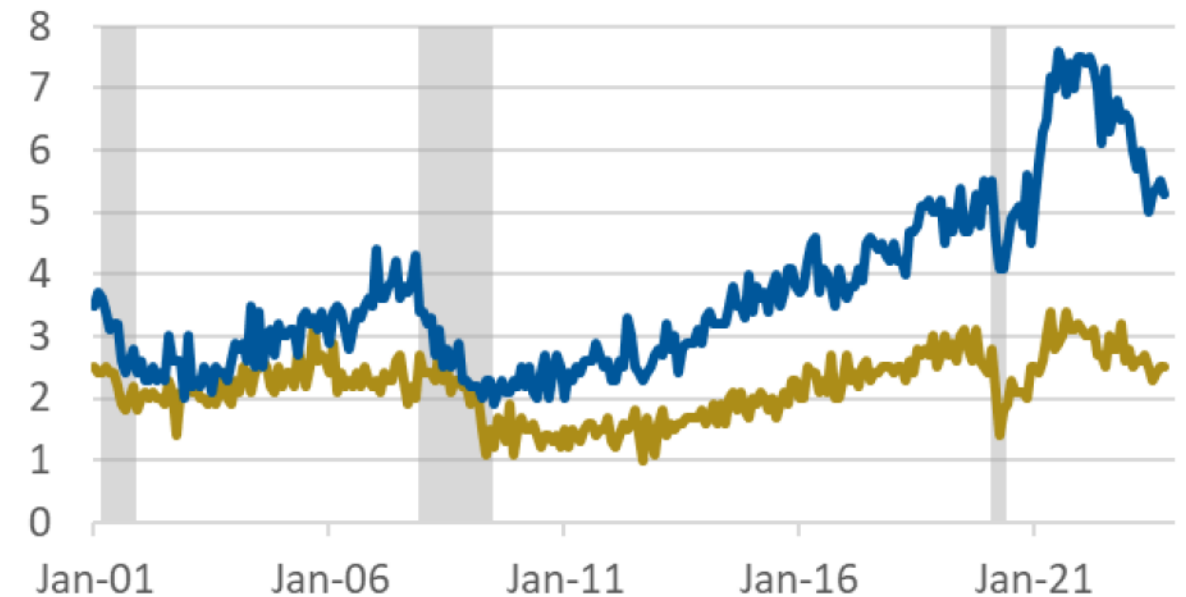
West Region Consumer Price Index excluding Food and Energy (Core CPI)  
Percent change, **Year-over-Year** and **3 Month (annualized rate)**



Latest: December 2023 | Source: BLS, Oregon Office of Economic Analysis

## Labor Market has Rebalanced

**Job Opening rate** and **Worker Quits rate** (percent) in Oregon



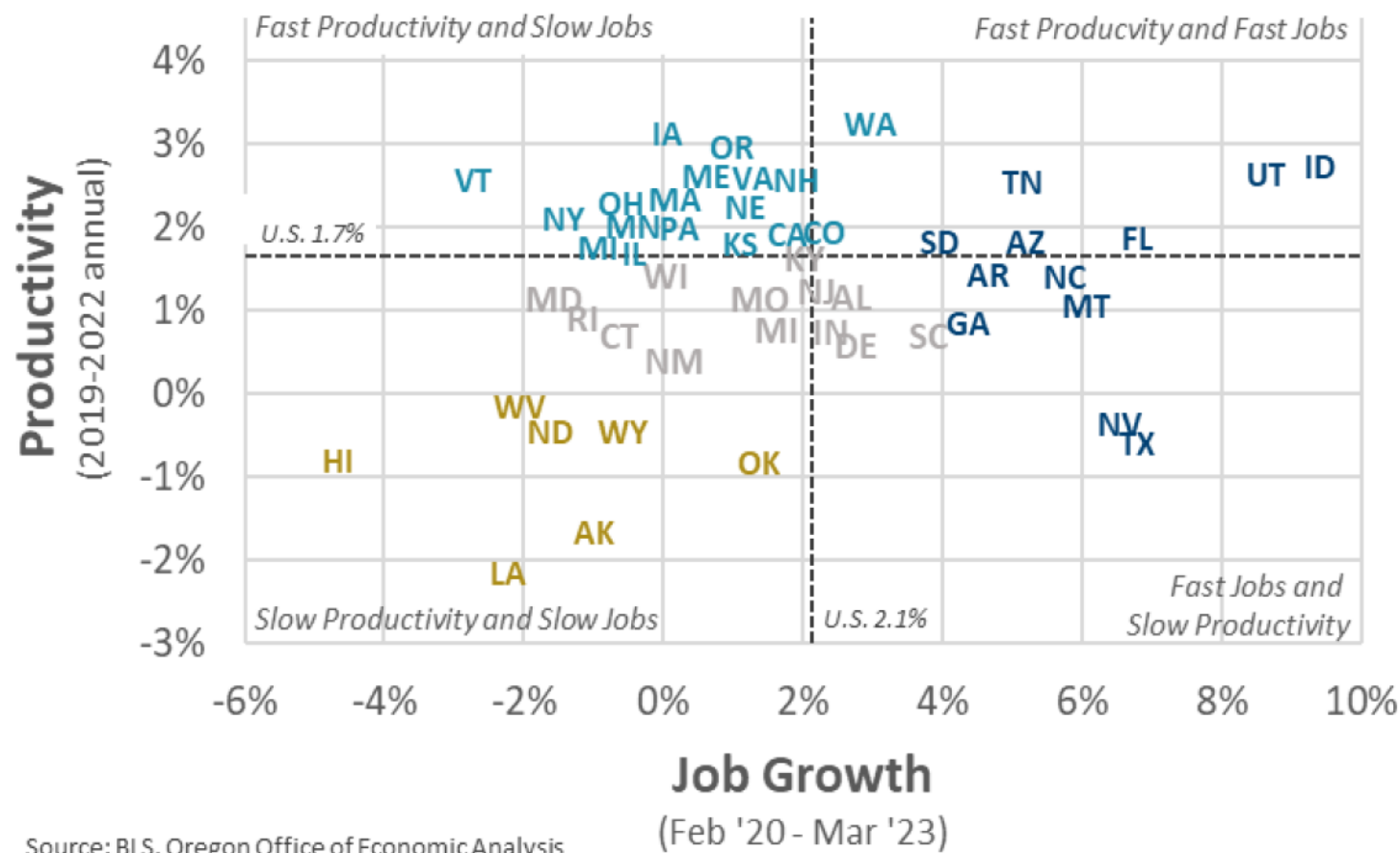
Latest Data: October 2023 | Source: BLS, Oregon Office of Economic Analysis



# A unique business cycle for Oregon



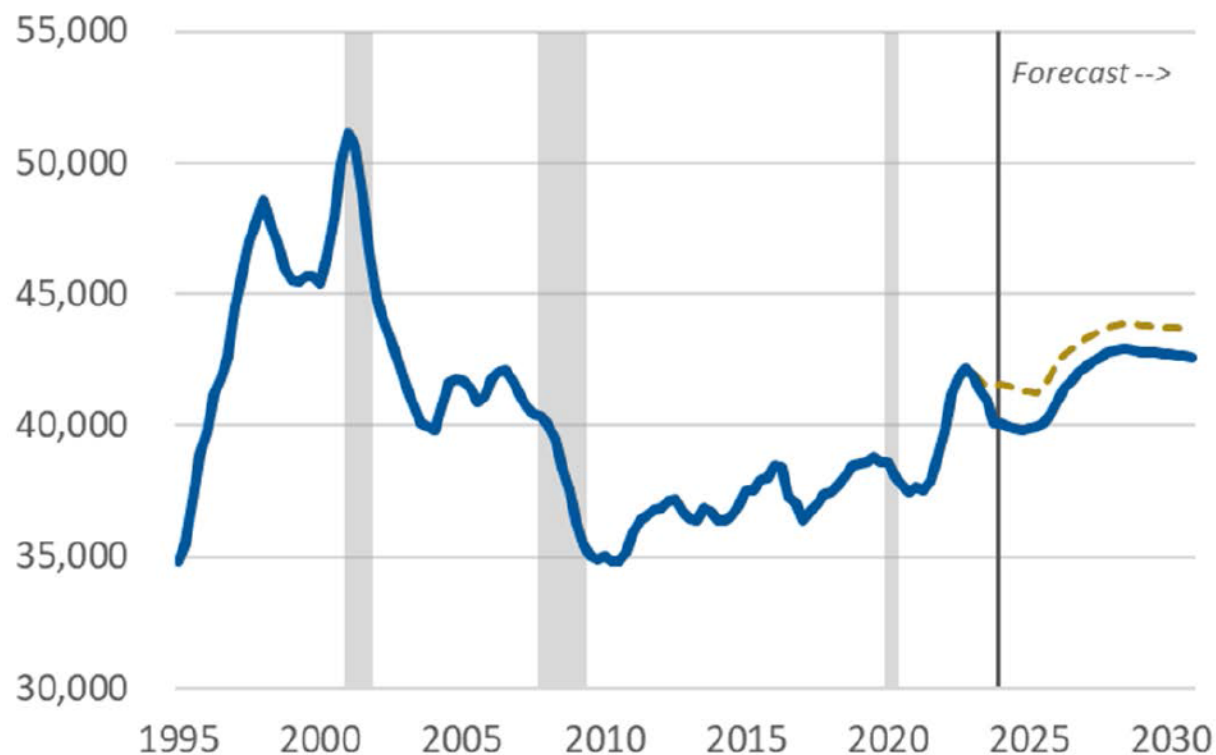
## Pandemic Economic Growth Across States





# CHIPS Act Impacts Expected

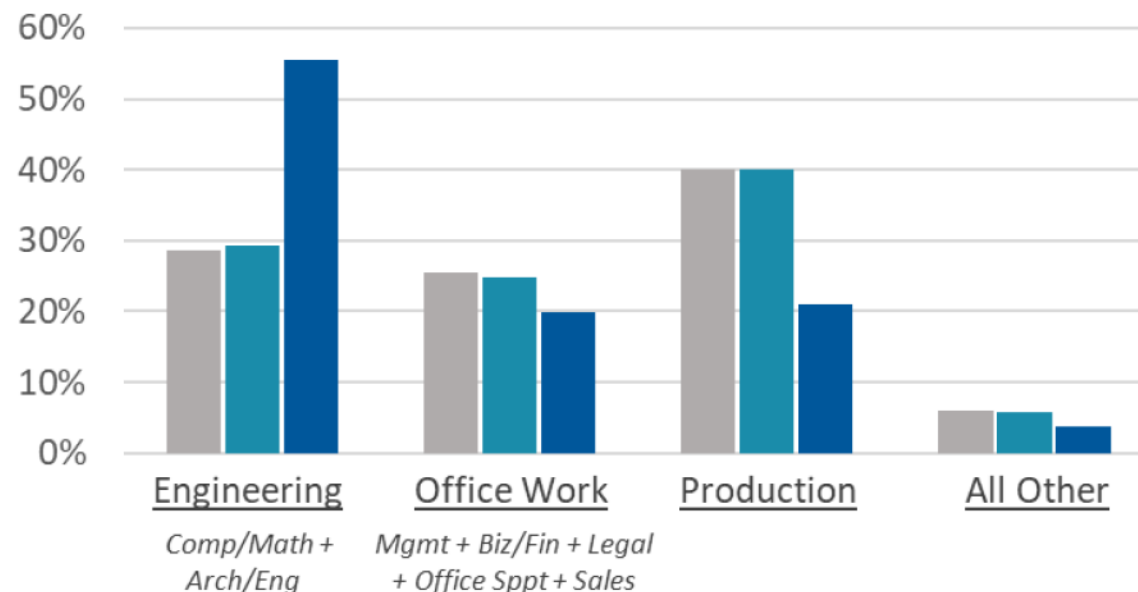
## Oregon Computer & Electronic Products



Latest Data: 2023q4 | Source: Oregon Employment Dept, Oregon Office of Econ Analysis

## Semiconductor Workforce

Share of all jobs by occupation in the *United States*, the *10 States with the Largest Semiconductor Workforce*, and *Oregon*



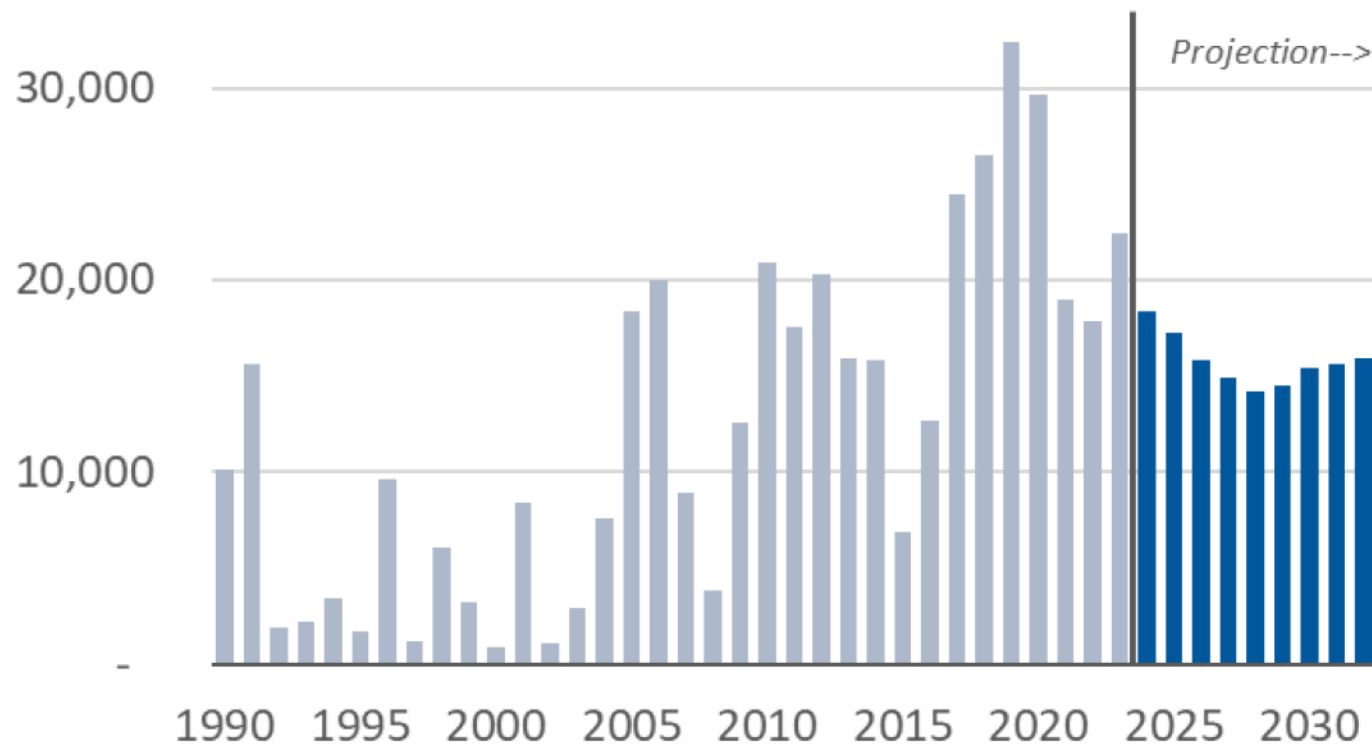
Data: 2022 | Source: BLS, Oregon Office of Economic Analysis

# Workers will remain scarce for some time



## Oregon Retirements

*Annual change in Oregonians 60+ years old not in the labor force*



Latest Data: 2023 | Source: IPUMS-CPS, Oregon Office of Economic Analysis

- Strong, inclusive recovery
  - Disparities did not widen based on age, educational attainment, gender, geographic location, or race and ethnicity
  - Disparities did widen based on wealth
- Labor market is tight
  - Cyclically due to strong economy
  - Structurally due to demographics of increased retirements and slower population growth
- Forecast
  - Oregon's potential labor force expected to increase just 0.6% per year this decade
  - Latent Labor Force: reducing historical disparities based on sex, race and ethnicity, and educational attainment among existing Oregonians would boost the workforce



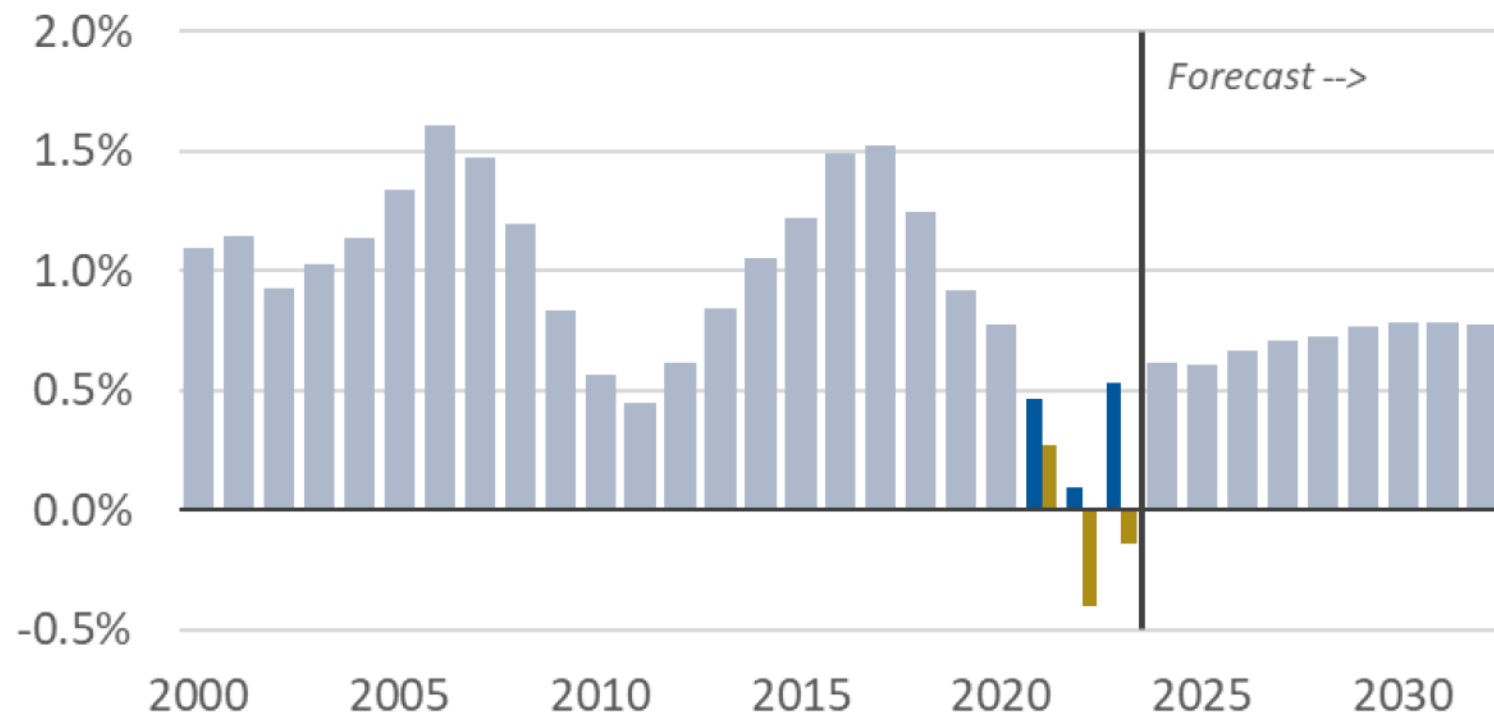


# Population growth has stalled

## Oregon Population Growth

*Annual change in total state population*

OEA History and Forecast, **Portland State Estimates**, **Census Estimates**



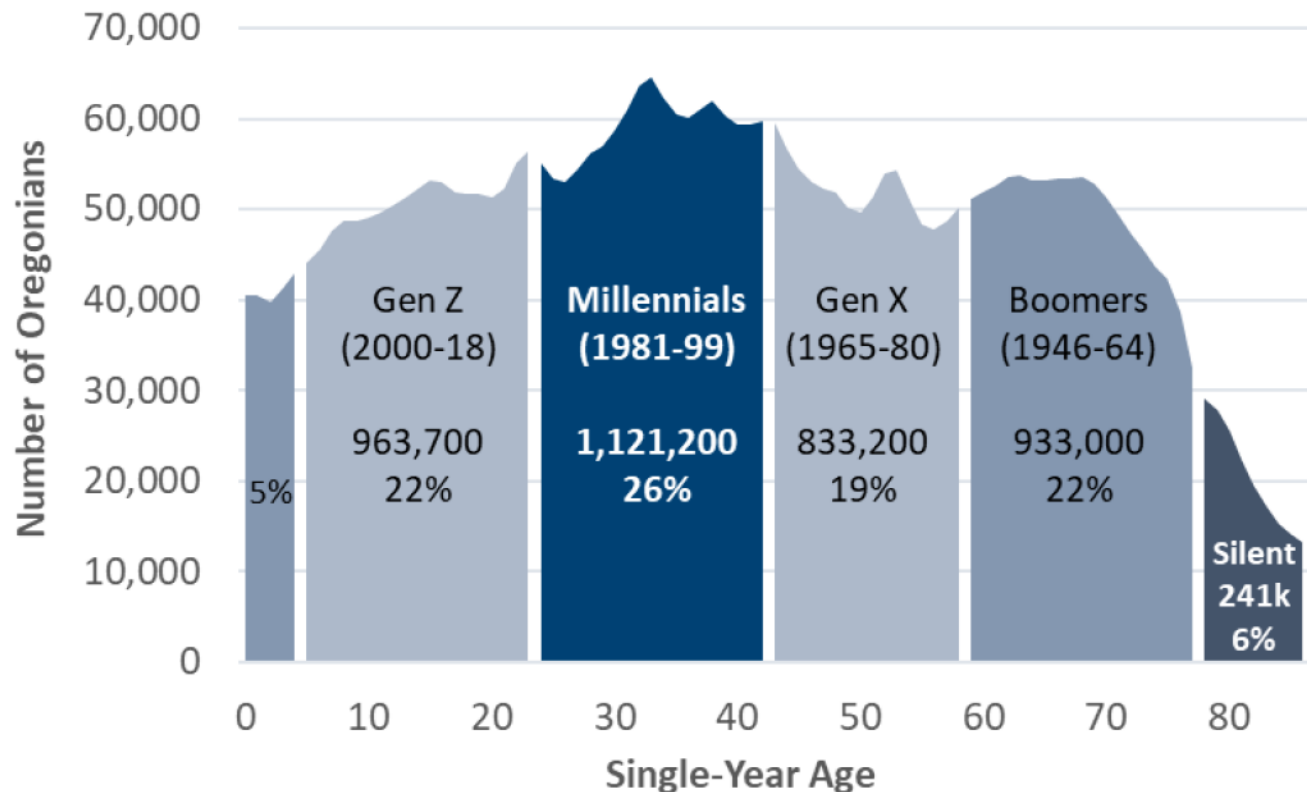
Latest: 2023 | Source: Census, Portland State Population Research Center, Oregon Office of Economic Analysis

- Stagnant population during the pandemic, although estimates are mixed with PSU up slightly, and Census down slightly
- Migration is the primary reason Oregon grows faster than the U.S. It allows local businesses to hire and expand at a faster rate.
- Updated Population Data
  - Deaths continue to outnumber births
  - Surrendered driver licenses at Oregon DMVs continues to match levels seen last decade
  - New data from the Cleveland Fed based on credit reports, shows the Portland metro population may be stabilizing, even as the urban core continues to lose residents

# Current Demographics are Great



## Oregon Population and Generations



Data: 2023 Estimates | Source: Oregon Office of Economic Analysis

### • Millennials

- Largest generation alive
- Now middle-age and a key economic force
- Huge homeownership demand

### • Boomers

- Entering into traditional retirement years
- Most have decent savings and are still in good health
- Downsizing in the 2030s

### • Gen Z

- Somewhat smaller, barely offsets retiring Boomers
- Oregon needs Gen Z to move here like Boomers and Millennials before them
- Economic driver in the 2040s

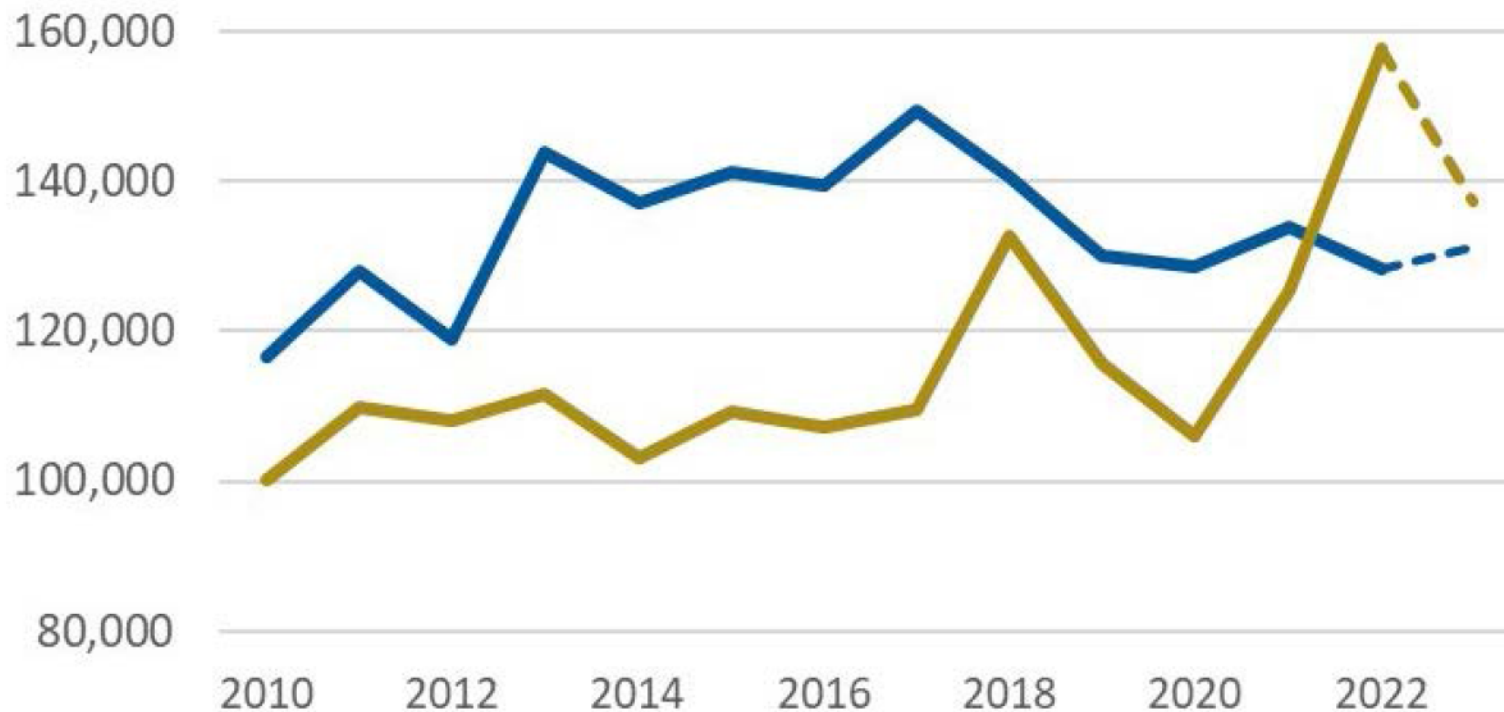


# Who Left Oregon?



## Oregon Domestic Migration

Number of people moving *Into Oregon* and *Out of Oregon*



Source: Census, IPUMS-USA, Oregon Office of Economic Analysis

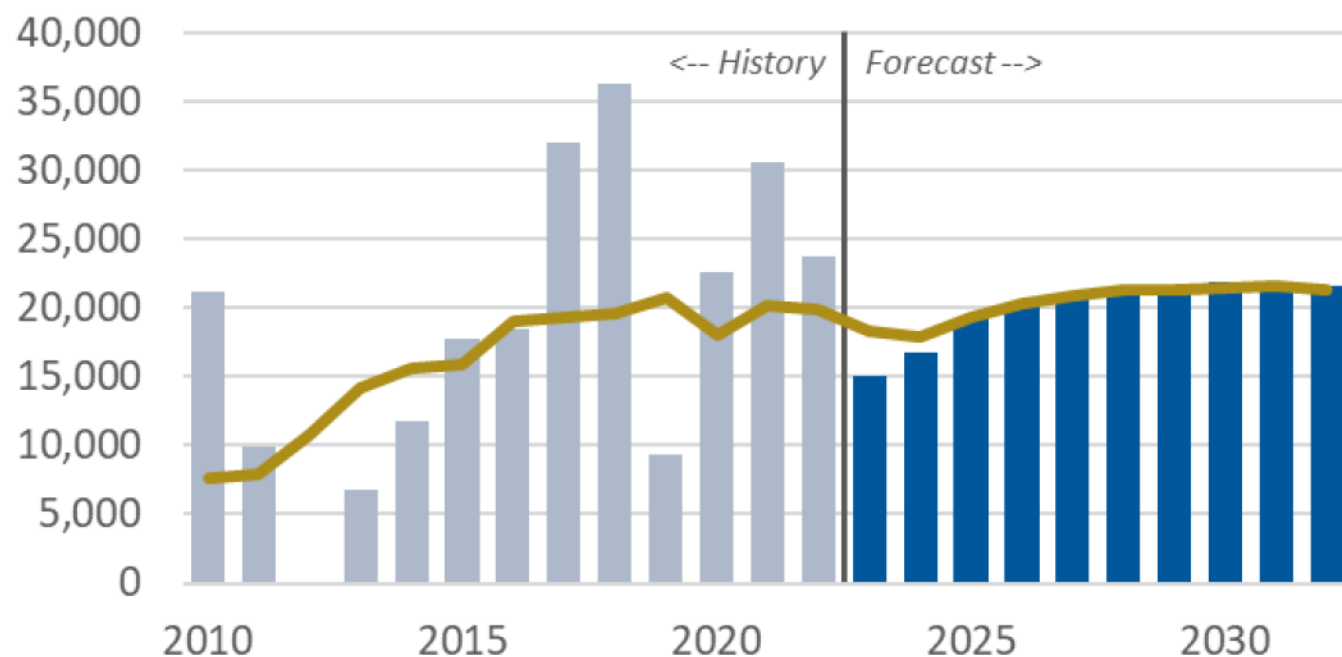
- 2022 population declines driven not by fewer people moving to Oregon, but due to more people packing up and leaving Oregon
- 2022 net out-migration was evident across the board, broadly speaking
  - Half children, half adults
  - Half college graduates, half non-college graduates
  - Nearly 50/50 for white, non-Hispanic, and BIPOC Oregonians
  - Out-migration across all major income brackets
- Glass half full view:
  - 2022 positive in-migration among 18-24 year olds
  - 2023 pendulum swinging back from pandemic patterns



# Housing supply matters

## Oregon Housing Fundamentals

Annual **Housing Starts**, **Change in No. of Household**, and **Projected Household Formation** based solely on population and demographics



Housing starts based on OEA estimates and forecast. Change in number of households from ACS 1 year estimates. Projected household formation based on OEA population forecast, using 2000 ACS headship rates by age  
Source: Census, IPUMS-USA, Oregon Office of Economic Analysis

- Oregon has historically underbuilt housing
- Industry running into supply side constraints
- Affordability issues impact all Oregonians, especially low-income households, and slows future growth
- During the pandemic, household formation boomed even with a stagnant population
- Outlook
  - Near-term decline due to high rates and bad affordability
  - Long-term closely tied to population and demographics
  - Underproduction shortfall not made up in the baseline

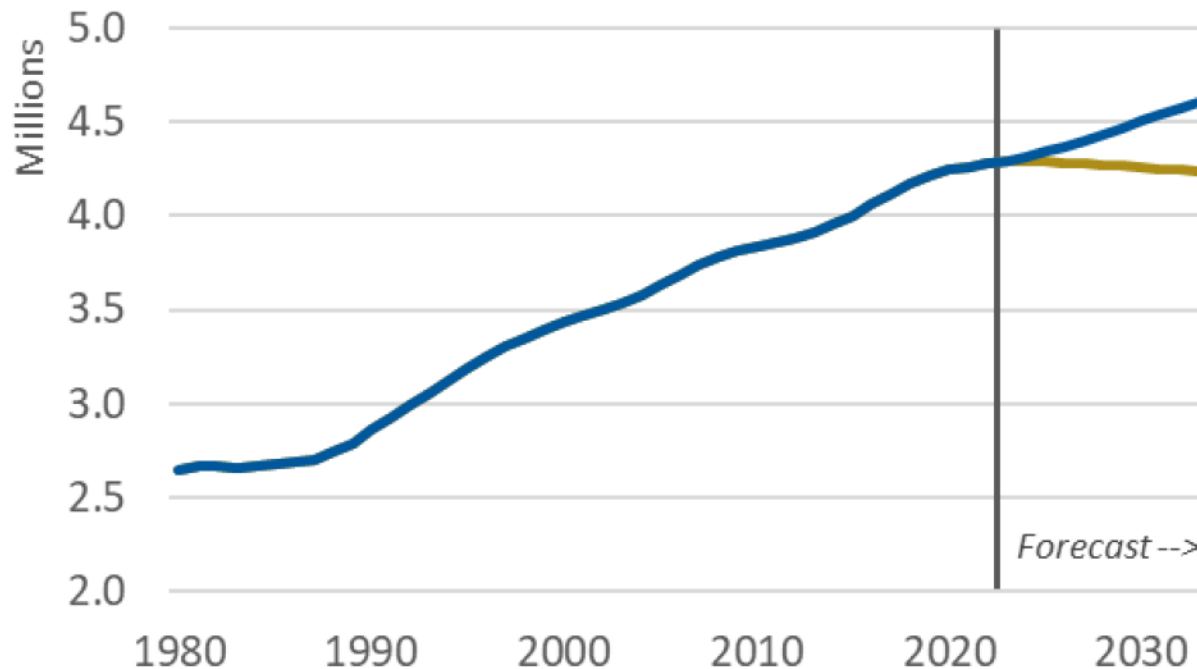
# Zero Migration, Alternative Scenario



## Oregon Population

Number of Oregon residents, all ages

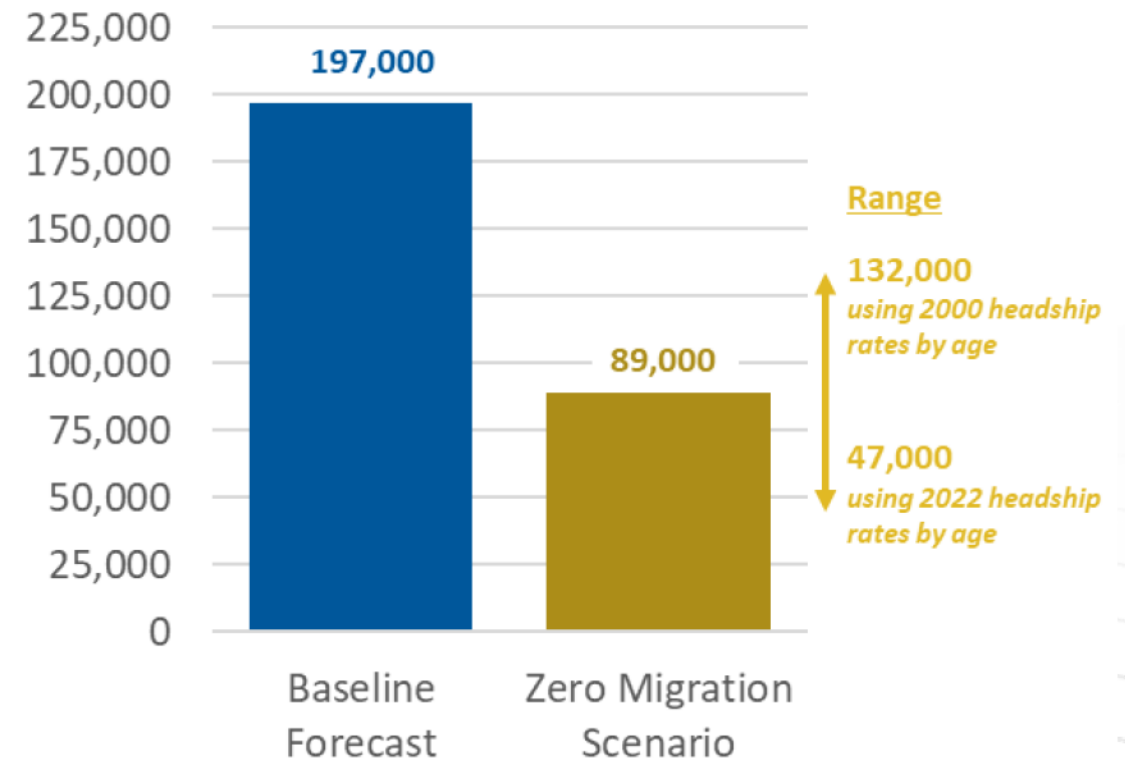
Baseline Forecast | Zero Migration Scenario



Latest Data: 2022 | Source: Oregon Office of Economic Analysis

## Oregon Housing Demand

Change in the number of households from 2023 to 2033



Source: IPUMS-USA, Oregon Office of Economic Analysis

# Contact Information

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