

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee (MTAC) meeting
Date: Wednesday, January 20, 2021
Time: 10:00 a.m. – 12:00 noon
Place: Virtual meeting, Zoom ID:

Click link to join:

<https://us02web.zoom.us/j/87530518114?pwd=WjEyZWFGbEwrQmFCUldEdTdrNm1nQT09>

Passcode: 536614

Call toll free: 888-475-4499

| | | | |
|-----------------|-------------|---|--|
| 10:00 am | 1. | Call To Order, Quorum Declared and Introductions | Tom Kloster, Chair |
| 10:10 am | 2. * | Comments from the Chair <ul style="list-style-type: none">• COVID-19 and racial equity updates from Metro & Region (Chair Kloster/all)• Fatal Crashes Update (Lake McTighe) | |
| 10:20 am | 3. | Committee and Public Communications On Agenda Items | |
| 10:25 am | 4. * | Minutes Review from MTAC Nov. 18, 2020 meeting Minutes Review from Dec. 16, 2020 MTAC/TPAC workshop | |
| 10:30 am | 5. * | Development of site readiness toolkit presentation <ul style="list-style-type: none">• <u>Information/Discussion</u> | Jeffrey Raker, Metro Alex Joyce, Cascadia Partners Ken Anderton, Port of Portland |
| 11:15 am | 6. * | Naito Main Street (South Portland Area Planning) Project Overview <ul style="list-style-type: none">• <u>Information/Discussion</u> | Kevin Bond, City of Portland Planner Ryan Curren, City of Portland, Project Mgr. Patrick Sweeney, PBOT Project Mgr. |
| 12:00 pm | 7. | Adjourn | Tom Kloster, Chair |

Next MTAC Meeting: March 17, 2021

Next TPAC/MTAC Workshop Meeting: February 17, 2021

***Material will be emailed with meeting notice**

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Ogeysiiska takooris la'aanta ee Metro

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកាតបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntu) weekdays) 5 hnuv ua hauj lwm ua ntej ntawm lub rooj sib tham.

**2021 Metro Technical Advisory Committee (MTAC) Work Program
As of 1/13/2021**

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|--|---|
| <p>January 20, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • COVID-19 and racial equity updates from Metro and Region (Chair Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Development of site readiness toolkit presentation (Jeffrey Raker, Metro, Alex Joyce, Cascadia Partners, Ken Anderton, Port of Portland; 45 min) • Willamette Falls Legacy Project and Design Updates (Brian Moore/Carrie Belding/Alex Gilbertson, Metro; 45 min) | <p>March 17, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • COVID-19 and racial equity updates from Metro and Region (Chair Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • HB 2001 and HB 2003 final rule results and implications to Metro area (Ethan Stuckmayer, Oregon Department of Land Conservation & Development; 90 min) |
| <p>May 19, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • COVID-19 and racial equity updates from Metro and Region (Chair Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Shelter to Housing Program (Eric Engstrom, City of Portland; 45 min) • McLoughlin Corridor Brownfield Grant & upcoming EPA grant to support affordable housing (Brian Harper; 45 min) | <p>July 21, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • COVID-19 and racial equity updates from Metro and Region (Chair Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Title 11 Concept or Comprehensive Planning project updates: Beaverton Cooper Mountain – Cassera Phipps Tigard River Terrace – Schuyler Warren |
| <p>September 15, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • COVID-19 and racial equity updates from Metro and Region (Chair Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Title 11 Concept or Comprehensive Planning project updates: King City Beef Bend South – Mike Weston | <p>November 17, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • COVID-19 and racial equity updates from Metro and Region (Chair Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Title 11 Concept or Comprehensive Planning project updates: Hillsboro Witch Hazel Village South – Dan Rutzick • <i>Local jurisdictions & City of Portland efforts around HB 2001 (Speakers TBD)</i> |

Parking Lot/Bike Rack: Future Topics (These may be scheduled at either MTAC meetings or combined MTAC/TPAC workshops)

- SW Corridor Updates and Equity Coalition (Brian Harper, Metro and others?)

- Coordinated panel from City of Portland, TriMet and Metro/others to address SW Corridor transportation, funding issues and gentrification issues moving forward on the project with future plans
- Status report on equity goals for land use and transportation planning
- Regional city reports on community engagement work/grants
- Regional development changes reporting on employment/economic and housing as it relates to growth management
- Update report on Travel Behavior Survey
- Updates on grant funded projects such as Metro's 2040 grants and DLCD/ODOT's TGM grants. Recipients of grants.
- 2020 Census
- Regional Data Strategy
- Transit-Oriented Development (TOD) annual report/project profiles report
- Reports from regional service providers affecting land use and transportation, future plans
- Climate Action updates, DLCD in 2021

MTAC meetings held every other month starting in January on the 3rd Wednesday of the month from 10:00 am to noon. For MTAC agenda and schedule information, e-mail marie.miller@oregonmetro.gov
In case of inclement weather or cancellations, call 503-797-1700 for building closure announcements.

**2021 Metro Technical Advisory Committee (MTAC) and
Transportation Policy Alternatives Committee (TPAC) workshop meetings Work Program
As of 12/29/2020**

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| <p>Feb. 17, 2021 – TPAC/MTAC Workshop – Virtual Mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Emergency Transportation Routes (ETR) Update-Draft ETR Routes and Report (Kim Ellis, Metro/Laura Hanson, RDPO/Thuy Tu, TTU Consulting/ Allison Pynch, Salus Resilience; 45 min) | <p>April 21, 2021 – TPAC/MTAC Workshop – Virtual Mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT/ Susie Wright, Kittelson; 90 min) |
| <p>June 16, 2021 – TPAC/MTAC Workshop – Virtual Mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Best Practices and Data to Support Natural Resources Protection (Lake McTighe; 90 min) | <p>August 18, 2021 – TPAC/MTAC Workshop – Virtual Mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Freight Delay and Commodities Movement Study Policy Framework Discussion (Tim Collins, Metro; 30 min) Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT/ Susie Wright, Kittelson; 80 min) |
| <p>October 20, 2021 – TPAC/MTAC Workshop – Virtual Mtg <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Scoping Kick-off for 2023 Regional Transportation Plan Update (Kim Ellis, 90 min.) | <p>December 15, 2021– TPAC/MTAC Workshop-Virtual Mtg <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> |
| | |

Parking Lot/Bike Rack: Future Topics (In addition check with future topics in both MTAC and TPAC work programs)

- Climate Action updates (DLCD date TBD)
- Technical Analysis MTIP/RTP (Grace Cho, Kim Ellis date TBD)

TPAC/MTAC workshops held every other month starting February on the 3rd Wednesday of the month from 10:00 a.m. to 12 p.m.

For agenda and schedule information e-mail marie.miller@oregonmetro.gov

In case of inclement weather or cancellations, call 503-797-1700 for building closure announcements.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: January 4, 2021
 To: Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties
 From: Lake McTighe, Regional Planner
 Subject: Monthly fatal crash update

The purpose of this memo is to provide an update to TPAC, MTAC and other interested parties on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year.

| 2020 Monthly fatal crash update - As of 12/28/20 | | |
|--|--|---|
| Number of fatalities* | Fatalities by mode | Fatalities by county |
| January 2020: 10 | 5 Pedestrian 1 Motorcycle 4 Motor Vehicle | Clackamas: 2 Multnomah: 6 Washington: 2 |
| February 2020: 9 | 2 Pedestrian 1 Bicycle 5 Motor Vehicle 1 Motorcycle | Clackamas: 2 Multnomah: 5 Washington: 2 |
| March 2020: 9 | 2 Pedestrian 6 Motor Vehicle 1 Motorcycle | Clackamas: 3 Multnomah: 4 Washington: 2 |
| April 2020: 3 | 1 Motorcycle 2 Motor Vehicle | Clackamas: 2 Multnomah: 1 |
| May 2020: 5 | 5 Motor Vehicle | Clackamas: 3 Multnomah: 2 |
| June 2020: 11 | 9 Motor Vehicle 1 Pedestrian 1 Bicycle | Clackamas: 3 Multnomah: 5 Washington: 3 |
| July 2020: 14 | 9 <u>10</u> Motor Vehicle 2 Motorcycle 2 Pedestrian | Clackamas: 5 <u>6</u> Multnomah: 6 Washington: 2 |
| August 2020: 9 | 3 Pedestrian 1 Bicycle 2 Motorcycle 3 Motor Vehicle | Clackamas: 4 Multnomah: 4 Washington: 1 |
| September 2020: 14 | 5 Pedestrian 1 Bicycle 6 Motor Vehicle 2 Motorcycle | Clackamas: 3 Multnomah: 10 Washington: 1 |
| October 2020: 18 | 4 Pedestrian 5 Motorcycle 9 Motor Vehicle | Clackamas: 2 Multnomah: 14 Washington: 1 |
| November 2020: 25 | 6 Pedestrian 1 Bicycle 18 Motor Vehicle | Clackamas: 4 Multnomah: 15 Washington: 6 |
| December 2020: 5 | 2 Pedestrian 1 Bicycle 2 Motor Vehicle | Multnomah: 5 |
| Total: 132 | 32 Pedestrian 6 Bicycle 15 Motorcycle 79 Motor Vehicle | Clackamas: 34 Multnomah: 76 Washington: 22 |

Source: ODOT Preliminary Fatal Crash Report

*Crashes may have more than one fatality, so fatality numbers may be higher than crash numbers

Fatal crash information is from the Preliminary Fatal Crash report from the Oregon Department of Transportation's (ODOT) Transportation Data Section/Crash Analysis and Reporting Unit. There are typically several contributing factors to serious crashes. Alcohol and drugs, speed, failure to yield the right-of-way, and aggressive driving are some of the most common causes. Road design and vehicle size can contribute to the severity of the crash.

Based on preliminary fatal crash data, in 2020 there were 132 traffic deaths in Clackamas, Multnomah and Washington Counties, and 480 in Oregon. These numbers exclude traffic deaths ruled as suicide.

As of 12/28/20

December 2020

Unknown, walking, Multnomah County, 12/23/20
Clayton, 66, in a wheelchair, Multnomah County, 12/17/20
Clawson and Cortes (double), 25 and 19, driving, Multnomah County, 12/12/20
Gene, 64, bicycling, Multnomah County, 12/04/20

November 2020

Carol, 79, walking, Washington County, 11/25/20
Unknown, driving, Multnomah County, 11/24/20
Coffin and Leiss (double), 20 and 26, driving, Multnomah County, 11/22/20
~~Unknown and Unknown~~, Turnwalker and Walker (double), 44 and 10, driving, Multnomah County, 11/22/20
Garrett, 37, driving, Washington County, 11/21/20
Manuel, 16, driving, Washington County, 11/20/20
Colin, 26, driving, Multnomah County, 11/20/20
Sherry Lynn, 68, walking, Clackamas County, 11/19/20
Obduwier, 18, driving, Multnomah County, 11/19/20
Tetteh, 35, walking, Clackamas County, 11/19/20
Maxine, 94, driving, Clackamas County, 11/18/20
Tracy, 37, walking, Washington County, 11/17/20
Daniel, 27, walking, Multnomah County, 11/17/20 (died on November 27)
Antonio, 28, bicycling, Multnomah County, 11/12/20
Kevin, 28, driving, Washington County, 11/10/20
Jennifer, 46, driving, Multnomah County, 11/8/20
Phoenix, 16, Rita, 16, Hailey, 16, driving, Multnomah County, 11/6/20 Randy, 66, walking, Washington County, 11/6/20
Armando, 27, driving, Multnomah County, 11/6/20
Mark, 53, driving, Clackamas County, 11/4/20
Kelly Elizabeth, 28, walking, Multnomah County, 11/4/20

October 2020

Dakoda, 28, driving, Multnomah County, 10/31/20
Christopher, 27, walking, Multnomah County, 10/30/20
Jonathan, 36, motorcycling, Clackamas County, 10/26/20
~~Unknown~~ Steven Lawrence, 47, motorcycling, Multnomah County, 10/22/20
Devontay, age unknown, driving, Multnomah County, 10/22/20

Colins, 18, and Mauesby, 19, (double) driving, Multnomah County, 10/18/20
Eric, 47, walking, Washington County, 10/12/20
Unknown, driving, Multnomah County, 10/10/20
~~Unknown~~ Green and Chavez (double), walking, Multnomah County, 10/10/20
Ryan, 37, driving, Multnomah County, 10/10/20
Brian, 24, motorcycling, Multnomah, 10/9/20
Timothy, 41, motorcycling, Multnomah County, 10/9/20
Alexander, 33, driving, Clackamas County, 10/8/20
Andrew, 26, motorcycling, Multnomah County, 10/4/20
Unknown (double), driving, Multnomah County, 10/1/20

September 2020

Nathaniel, motorcycling, Multnomah County, 9/28/20
Heath, 49, driving, Multnomah County, 9/27/20
Timothy, 52, walking, Multnomah County, 9/24/20
~~Unknown~~ Michael, 29, driving, Washington County, 9/23/20
Damian, 45, driving, Multnomah County, 9/22/20
Robert, 59, walking, Clackamas County, 9/19/20
Dakota, 20, motorcycling, Clackamas County, 9/16/20
Christopher, 36, walking, Multnomah County, 9/11/20
~~Unknown~~ Alberto, 35, walking, Multnomah County, 9/11/20
~~Unknown~~ Nicholas, 16, driving, Clackamas County, 9/6/20
Craig, 67, driving, Multnomah County, 9/5/20
~~Unknown~~ Jessica, 46, walking, Multnomah County, 9/4/20
Martin, 81, bicycling, Multnomah County, 9/3/20
~~Unknown~~ Alijah, 25, driving, Multnomah County, 9/1/20

August 2020

Tiffany, 68, walking, Multnomah County, 8/30/20
Dylan, 27, motorcycling, Multnomah County, 8/~~28~~26/20
Zachary, 28, walking, Multnomah County, 8/~~28~~26/20
Unknown, driving, Multnomah County, 8/24/20
Theresa, 63, Clackamas County, 8/17/20
Troy, age 55, killed while walking, Mt Hood Highway in Boring, Clackamas County, 8/10/20
Timothy, age 44, killed while riding a motorcycle, Tualatin Valley Highway, Washington County, 8/7/20
Nolan, age 67, killed while riding an electric bicycle, 82nd Avenue (Hwy 213) near Luther Road, Clackamas County, 8/2/20
Shirley, 82, driving, Clackamas County, 8/1/20

July 2020

Martin P., 91, driving, Clackamas County, 7/13/20
Sarah, age 1, killed while walking, Multnomah County, 7/30/20
Cynthia Rachele, killed in a motor vehicle crash, age 45, Clackamas County, 7/28/20
Aaron Russell, age 41, killed in a motor vehicle crash, Clackamas County, 7/5/20
Carlos, age 24, passenger, killed in a single motor vehicle crash, SW River Road, Washington County, 7/25/20; alcohol and speed appear to be contributing factors
Julie ~~Elizabeth~~ Lynn, age 45, killed in a motor vehicle crash, SE 122 Ave., Multnomah County, 7/~~23~~22/20

Camille Minoos and Udell, age 34 and 13, killed in a single motor vehicle crash, NE Lombard Street, Multnomah County, 7/18/20; speed appears to be a contributing factor
Daniel, age 34, killed while riding a motorcycle in a T-bone crash, Hwy 47 & Maple Street, Washington County, 7/12/20
Brian Michael, age 57, killed in a head-on motor vehicle crash, NE Glisan & 158th, Multnomah County, 7/11/20
Anthony, age 32, killed in a rollover motor vehicle crash, Hwy 224, Clackamas County, 7/10/20
Jack, age 2, killed in a hit and run in front of his home, Milwaukie, Clackamas County, 7/20/20; the police determined that speed was not a factor and that the driver may not have been aware of what happened
Saw Poe, age 36, killed in a single motor vehicle crash, SE Powell Blvd., Multnomah, 7/6/20
Robert W., age 40, killed in a T-bone motor vehicle crash, SE 362 Ave., Washington, 7/5/20; speed appears to be a factor

June 2020

Troy, age 37, killed while riding a bicycle, NE 16th and Multnomah, Multnomah County, 6/22/20
Logan, age 25, killed in a rollover motor vehicle crash, Washington County, 6/20/20
Josie, age 25, killed in a rollover motor vehicle crash, Long Road, Washington County, 6/19/20
Kelly Ann, age 59, killed in a head on crash, Clackamas County, 6/19/20
Frank, age 86, killed in a head-on motor vehicle crash, Sunset Hwy, Washington County, 6/11/20
~~Unknown~~Audrey, 22, killed in motor vehicle crash, Multnomah County, 6/7/20 (no updated information)
Janes and Wolford, age 68 and 62, killed in a rollover crash, Clackamas County, 6/5/20
Miro Nik, age 51, killed while walking in a hit and run crash, Multnomah County, 6/4/20 (crash type mislabeled as MV in crash report)
Bruce, age 49, killed in a motor vehicle crash, Multnomah County, 6/4/20
Mark, age 62, killed in a rear-end motor vehicle crash, Multnomah County, 6/1/20

May 2020 (as of 6/22/20)

~~Roger, age 93, killed in single motor vehicle crash, Washington County, 5/22/20 (death attributed to changed to Natural Causes)~~
Michael, age 61, killed in a head on crash, Clackamas County, 5/21/20
Michael, age 45, killed in a head on crash, Clackamas County, 5/21/20
Name ~~unknown~~ Francisco, age ~~unknown~~ 26, killed in a crash, Multnomah County, 5/17/20
Alex, age 33, killed in a rollover crash, Multnomah County, 5/15/20
John, age 22, killed in a rollover crash, Clackamas County, 5/6/20

April 2020

Timothy, age 55, killed in a head-on crash, Clackamas County, 4/20/20
Brandon, age 32, Multnomah County, at the intersection of SE 148th Avenue and SE Powell Boulevard, killed while riding a motorcycle in a hit and run crash, 4/14/20
Unknown, age 7, Clackamas County, SE Platz and 362nd, killed in a head-on crash with a semi-truck, (it is possible that speed was a contributing factor in the crash), 4/13/20 (no updated information)

March 2020

Paul, age 73, killed while walking, 99E, Clackamas County, 3/4/20
Cornwell, age 19 and Bonneville, age 80, Multnomah County, Columbia River Highways, killed in multi-vehicle crash involving 2 motor vehicles and 3 commercial vehicles, 3/24/20
Lulia, age 39, Multnomah County, killed while walking, 3/17/20
Andrew, age 35, Washington County, killed in single vehicle crash, 3/5/20

Tina, age 52, Multnomah County, killed in single vehicle crash, 3/4/20
Joyce Ann, age 61, Clackamas County, killed while driving, 3/2/20
Reginald, age 36, Washington County, killed while riding a motorcycle, 3/1/20

February 2020

Logan, age 25, killed in a head-on motor vehicle crash, 2/29/20
Fermin, age 50, killed while driving, 2/29/20
Chantel, age 36, killed while walking, 2/29/20
Christopher, age 36, killed riding a motorcycle, 2/29/20
Jerry, age 37, Multnomah Co., killed riding bicycle, 2/17/20
Mary Kathleen, 54, driving, Washington, 2/15/20
Stacey, age 42, Multnomah Co., pedestrian killed in a parking lot, 2/14/20
~~William, age 55, Washington Co., killed in a rollover crash, 2/14/20 (death attributed to Natural Causes)~~
Yevgeniy, age 25, Multnomah Co., killed in a rear end crash with commercial motor vehicle, 2/8/20
Korey, age 49, Washington Co., killed in a head-on crash, 2/5/20

January 2020

~~Charles Anthony, age 16, Clackamas Co., killed in single vehicle crash, 1/29/20 (death attributed to Suicide)~~
Samual, age 22, Multnomah Co., killed while walking, 1/28/20
Salvador Cruz, age 52, Multnomah Co., killed in T-bone motor vehicle crash, 1/25/20
Unknown, age unknown, Clackamas Co., killed in single vehicle crash, 1/24/20 (no updated information on age or name)
Stephanie, age 33, Clackamas Co., killed in head-on crash, 1/22/20
Eugene, age 50, Multnomah Co., killed in a motorcycle crash, 1/18/20
Chun Shik, age 63, Washington Co., killed in a motor vehicle crash, 1/17/20
Michael Daniel, age 62, Multnomah County, killed while walking, 1/14/20
Leslie, age 51, Washington Co., killed while walking, 1/14/20
Denise, age unknown, Multnomah Co., killed while walking, 1/9/20 (no updated information on age)
Luis, age 11, Multnomah Co., killed while walking, 1/6/20

Dec 2020 traffic deaths in Clackamas, Multnomah and Washington Counties*

Unknown, walking, Multnomah County, 12/23/20

Clayton, 66, in a wheelchair, Multnomah County, 12/17/20

Clawson and Cortes (double), 25 and 19, driving, Multnomah County, 12/12/20

Gene, 64, bicycling, Multnomah County, 12/04/20

There have been 132 traffic deaths in Clackamas, Multnomah and Washington Counties, and 480 in Oregon**



*ODOT preliminary fatal crash report, as of 12/28/20

**Excludes traffic deaths ruled as suicide





Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday, November 18, 2020 | 10 a.m. to 12 noon

Place: Virtual video conference call meeting via Zoom

Members Attending

Tom Kloster, Chair
Tom Armstrong
Anna Slatinsky
Jamie Stasny
Adam Barber
Chris Deffebach
Jennifer Donnelly
Ramsay Weit
Scot Siegel
Colin Cooper
Darci Rudzinski
Mary Kyle McCurdy
Glen Bolen
Tom Bouillion
Jeff Owen
Brittany Bagent
Bob Sallinger
Ezra Hammer
Andrea Hamberg

Affiliate

Metro
Largest City in the Region: Portland
Second Largest City in Washington County: Beaverton
Clackamas County
Multnomah County
Washington County
Dept. of Land Conservation and Development
Housing Affordability Organization
Largest City in Clackamas County: Lake Oswego
Largest City in Washington County: Hillsboro
Private Economic Development Organizations
Land Use Advocacy Organization, 1000 Friends of OR
Oregon Department of Transportation
Port of Portland
TriMet
Greater Portland, Inc.
Audubon Society
Home Builders Association of Metropolitan Portland
Multnomah County Public Health

Alternate Members Attending

Carol Chesarek
Katherine Kelly
Kevin Cook
Anne Debbaut
Peter Walter
Joseph Briglio
Chris Damgen
Erin Wardell
Cindy Detchon
Nicole Johnson
Brendon Haggerty

Affiliate

Multnomah County Community Representative
Largest City in Multnomah County: Gresham
Multnomah County
Dept. of Land Conservation and Development
Second Largest City in Clackamas County: Oregon City
Clackamas County: Other Cities, City of Happy Valley
Multnomah County: Other Cities, City of Troutdale
Washington County
North Clackamas School District
1000 Friends of Oregon
Multnomah County Public Health

Guests Attending

Terra Wilcox

Affiliate

Chris Johnson, Research Manager
Matthew Hampton, Transportation Planner

Metro Staff Attending

Lake McTighe, Transportation Planner
Ted Reid, Principal Regional Planner

Dennis Yee, Economist Research Center
Cindy Pederson, Research Center Manager
Summer Blackhorse, Program Assistant

Lisa Miles, Principal Regional Planner
Kim Ellis, Principal Transportation Planner
Marie Miller, TPAC & MTAC Recorder

1. Call to Order and Introductions

Chairman Tom Kloster called the meeting to order at 10 a.m. Introductions were made. Zoom logistics and meeting features were reviewed for online raised hands, finding attendees and participants, and chat area for messaging and sharing links.

2. Comments from the Chair

- **COVID-19, racial equity and committee updates from Metro and Region**
 - Chairman Kloster noted Metro is still working through furlough reduced work hour schedules through December. Staff may be delayed in returning messages and patience is appreciated. The Oregon Zoo Lights is being planned for COVID-19 compliant with drive-thru arrangements. Details on how to register is on the website.
 - Pete Walter announced Oregon City is hosting an open house on December 3 for severely rent-burdened households as part of a citywide survey with the comprehensive planning update.
 - Brittany Bagent announced that GPI with Metro partnership just adopted their economic recovery plan, a short-term regional plan for businesses and families with children affected by the COVID-19 pandemic. The public release of this plan is in December. This 2-year implementation plan will feed into the 5-year economic development strategy.
 - Glen Bolen announced an online open house regarding the Rose Quarter project. The link for this: <https://odotopenhouse.org/i5-rose-quarter-improvement>

- **Fatal crashes update** (Lake McTighe) Ms. McTighe provided an update on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year. In addition to the memo in the packet, 2 traffic fatalities have be added to October listings, and 5 so far in November. The data shows higher rates of fatal crashes with some preliminary causal trends; faster speeds and more aggressive behavior on roads, more people walking and possible higher rates of crashes involving alcohol and/or drug influence.

- **2040 Planning and Development Grants Program updates** (Lisa Miles) Ms. Miles provided an overview of the recent 2040 Planning and Development Grants awarded. In response to the COVID-19 pandemic more money than was typical was awarded, \$2.7 million this year. Grant recipients and projects were listed in the packet.

Ms. Miles noted that Comprehensive Planning grants are no longer a part of the regular grant cycle, but will be awarded as part of future urban growth management decision-making processes. Construction Excise Tax funds will be allocated each year to ensure that a pool of funds is available for future urban area planning grants.

In July this year, in response to the pandemic and to assist people of color, Metro Council approved an additional \$1.5 million grants for economic development and community stabilization projects. The next round of grants is expected in August/Sept. 2021 with the normal \$2 million total funding available across three grant categories: Community

Engagement (\$250,000), Equitable Development (\$1.25 million) and Concept Planning (up to \$500,000).

Comments from the committee:

- Jeff Owen appreciated the information in the packet. If more details on the grant descriptions were requested, where could this information be found? Ms. Miles noted questions on the grants could be sent to her directly.

3. Committee and Public Communications on Agenda Items - none

4. Minutes Review from MTAC September 16, 2020 meeting. No additions or corrections to the minutes.
Minutes Review from MTAC/TPAC October 21, 2020 workshop. No additions or corrections to the minutes.

5. Distribution Forecast (Chris Johnson, Dennis Yee and Ted Reid) Mr. Reid began the presentation with an overview of how the forecasts are coordinated with the regions' counties and cities. The forecasts are used for comprehensive plan updates with housing needs analysis, economic opportunities analysis and transportation system plan updates. The forecast cycle was shown, beginning with the Urban Growth Report, then tailored to the Urban Growth Management Decision, to distributed forecasts at Transportation Analysis Zones (TAZ) levels, to research and model improvements.

Mr. Johnson noted the jurisdiction TAZ review this year was for total jobs and households, with 2020 a base year forecast, 2030 mid-forecast year, and 2045 & 2050 two end-year forecasts. The forecast supply assumptions include vacant land capacity, redevelopment/infill capacity, Clark County and rural capacity, and 2018 Urban Growth Management and prospective capacity imputed from urban reserves. A geographic map of TAZ level household forecast change, and comparisons between forecast years with population, employment and households was shown. The next steps in the process was provided with legislative approval by Metro Council and submittal of works/process to DLCD/LCDC for acknowledgement, and next regional forecast in 2023.

Comments from the committee:

- Glen Bolen noted that both Metro and ODOT are working on congestion pricing and tolling studies. The agencies use different tolling mechanisms. How does this affect the travel model? Mr. Johnson noted the transportation inputs in the model to forecast accessibility with travel time, which feed back into future land use forecasts. These forecasts measure values of time which will be included in the next RTP.
- Joseph Briglio asked how resiliency might be built into these forecasts, such as COVID, natural disasters, etc. Mr. Johnson noted that reviews during timeframes with the forecasts are built from not exact information, but past economic and seismic events have returned forecast projections to growth. The ability for the model allows to give low, medium and high scenarios for both land use and transportation forecasts on a fairly complete plan.
- Bob Sallinger asked how changes on vacant industrial lands may be factored in (examples given were vacant terminal land conversions, the removal of west Hayden Island from the City's inventory, profound changes with perspectives on the Portland Harbor, and public opposition to tank farms with earthquake zones). Mr. Johnson noted buildable and vacant land is factored

in with forecasting, partly using assumptions, latest data, and local opportunity economic planning. Mr. Reid added plans adopted from zoning and the review process addressed these issues as well. Tom Armstrong added the TAZ review process addressed these issues, as example with Hayden Island with forecast jobs not allocated there as part of the review process. Regarding the question on the Portland Harbor with non-industrial activity, Mr. Armstrong noted decisions have not been made on this land yet.

- Cindy Detchon noted that each school district projects enrollment, and asked if forecast resources and data were able to be better coordinated for more accuracy. Mr. Yee noted Metro didn't work with individual school districts on the forecasts, but used significant coordination with Portland State University (PSU) Population Research Center's data. Metro and DRC information data helps with modeling processes and verifying inputs, but noted differences with assumptions because of timing and changes in forecast movements such as births, death and economic migrations. Ms. Detchon noted her school district hired a private consultant recommended by PSU when their office was downsized, and suggested Metro cast a wider net for data on population indicators, forecasts and trends in the future.
- Erin Wardell complimented the coordination that Metro does with County and City jurisdictions on the process. Regarding ODOT's tolling study using MetroScope, how sensitive to travel time input is this tool useful? Mr. Johnson noted acknowledged the tool is sensitive to capacity, with more testing phases now underway for toll rates data and forecasting that help us move forward with improved forecasting. Ms. Wardell agreed that local expertise on market trends need to be involved with future forecasts that go beyond what MetroScope can provide.
- Tom Armstrong asked when the TAZ files might be available for review. And what was meant by Metro Council reviewing the process early next year? Mr. Reid noted Metro Council presentation was not scheduled yet but expected early in 2021. Access to the data is somewhat available before final adoption. Mr. Lee added the employment data is confidential with permission from the State needed before sharing TAZ information. However, this data has been provided to County leads and those interested in seeing the data should reach out to them.
- Glen Bolen mentioned growth in the Damascus area shown on the map. How has this been factored into land forecasts? Mr. Lee noted the western section of land was annexed by Happy Valley, with tentative growth assumptions being outlined for anticipated incremental annexations of urban density development. The eastern portion remains rural density land until further plans are proposed.

6. Future topics for discussion/presentations at MTAC (all) Chairman Kloster asked the committee on ideas for topics and presentations they would like to have/see at MTAC in 2021.

Comments from the committee:

- Ezra Hammer asked to see more on HB 2003 and regional housing analysis. It was asked to see how Metro planned to implement this into future forecasting.
- Ramsey Weit asked for a coordinated panel from the City of Portland, TriMet and Metro and others to address SW Corridor transportation, funding issues and gentrification issues moving forward on the project with future plans.

- Erin Wardell asked if a status report could be provided on the Household Survey and Replica data. It was noted that Metro's Replica Pilot was being terminated. To combine these two a presentation on travel survey updates and Replica update from Eliot Rose could be provided.
- Colin Cooper noted the alignment between MTAC and MPAC with coordination of issues moved between the committees. MPAC serves as the advisory to Council on land use policies, with MTAC providing technical recommendations and information on these issues. Chairman Kloster noted the relationship with bylaws and changes over time on issues relevant to the committees. Mr. Reid added the pandemic produced a pause with discussions on the 2040 Growth Concept Refresh but MPAC planning agendas for 2021 and desire for input from MTAC with coordination between the two committees.
- Andrea Hamberg asked for a report on how we are meeting our equity goals on land use and transportation planning. Chairman Kloster noted the equity strategy and training TPAC has done which can be included for MTAC when resources allow.
- Pete Walter asked if any jurisdictions were doing concept planning under Title XI or in 2021. Mr. Reid noted the project in Tigard with urban reserve land. Other projects could be reported on further. Colin Cooper noted a Metro grant for comprehensive planning for Witch Hazel South in Hillsboro produced 10 RFP submissions and are now in review. Another grant for community engagement is also producing several submissions. More on the community engagement work like this from Hillsboro was suggested by Ms. Debbaut. Mr. Reid added that areas brought into Title XI for Urban Growth Boundary consideration involved Wilsonville, Beaverton, King City and the mentioned Tigard and Hillsboro. A full discussion of these could be presented.
- Chris Deffebach noted the changing growth patterns from businesses and reporting on sharing development changes, including employment/economic and housing as it all relates to growth management topics. It was suggested to schedule a report on changes and emerging development trends with possibly Jeff Raker, Metro and Brittany Bagent, Greater Portland, Inc.
- Glen Bolen suggested an update report on the Travel Behavior Survey.
- Carol Chesarek asked for an update on the final HB 2001 rules, when available.
- Glen Bolen suggested occasional presentations from grant funded projects such as Metro's 2040 grants and DLCD/ODOT's TGM grants. Chairman Kloster noted listing Lisa Miles providing the 2040 grants update presentation.

Chairman Kloster thanked the committee for the ideas which will be scheduled on the work program and listed in future discussions where relevant. More ideas are welcome and can be sent to Marie Miller.

7. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at 11:30 am.

Respectfully submitted,

Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting, November 18, 2020

| Item | DOCUMENT TYPE | DOCUMENT DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|------|---------------------------------|---------------|---|--------------|
| 1 | Agenda | 11/18/2020 | 11/18/2020 MTAC Meeting Agenda | 111820M-01 |
| 2 | MTAC Work Program | 11/10/2020 | MTAC Work Program, as of 11/10/2020 | 111820M-02 |
| 3 | MTAC/TPAC Workshop Work Program | 10/28/2020 | MTAC/TPAC workshop Work Program, as of 10/28/2020 | 111820M-03 |
| 4 | Memo | 10/29/2020 | TO: MTAC members and interested parties From: Lake McTighe, Regional Planner RE: Monthly Fatal crash update | 111820M-04 |
| 5 | Handout | Nov. 2020 | 2040 PLANNING AND DEVELOPMENT GRANTS PROGRAM Update to MTAC | 111820M-05 |
| 6 | Meeting minutes | 09/16/2020 | Draft minutes from MTAC September 16, 2020 | 111820M-06 |
| 7 | Meeting minutes | 10/21/2020 | Draft minutes from MTAC/TPAC workshop meeting October 21, 2020 | 111820M-07 |
| 8 | Presentation | 11/18/2020 | 2019 Distributed Forecast: Forecast Update | 111820M-08 |



Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) and Transportation Policy Alternatives Committee (TPAC) workshop meeting**

Date/time: Wednesday, December 16, 2020 | 10 a.m. to 12 noon

Place: Virtual conference meeting held via Zoom

Members, Alternates Attending

Tom Kloster, Chair
Karen Buehrig
Chris Deffebach
Eric Hesse
Dayna Webb
Katherine Kelly
Don Odermott
Jeff Owen
Jon Makler
Karen Williams
Lewis Lem
Glenn Koehrsen
Gladys Alvarado
Idris Ibrahim
Jamie Stasny
Steve Williams
Allison Boyd
Jaimie Huff
Glen Bolen
Jerry Andersen
Carol Chesarek
Raymond Eck
Tom Armstrong
Colin Cooper
Jean Senechal Biggs
Laura Weigel
Chris Damgen
Steve Koper
Jennifer Donnelly
Anne Debbaut
Cindy Detchon
Nina Carlson
Darci Rudzinski
Brittany Bagent
Ramsay Weit
Rachael Duke
Ezra Hammer

Affiliate

Metro
Clackamas County
Washington County
City of Portland
City of Oregon City and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Oregon Department of Transportation
Oregon Department of Environmental Quality
Port of Portland
Community Member
Community Member
Community Member
Clackamas County
Clackamas County
Multnomah County
City of Happy Valley and Cities of Clackamas County
Oregon Department of Transportation
Clackamas County Citizen
Multnomah County Citizen
Washington County Citizen
City of Portland
City of Hillsboro
City of Beaverton
City of Milwaukie
City of Troutdale
City of Tualatin
Department of Land and Conservation Development
Department of Land and Conservation Development
North Clackamas School District
Northwest Natural
Private Economic Development Organizations
Greater Portland, Inc.
Housing Affordability Organization
Housing Affordability Organization
Home Builders Association of Metropolitan Portland

Guests Attending

Susie Wright
Mike Foley

Affiliate

Kittelson and Associates

Judith Gray
Abe Moland
Allison Brown
Bob Kellett
Brett Morgan
Casey Fergeson
Kate Bridges
Lidwien Rahman
Lucia Ramierez
Molly McCormick
Nick Fortey
Sara Wright
Warren Schyler
Will Farley

Fehrs and Peers
Clackamas County
JLA Public Involvement
Portland Bureau of Transportation
1000 Friends of Oregon

Steer Group
Oregon Department of Transportation
Oregon Department of Transportation
Kittelton and Associates
FHWA
Oregon Environmental Council
City of Tigard
City of Lake Oswego

Metro Staff Attending

Kim Ellis, Principal Transportation Planner
Caleb Winter, Senior Transportation Planner
Eryn Kehe, Communications
Clint Chiavarini, Research & Modeling
Dan Kaempff, Senior Transportation Planner
Lakeyscia Griffin, Communications
Kale Mattias, Associate Planner

Ted Leybold, Resource & Dev. Manager
Matthew Hampton, Senior Transportation Planner
Cindy Pederson, Research Manager
Chris Johnson, Research Manager
Tim Collins, Senior Transportation Planner
Lake McTighe, Regional Transportation Planner
Marie Miller, TPAC & MTAC Recorder

1. Introductions and Call meeting to order (Chairman Kloster)

Chairman Tom Kloster called the workshop meeting to order at 10 a.m. Introductions were made. The meeting format held in Zoom with chat area for shared links and comments, screen name editing, mute/unmute, and hands raised for being called on for questions/comments were among the logistics reviewed.

2. Comments from the Chair

- Committee input on “making safe space” via Wufoo comments was noted as not used for this workshop. The committee and guests were welcome to add their comments in the chat area or send directly to the Chairman.
- Metro was completing the second round of furloughs, beginning full time schedules at the start of 2021. Staff appreciated the patience from the committee reaching them with recent limited time.
- Brittany Bagent announced the Greater Portland, Inc. release of the Economic Recovery Plan with links to these materials in the chat area. An implementation task force is being formed. A more formal presentation on this plan can be scheduled in 2021.

3. Public Communications on Agenda Items (none)

4. Regional Mobility Policy Update (Kim Ellis, Metro, Lidwien Rahman, ODOT)

Kim Ellis, Metro, began the project update by reiterating the project purpose and how this policy would connect with state and local decisions, while focusing on the transportation system plan level and informing plan amendments in the future. Kim shared an updated project timeline, emphasizing the work that has already been done and the engagement and policy development ahead. She noted that final actions will be made by both the Metro Council and the Oregon Transportation Commission.

5. Potential Mobility Policy Elements (Susie Wright, Kittelson Associates and Eryn Kehe, Metro)

Susie Wright, Kittelson and Associates, presented the potential mobility policy elements. She noted some of the key themes and observations from prior engagement, which include:

- Broad support and enthusiasm for an updated policy
- Develop a more holistic mobility policy
- Ensure the new policy is practical, legally defensible and not overly complex
- Context-sensitive policy to provide flexibility
- Ensure the new policy supports other outcomes (like equity, climate and safety)

Susie then referenced the key themes and observations from research on current approaches. She highlighted the survey that was sent out to workshop participants following the Oct. 21 TPAC/MTAC workshop, and the elements that were prioritized in that survey. These included:

- Safety
- Reliability
- Multi-modal mobility
- Vehicle Congestion
- Accessibility

Susie walked through how these elements are being framed, and some of the additional considerations that the team has identified to shape the update policy, which include the following key questions:

- Where do we need to provide mobility?
- Who are the priority users in different contexts?
- Which type of trips are priorities in different contexts?
- When are these trips happening (what time of day)?

To begin the discussion, Eryn Kehe, Metro, launched an informal poll question: *Have we identified the most important elements and are we on the right track?* Responses included:

- Yes (59%)
- Yes, but I have questions or comments (25%)
- No (0%)
- Uncertain (16%)

Additional comments and questions from the group included (responses from the presenter are italicized):

- It feels like we're on the right track, but this feels like it emphasizes cars and roads.
- The waiting periods that people have for transit, especially in the winter, are really challenging for the elderly.
- Another major issue is the 'first mile, last mile' for people to access transit. This is especially important for the elderly going from a rural area to an urban area or traveling to medical appointments. The ODOT transit hubs report provided previously is an important resource.
- This feels like it's pointing in the right direction, but as we unpack some of these comments, there seems to be more development needed. For example, moving efficiently is also important, and may require additional systems for evaluation (person miles vs. vehicle miles travelled, for example). There also is an opportunity to move away from vehicle movement to looking at access, especially equitable access to the places people need to go. The ultimate outcome of mobility is access.
- What is the geographic area that this mobility policy be applied? Is it just into the Metro UGB, or into the counties outside of UGB?
 - *The policy that is currently in place applies to the UGB, so the new policy will at least cover that.*

- *Intent is for this to apply to the urban area within Metro's planning authority. The statewide OTP/OHP update will address the rural areas and small towns outside Metro's planning authority.*
- The term "reasonable" requires some further clarification.
- There's a recognition across the region that we're not all in the same place or at the same density/level of development or level of serviceability when it comes to the availability of modal options. Transit, for example, drops off outside of the urban core today.
- We're also in different places around the region regarding infrastructure maturity. Local governments need the ability to require developers to complete gaps in the system.
- Predictably and efficiency expectations are different in different areas. We need to be able to craft the policy to reflect these differences.
- Queuing performance is being used as an indicator of safety in current traffic analysis.
- We need to respect the needs at the local level, where the legal implications are set. Metro would not be the entity sued based on any of this.
- Last time, we talked about climate goals as a part of the policy, but that wasn't elevated in the priorities from the survey. How does the climate element fit in this policy? Is it more of an outcome, or does it need to get back in here more explicitly?
 - *Some of the feedback we heard from the survey, is that it seemed like there was an overloading of what was most critical to include in the mobility policy when there are other regional policies for climate and safety. Staff acknowledge that this policy needs to support and advance the region's climate policies and implementation of the Climate Smart Strategy, for example. How we measure mobility needs to further achievement of desired climate and safety outcomes. The updated policy should also result in equitable outcomes for underserved and underrepresented communities.*
 - *VMT is one measure that could be used. It is identified in the Climate Smart Strategy and RTP as a way to track climate outcomes. VMT also helps measure safety/potential exposure to crashes, and has a relationship with other elements being considered for the updated policy.*
 - *Staff noted other elements of climate policy relate to the transition of fleets and fuels, but are outside of mobility policy.*
 - A participant noted in the chat: The efficiency element I was suggesting could also encompass VMT (or Person-miles Traveled (PMT) per VMT) and modal emission efficiency in my mind (not sure if this is Chat Acceptable), which would inform the projected GHG outcomes of the policy's application.
 - *Yes, though the demonstrated spatial (and associated emission) efficiencies could be relevant to include in the mobility policy, those are informed by fleet and fuel trends (not unlike the Climate Smart Strategy).*
- I have some questions about how 'reasonable' is being defined in the elements. We know we're going to have to define reasonable depending on 'where,' also what's reasonable on a throughway vs. an arterial, or at different times of day. There will be some variation in that definition depending on facility type or land use context. It won't be a one-size-fits-all.
 - *"Reasonable" was really the core of the current mobility policy when it was established. It gets down to what does the public expect and what are they willing to pay for to get where they need to go?*
- How calculations of the value of time people have and how it has changed factors in to determining reasonableness and would be good to know.

"Reasonable" will also depend on current performance on a number of measures - the RTP and other efforts have documented existing and future performance on many measures, and we are looking at those in this project.

6. Draft Criteria for Selecting and Testing Potential Mobility Performance Measures (Susie Wright, Kittelson Associates and Eryn Kehe, Metro)

Susie continued the presentation with an outline of the draft criteria for selecting and testing measures. She reminded the group on the proposed screening/selecting measures for testing, and that these would be measured through case studies. A critical component of this is ensuring that the criteria are clearly related to the policy elements, and other outcomes, to ensure that the evaluation will measure the right outcomes. She reviewed the draft criteria and potential measures.

To begin discussion, Eryn launched another poll question, asking *Is this a good set of criteria?*

Responses included:

- Yes (47%)
- Yes, but I have comments or questions (29%)
- No (0%)
- Uncertain (24%)

The group was asked to give feedback on the elements presented. Comments and questions included the following:

- Does the measure allow us to clearly see the distribution of benefits and burdens? Or, does the measure reveal to whom the benefits and burdens accrue?
- I don't understand how the criteria will be used. I don't think the mobility policy needs to carry the water for everything we do. It feels like we're making it harder than we need to.
 - *Don't have to have measures that accomplish all of this, but if able to have some overlap that is an added benefit.*
 - From chat: Keep it simple. "Demote" mobility as an overarching policy and put it on equal level with the other policies.
- Did you discuss an element related to efficiency? Then measures that pertain to how the systems are utilized? We have something of an Oregon tradition of "orderly and efficient provision of service."
- I would like to understand how these things impact individual employers.
- Having a measure already in use by an agency may be helpful in prioritizing between measures that are trying to measure/address the same goals/outcomes, but wouldn't want that criteria to trump prioritizing over other measures that ensure we are comprehensively addressing all the desired outcomes.
- It seems like you've done a lot of great work, but it will be really hard for me to take a position until I see what the measures are going to be and how they will be calculated.
- I do feel positive about the screening criteria, and the range of considerations identified there.
- Specific to the evaluation criteria: while I appreciate how some of these look to 'how these are used' to validate, but I would caution us on putting this at the same level of other criteria, as others may be more important.
- The last two criteria could be important (have been in use), but would say that they are less important than others. These might hem us into what we have done in the past which might not support what we want to do in the future. I suggested to use it as a tie-breaker.
- Many of the criteria have different health outcome implications, it would be great to take possible health impacts into account in testing and case studies.

- Talking about the ‘whom’ when looking at different kinds of mobility from the State’s perspective. It is important to measure the distribution of benefits and burdens between different populations, and which measures will work best to understand that.
- Using some of the Health Impacts assessments we started to develop through Climate Smart Strategy [and RTP] could be deployed here on the basis of VMT and other modal use. C40 and others have also advanced that practice that would be happy to connect team to that information.
- In addition to having representatives from SW Washington on MTAC/TPAC engage in this conversation, are there additional steps to consider the integration of and impacts from "across the river" mobility into this effort?
 - *They have reps on TPAC, MTAC, MPAC and JPACT and Metro and ODOT have representatives on the SW Washington technical and policy committees. We will be working with the SW Washington technical and policy committees to keep them informed at key places, and give them opportunities to provide feedback.*

The City of Portland is also revisiting their mobility policy and will likely have some things to share with the team and the regional discussion.

7. Next Steps (Kim Ellis, Metro and Lidwien Rahman, ODOT)

The group was asked to provide any additional comments to Kim Ellis, Metro, and Lidwien Rahman, ODOT, by December 23. January to March 2021, there will be additional engagement on the elements to include in the policy and ways to measure those elements. A third joint workshop of MTAC and TPAC is planned for April 21, 2021 from 10-noon. More information about the engagement schedule and opportunities to weigh-in will be available in January.

8. Adjourn (Chairman Kloster)

There being no further business, meeting was adjourned by Chair Kloster at 11:46 a.m.

Respectfully submitted,

Marie Miller, MTAC and TPAC Recorder

Attachments to the Public Record, MTAC and TPAC workshop meeting, December 16, 2020

| Item | DOCUMENT TYPE | DOCUMENT DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|------|----------------------|---------------|--|--------------|
| 1 | Agenda | 12/16/2020 | 12/16/2020 MTAC and TPAC workshop meeting agenda | 121620M-01 |
| 2 | Memo | 12/09/2020 | TO: MTAC and TPAC members, and interested parties From: Kim Ellis, Metro Project Manager Lidwien Rahman, ODOT Project Manager RE: Metro/ODOT Regional Mobility Policy Update: Status Report | 121620M-02 |
| 3 | Attachment 1 to Memo | 06/24/2020 | Metro/ODOT Regional Mobility Policy Update Project purpose and objectives | 121620M-03 |
| 4 | Attachment 2 to Memo | Fall 2020 | Regional mobility policy update fact sheet | 121620M-04 |
| 5 | Attachment 3 to Memo | August 2020 | KEY FINDINGS BRIEF OREGON HIGHWAY PLAN MOBILITY POLICY WHITE PAPER | 121620M-05 |
| 6 | Attachment 4 to Memo | 11/18/2020 | REGIONAL MOBILITY POLICY UPDATE ENGAGEMENT AND COMMUNICATIONS CALENDAR 2020-21 | 121620M-06 |
| 7 | Handout | 12/09/2020 | POTENTIAL MOBILITY POLICY ELEMENTS RECAP AND TPAC/MTAC SURVEY RESULTS SUMMARY | 121620M-07 |
| 8 | Memo | 12/04/2020 | TO: Kim Ellis, Metro, and Lidwien Rahman, ODOT From: Susan Wright, PE, and Bryan Graveline, Kittelson & Associates, Inc. RE: Performance Measure Screening and Evaluation Criteria – DRAFT | 121620M-08 |
| 9 | Presentation | 12/16/2020 | Regional mobility policy update | 121620M-09 |

TASK 5:

Employment Land Site Readiness Toolkit Executive Summary



Consultant team:



EXECUTIVE SUMMARY

Several site readiness challenges have long hindered the development of key employment lands in the Portland metro region. Meanwhile, employment space and site needs have increased over the last decade as the region's economy has expanded and the population has increased. Solving these difficult issues is a key priority of leadership at the local, regional and state level.

The Employment Land Site Readiness Toolkit project was designed to help find tools to move challenged industrial and commercial employment sites within the Metro urban growth boundary to development-readiness to accommodate projected population growth. The project is a follow-up from the Regional Industrial Site Readiness Lands inventories completed in 2011, 2014 and 2017 that tiered industrial sites based on time to market and highlighted seven key site readiness challenges limiting market development of these sites.

Key Site Readiness Challenges:

- infrastructure
- natural resource mitigation
- brownfield remediation
- local entitlements
- land assembly
- gravel pit remediation
- redevelopment

The project was funded by a Metro 2040 Planning and Development Grant with matching funds from 19 regional partners (2 counties, 13 cities and 4 regional entities). The Port of Portland, Greater Portland Inc and Metro managed the project, working with a consultant team lead by Cascadia Partners.

This Employment Land Site Readiness Toolkit contains **four separate reports** that provide new ideas and important refinements to existing tools that, if implemented and funded, can give local leaders greater ability to ready employment lands for the development and job growth needed to support the economy of the Portland region. This set of reports also provides some preliminary considerations for how to incorporate issues of equity into both the approach and tools deployed to address employment land readiness. Equity has not traditionally been considered within the context of employment land policy and this report is intended to serve as an initial guide for how to meaningfully consider equity in such projects.

The **Task 1 Report** identifies national best practices and innovative tools for addressing key employment land readiness challenges and equitable development. The **Task 2 Report** details two new real estate and finance tools that could make a significant impact on site readiness. The **Task 3 Report** summarizes recommended modifications to existing economic development tools in Oregon. The **Task 4 Report** outlines site readiness roadmaps for three sites in the region and tests several of these tools to help demonstrate the impact of individual tools and the layering of tools needed to achieve financial feasibility for each of these sites. This set of Reports should serve as a resource for local practitioners as well as a source of potential legislative ideas for local and state leaders focused on improving employment site readiness.

TASK 1 REPORT:

National Best Practices Research

OVERVIEW:

Many states and localities have encountered the seven key site readiness challenges that are the focus of this project and developed unique tools not currently or widely available in Oregon. The Task 1 Report provides a summary of 28 of these innovative tools. At least three tools were identified for each of the seven site development challenges. Each tool was ranked in terms of its relative effort and level of impact, and whether implementation action is needed at the local, regional, or state level. In addition, the Report includes three equitable impact assessment models that jurisdictions can use to apply an equity lens to employment land policies, programs and projects to help better understand community impacts and incorporate community benefits in design and decision-making.

KEY FINDINGS:

Financing is a Fundamental Challenge

Oregon has fewer and more limited sources of revenue for economic development than other states. The lack of available low-cost financing is a major challenge to several employment land readiness tools. There are potential financing tools that could provide large-scale, low-cost, long-term financing to projects to overcome major cost hurdles, such as off-site transportation improvements. These tools include new financing districts and enhanced redevelopment authorities. They would require state legislative action and a source of seed capital to be most effective.

Opportunities Now

About half of the tools identified can be deployed on a short timeline. These tools are focused on reducing regulatory and process barriers to capture market strength in places where the market is strong. However, these tools generally have a more narrow or limited impact than the financing tools because many of the region's employment sites face challenges beyond regulation and process.

Integrate Equity into the Development Process

Equity can and should be integrated into the planning, funding and development process. Any assessments or tools should provide a framework for considering equitable outcomes in development projects. Considering issues of equity early in the process of establishing employment land policy and prioritizing investments is important. Meaningful representation and empowerment of underrepresented groups within the decision-making itself is critical.

TASK 2 REPORT:

New Real Estate and Finance Tools

OVERVIEW:

The Task 2 Report details two new tools that could help jurisdictions overcome some of the most intractable employment land site readiness challenges: assembling land with multiple owners and paying for new infrastructure costs. A **Horizontal Development Agreement (HDA)** is a vehicle for packaging multiple development incentives and community benefits into a legal contract that can entice multiple property owners to work together with a local jurisdiction on a common site development vision and timeline. A **Regional Employment Land Investment Fund (RELIF)** would enable public and private parties to pool resources and prioritize spending on site readiness and development. In addition to the potential benefits of pooled capital, the fund participants would also realize any gains associated with development projects, much like a traditional investment fund.

KEY FINDINGS:

HDA: Timing is Important for Maximum Leverage

When crafting a HDA, a jurisdiction's leverage is the greatest when it has incentives to offer. The earlier in the planning-annexation-zoning-funding process a city can step in to negotiate an HDA, the more potential incentives and leverage a city has to compel cooperation and other community benefits. The bundle of incentives a city can offer includes pre-development funding, annexation, zoning and other development entitlements, and infrastructure planning and construction. Access to city incentives can be predicated on all or a majority of property owners cooperating and participating in the agreement.

RELIF: Diversified Investment Risk and Shared Upside

RELIF is a pooled investment fund that mingles dollars from public and private partners. The principal benefits are similar to a traditional investment fund: diversification of project types and locations helps mitigate risk and even small investors can benefit from the upside on large projects. In addition, the pooling of funds and targeting of those funds on the region's most well-positioned properties and projects brings large, meaningful dollar amounts to these projects and positions the fund for maximum potential upside. The current model of individual jurisdictions working independently to finance site development limits access to financial resources and may delay site readiness particularly for larger sites and sites in communities with fewer resources.

TASK 3 REPORT:

Modifications to Existing Development Tools

OVERVIEW:

While new tools offer innovative solutions to the land readiness challenge, modifications to existing economic development tools can be faster and less costly, especially because the legal framework, program staff and procedures are already in place. Task 3 explores changes to the following tools that could expand their effectiveness:

- Land bank authorities (LBAs)
- Advanced wetland mitigation planning
- Tax increment / urban renewal financing
- Local improvement districts (LID)
- Oregon cleanup funds
- System development charge (SDC) financing
- Conversion of gravel pits
- Regionally Significant Industrial Site Readiness program

These changes include: expanding the classification of properties that LBAs have authority over beyond brownfields, expanding the scope of power and capital sources for urban renewal, providing state revolving loan and grant funding to support several programs, removing barriers to LID formations, and explicitly allowing second position SDC loans.

The goal of these proposed changes is to unlock the economic potential of the region's employment lands, many of which have been stuck in the site readiness pipeline for years. If successful, the additional tax revenue and job growth from expanded employment land development should help compensate for increases in funding and staff resources required to make these changes. The proposed modifications to existing tools included in Task 3 require a mix of strategies. Some require state statutory and/or administrative changes; others require local administrative changes; some require a mix of statutory and regional/local administrative changes; and some require program funding.



KEY FINDINGS:

Existing Tools Limited

By themselves, existing tools are inadequate for providing a robust supply of regional employment land. To overcome some of the most significant challenges, such as off-site transportation and other infrastructure costs, and to yield the greatest regional impacts, state action is required to enhance implementation of existing economic development tools and secure needed funding.

TASK 4 REPORT:

Development Roadmaps

OVERVIEW:

The Task 4 Report provides local practitioners with a development roadmap for three employment land sites in the region and an understanding of how specific tools could impact site readiness and financial feasibility of these sites. In addition, the report provides a framework for cities to explore how equity can be considered in employment land development. These assessments include: demographic data, equity and economic data, community assets and needs, key equity considerations and potential equity actions.

////////////////////////////////////

KEY FINDINGS:

Not All Sites are Created Equal - Small Differences Have a Big Impact

Each site has a different assumed use mix and small changes have the potential to yield big differences in the financial performance of the site. Several economic factors can have big impacts including: small changes in rent (especially for larger projects with large square footage), changing zoning to allow for greater buildable area, and a greater share of uses that are strong in today's market, such as logistics and warehousing.

Big Tools Needed for Big Results

Public infrastructure is the single most significant cost barrier facing employment lands in the region and access to capital is the single largest local government barrier to their being able to help solve this issue. Some tools are too small to make a difference. Even with the possibility of integrating more effective tools, individual tools are seldom able to achieve market feasibility alone. However, modeling what happens when several tools are layered together has demonstrated the potential for a stronger level of market feasibility.

Large Sites Represent Major Equitable Development Opportunities

All three roadmap site cities are in the early stages of identifying and incorporating equitable development outcomes in their city planning processes. Most cities have local organizations identified to support potential equity initiatives and some larger citywide affordable housing and economic development initiatives are underway, but equity has not been incorporated into their employment land site development policies and practices. The scale of site readiness projects associated with these roadmap sites represent major opportunities for the three cities to advance equity outcomes in the planning, development, and operations for these sites.

CONCLUSIONS

CHAMPIONING STATE ACTION THROUGH ADVOCACY

Many of the most effective strategies for unlocking employment lands require changes to existing tools or legislation to create new tools and funding sources. Making headway requires local and state level champions to identify legislative priorities for the short term and long term and sustain advocacy on an ongoing basis. Coalition building with stakeholders statewide will be critical to turning these ideas into reality.

LOCAL ACTION ON EMPLOYMENT LANDS

Moving the region's employment lands to development-ready status requires the focus of local and regional interests. Many of these sites face significant site readiness challenges and will require creative approaches to bring them to market. Integrating equitable development outcomes in employment land planning and development is vital.



Recommendations for Local and State Action

1. Secure greater flexibility and funding for existing tools
2. Secure administrative and legislative support for a prioritized set of new tools
3. Develop a plan of action and next steps for 3 city roadmap sites
4. Explore ways to secure equitable development outcomes in employment land policies, programs and projects

About the South Portland Area Planning project

Project purpose

The bureaus of Planning and Sustainability (BPS) and Transportation (PBOT) are working with community members to develop transportation and land use plans in South Portland. South Portland is roughly the area just south of downtown, surrounding the Ross Island Bridgehead and including the Lair Hill neighborhood.

Reconfiguring the Ross Island Bridgehead is a once-in-a-lifetime opportunity to reconnect a divided neighborhood with improvements to SW Naito Parkway, land uses that contribute to a healthy connected community, and preservation of Portland's first historic district.

This planning effort is part of BPS' [Southwest Corridor Inclusive Communities Project](#) and PBOT's [Naito Main Street Project](#).

Planning throughout 2020 will result in:

- Designs for realigning the Ross Island Bridgehead.
- New land uses and street designs for a complete street along SW Naito Avenue.
- Development concepts for publicly owned opportunity sites created by the Ross Island Bridgehead realignment.
- Updated South Portland Historic District Guidelines.

Project background

Auto-oriented infrastructure projects, land use regulations, urban renewal and real estate practices shaped the growth in – and harmed – South Portland for generations. Investments in projects like OR 99-W, Harbor Drive widening, I-5, and the Ross Island Bridge highway access ramps split the Lair Hill neighborhood that was once home to many Southern European immigrant and Jewish households, depressing home values and exposing residents to pollution.

In addition, the City's urban renewal program demolished more than 400 homes in the 1950s and 60s. As well, redlining of the neighborhood and racially restrictive covenants in surrounding neighborhoods contributed to fewer lower income households and people of color living in Southwest. Those who did move in were concentrated along the more dense and unhealthy corridors.

The City is obligated to ensure new transportation infrastructure, land use plans and housing investments redress these past harms to low-income people and communities of color. PBOT's transportation improvements will stitch together the neighborhood and better connect residents and workers to downtown Portland and the region. Other plans will support more affordable housing, commercial services and jobs that meet the needs of low-income residents and

communities of color. Community engagement will be designed to improve the capacity of the community to advocate for their goals.

SW Naito Parkway Main Street



Project Description

Reconfiguring the Ross Island Bridgehead is a once-in-a-lifetime opportunity to reconnect a part of South Portland with improvements to SW Naito Parkway and land uses that contribute to a healthy connected community while also supporting Portland's first historic district. This project will not only improve connections for regional commuters and reduce cut-through traffic but will also open up publicly owned land for development of much needed housing. Redirection of traffic and improved pedestrian and bicycle connections will allow residents to safely reach currently inaccessible parts of their neighborhood and rebuild local street connections between South Portland neighborhoods.

Harmful impacts from past auto infrastructure projects, land use regulations, urban renewal, and real estate practices shaped the growth in South Portland for generations. In an effort to remedy some of the harm done, the City is committed to ensure new transportation infrastructure, land use plans, and housing investments redress these past harms to low-income people and communities of color.

This project will fit in alongside two other major planning projects taking place in this area: Updates for the South Portland Historic District Guidelines and the SW Corridor proposed light rail (MAX) line/station on Barbur Blvd.

This project is a partnership between the Portland Bureau of Transportation and the Bureau of Planning and Sustainability (BPS). To learn more about this project and other planning projects in South Portland, please visit the BPS website [here](#).

Materials following this page were distributed at the meeting.



Employment Lands Site Readiness Toolkit Project Overview

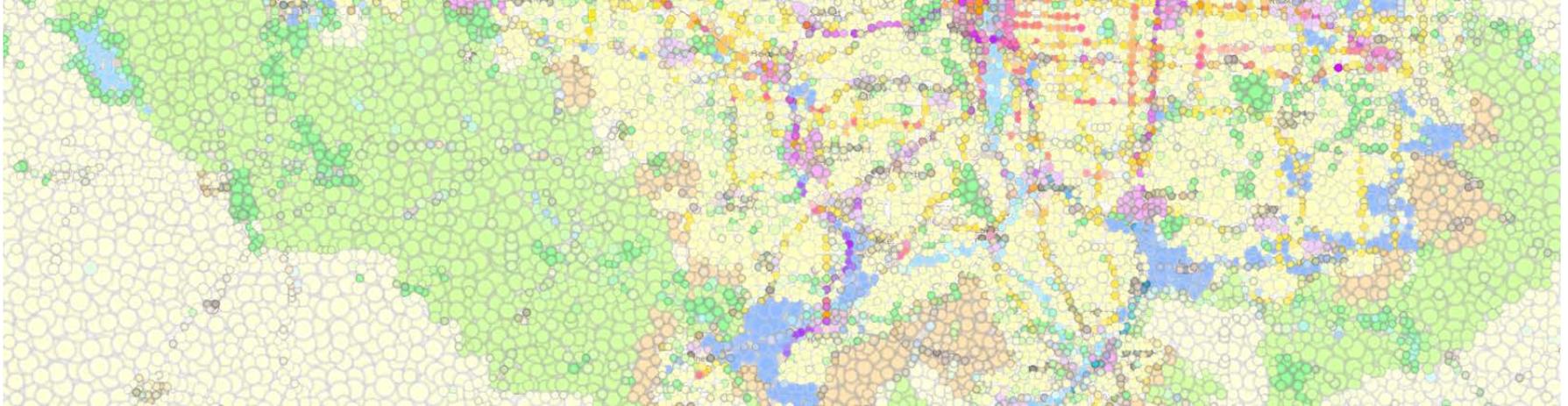
Metro Technical Advisory Committee (MTAC)
January 2021



Project Purpose

The **Employment Land Readiness Toolkit project** is designed to help find tools to move challenged industrial and commercial employment sites within the Metro urban growth boundary to development-readiness to accommodate projected population growth.

The project is funded by a Metro Community Development and Planning Grant with matching funds from 18 regional partners.



Project Advisory Team

Project Managers

Lise Glancy and Ken Anderton, Port of Portland

Jeffrey Raker, Metro

Brittany Bagent and Matt Miller, Greater Portland Inc.



Regional Partners

Michael Williams, *City of Beaverton*

Jon Legarza, *Clackamas County*

Ryan Wells, *City of Cornelius*

Sarah Selden, *City of Fairview*

Jeff King, *City of Forest Grove*

Erika Fitzgerald, *City of Gresham*

Joseph Briglio, *City of Happy Valley*

Dan Dias, *City of Hillsboro*

Kelly Ross, *NAIOP Oregon chapter of National Association of Industrial and Office Parks)*

Erin Maxey, *City of Milwaukie*

Alma Flores and Lori Bell, *City of Oregon City*

Isaac Barrow and Melissa Rogers, *Portland General Electric*

Joana Filgueiras, *Prosper Portland*

Julia Hadjuk, *City of Sherwood*

Jonathan Taylor, *City of Tualatin*

Christina Deffebach, *Washington County*

Jordan Vance, *City of Wilsonville*

Consultant Team

Consultant Team

Alex Joyce, Cascadia Partners



In partnership with:

MACKENZIE.



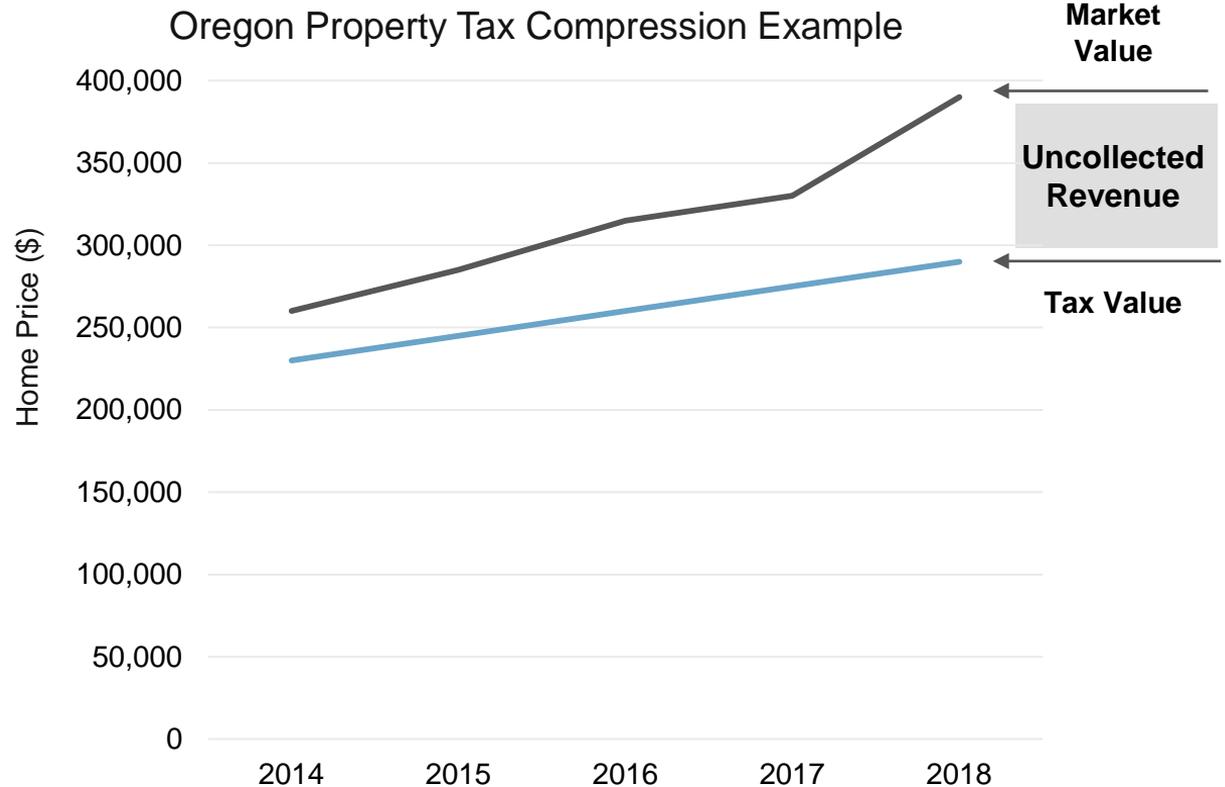
ECONorthwest
ECONOMICS • FINANCE • PLANNING



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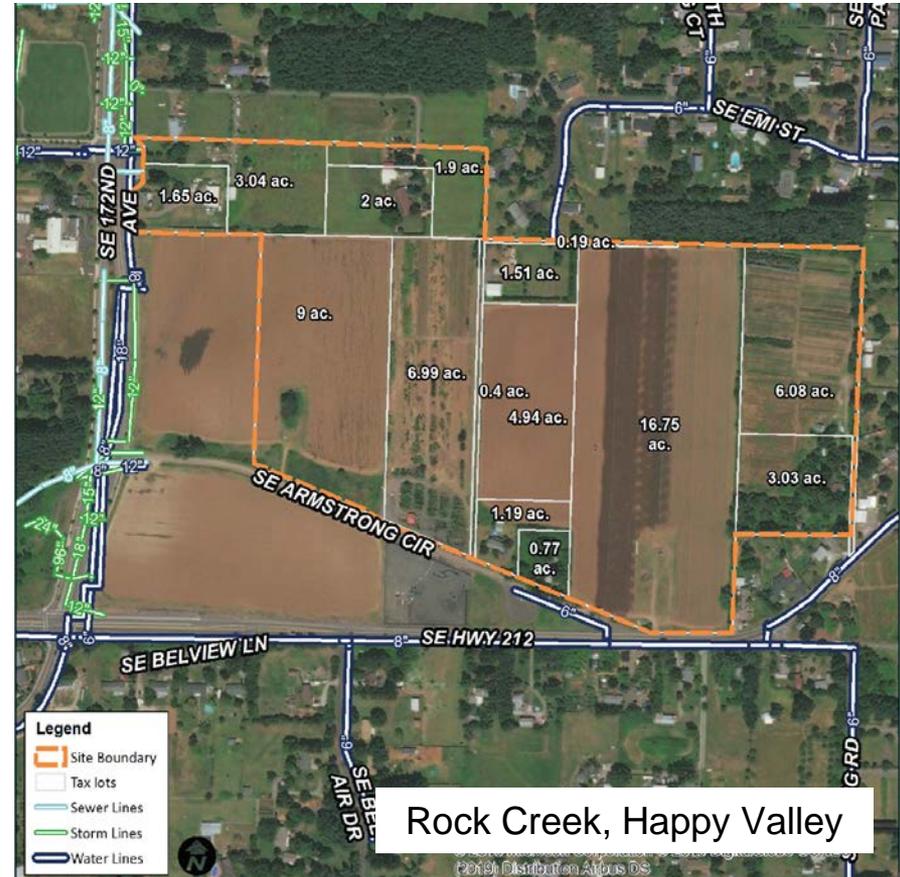
Oregon is Particularly Revenue Challenged

- Property tax revenue growth is limited over time
- Does not keep up with market changes
- No sales tax
- Few economic development financing tools and districts
- Lack of seed capital or revolving loan funds at the state or regional level



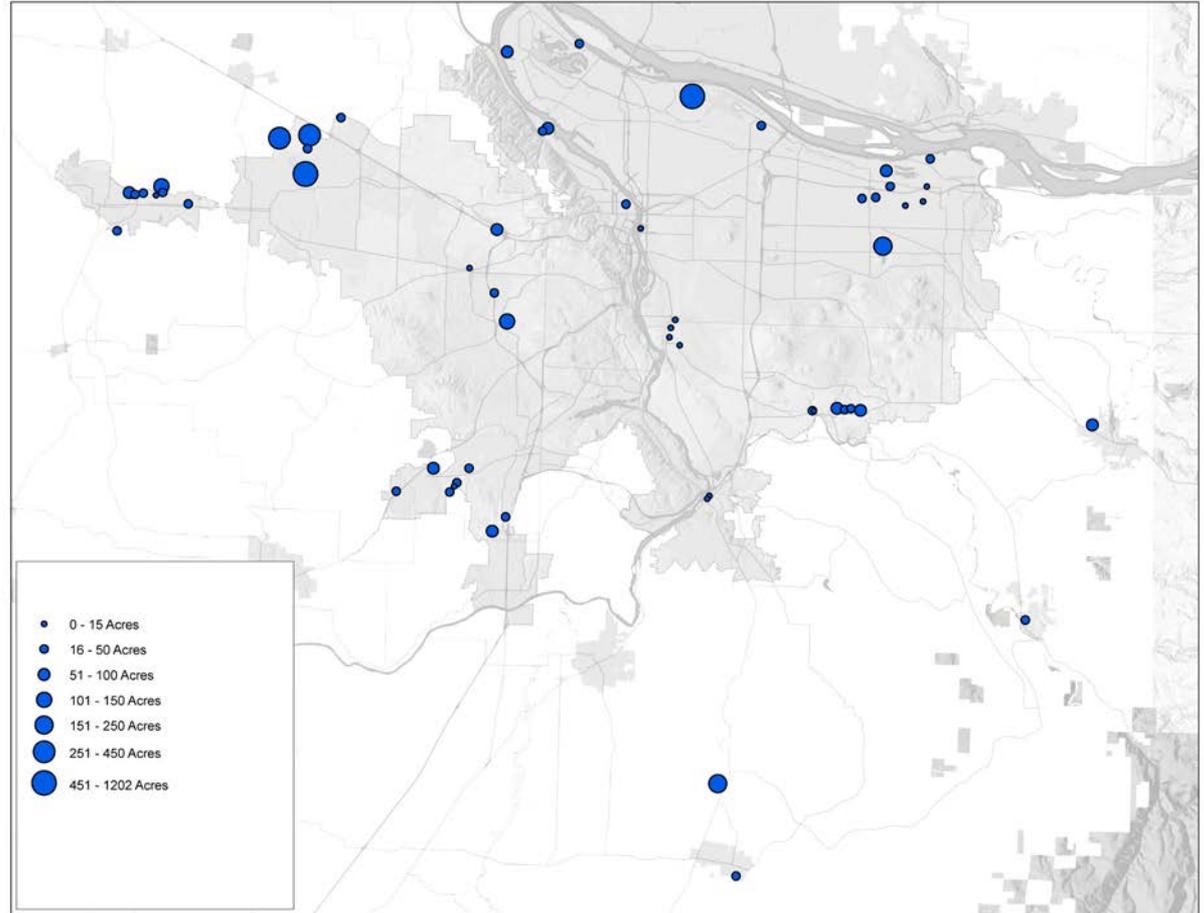
Seven Recurring Development Challenges

- Site assembly/aggregation
- Infrastructure (i.e., transportation, water, sewer, fiber, stormwater)
- Natural resource mitigation
- Local entitlements (i.e., annexation, zoning, concept planning)
- Redevelopment
- Brownfield remediation
- Gravel pit conversion



New Tools & Action is Needed

- Large cost challenges facing regional employment land development
- New, innovative approaches and resources needed to enable investment and job growth
- State, regional and local leadership and action needed



Site Readiness Toolkit



Task 1

National Best Practices



Task 2

New Tools



Task 3

Modifications
to Existing
Tools



Task 4

Development
Roadmaps
and
Tool Testing

Task 1 – National Best Practices Research

Purpose: Identify tools, strategies, and policies that could expedite the creation of development-ready employment lands and support equity outcomes.

Key Findings

- 28 tools to support key site readiness challenges
- Access to financing for development-readiness costs is a major challenge
- “Low hanging fruit” opportunities exist *(9 of 28 tools require low effort to implement)*
- National models available for integrating equity into process



Mixed-Use / Industrial Density Bonuses

Cross Subsidize

- Industrial uses have locational disadvantage and lower rents compared to other uses
- Susceptible to gentrification
- Cross subsidize use mix:
 - - NYC 5-to-1 bonus
 - - SFO 3-to-1 bonus
- Solution for core area industrial locations



Case Study

Name / Location:

Hundred Hooper / San Francisco, California

Description:

Hundred Hooper is a 400,000-square-foot mixed-use development that includes 53,000 square feet of leasable, finish-to-suit "production space" made possible through the San Francisco Production, Design and Repair (PDR) bonus policy. The bonus program requires 33% of new development in the district to be PDR uses which enables up to 67% (2-to-1 ratio) of new uses to be higher valued, such as office, retail, and hotel.



Streamlined Adaptive Reuse / Building Code

Incent Adaptation

- Two-track Building Code permitting
- Fast-track adaptive reuse
- Allows rapid repositioning of old structures at lower rents levels
- Alleviates demolition pressure



Case Study 1

Name / Location:

Old Bank District / Los Angeles, California

Description:

One block with four formerly abandoned historic office buildings in Los Angeles was redeveloped into a mix of office, retail, services, loft apartments, and event space.

Problem:

Abandoned buildings in a prime location were not being used.



Case Study 2

Name / Location:

WebPT / Phoenix, Arizona

Description:

A 6,600-square-foot building in Phoenix, originally used as tortilla factory, was converted for use as tech offices.

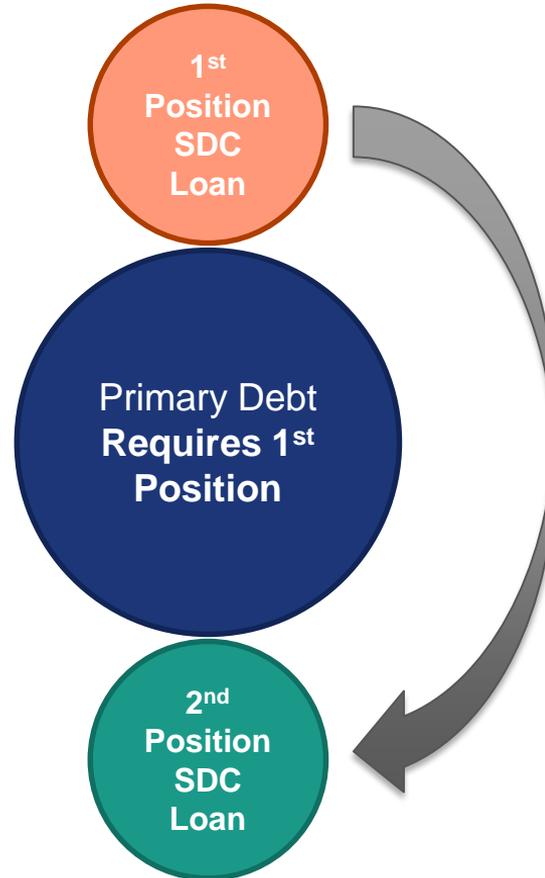
Problem:

Abandoned buildings in a prime location were not being used.

Second Position SDC Liens

Subordinate SDC Loans

- System development charges (SDCs) are an important source of revenue
- SDCs are a significant upfront costs in development process
- SDC loan programs across state require a first position lien: must be repaid before any other debt
- Commercial loans also require first position, effectively ruling out SDC loan program if commercial loan is taken
- Allowing SDC loans to be second position would greatly expand the usefulness of the program



Move to 2nd Position
1st position SDC loans do not work for projects with conventional debt (i.e.- vast majority of development projects)

Task 1 = 28 Tools Summarized



Entitlements

- Expanded Uses in Commercial Zoning
- Industrial Mixed-Use Zone & Bonus
- Denser Industrial Entitlements
- Adaptive Reuse Incentives

Redevelopment

- Metropolitan Districts
- Major Public Site Repurpose
- Land Value Tax
- Single Parcel URA/TIF Districts
- Title to Foreclosed Properties
- Micro Commercial Spaces

Site Assembly / Aggregation

- Enhanced Redevelopment Authority
- Graduated Density Bonus
- Industrial Land Bank

Infrastructure

- Major Streets Transportation Improvement Program
- Community Facilities District (CFD)
- Transportation Benefit Districts
- Enhanced Finance Infrastructure District
- Reimbursement District

Brownfield Remediation

- Tax Incentives
- Surcharge-based Cleanup Funds
- Non-governmental Technical Assistance Provider

Gravel Pit Conversion

- Aggregating Sites
- Required Exit Planning
- Strategic Phasing and Reuse
- Local Government Collaboration / Planning Assistance

Natural Resource Mitigation

- Regional Advance Mitigation Planning
- Wetland/Floodplain Mitigation Bank
- Regional Green Infrastructure



A Resource for State and
Local Actions

Level of **Effort** and
Impact Provided for
Each Tool

Models for Considering Equity

Three Case Studies Evaluated

1. King County Equitable Impact Review - King County, WA
2. Equitable Development Scorecard - Twin Cities, MN
3. Collective Impact – Accelerate Change Together - Anaheim, CA

Incorporating Equity in Site Development

- Large sites represent major opportunities
- Consider equity at each stage: planning, development, and operations



| ECONOMIC DEVELOPMENT / LAND USE | |
|---|---|
| <p>Economic development opportunities and land use on the West Side should reflect residents and small business of the West Side as a priority. Equitable economic development and land use positively impact livability on the West Side. Projects should create and provide job opportunities that drive long-term wealth opportunities for individual residents and the community. Upward mobility* for the low-income residents and residents of color in the West Side is essential for economic justice*.</p> | |
| <p>___ / 40 Add up scores below for Economic Development and Land Use Practices</p> | |
| SCORE | Give each score on a scale of 1 (low) to 5 (high) |
| ___ / 5 | a. New capital and investment opportunities are created to promote local small business development, arts/cultural-based businesses, and entrepreneurial opportunities, especially for women and people of color. These opportunities include affordable rental spaces for new businesses and skill-building for residents interested in starting their own business. |
| ___ / 5 | b. A diverse array of businesses owned by people of color are created and provide job opportunities for full-time employment of diverse skill sets. |
| ___ / 5 | c. Lease agreements give priority to neighborhood business opportunities. |
| ___ / 5 | d. Developers use workforce/education programs, such as HUD Section 3*, to connect residents to jobs and long-term employment and offers West Side residents first chance at these opportunities. |
| ___ / 5 | e. Developers give local community preference when hiring consultants, contractors, sub-contractors and developers. |
| ___ / 5 | f. Public funding decisions reward applicants who ensure that workers have living wage* jobs with benefits and the right to organize for labor agreements without fear of retaliation. Contractors must agree to sign the Sub-contractor Certification (see Exhibit A). |
| ___ / 5 | g. Project will ensure that there is a community-supported plan to maintain neighborhood affordability and avoid cultural and physical displacement. |
| ___ / 5 | h. Design contributes to distinct identities of local cultural heritage* through the presence, preservation, or addition of architectural assets with a Universal Design*. |

Example of page from Twin Cities Equitable Development Scorecard

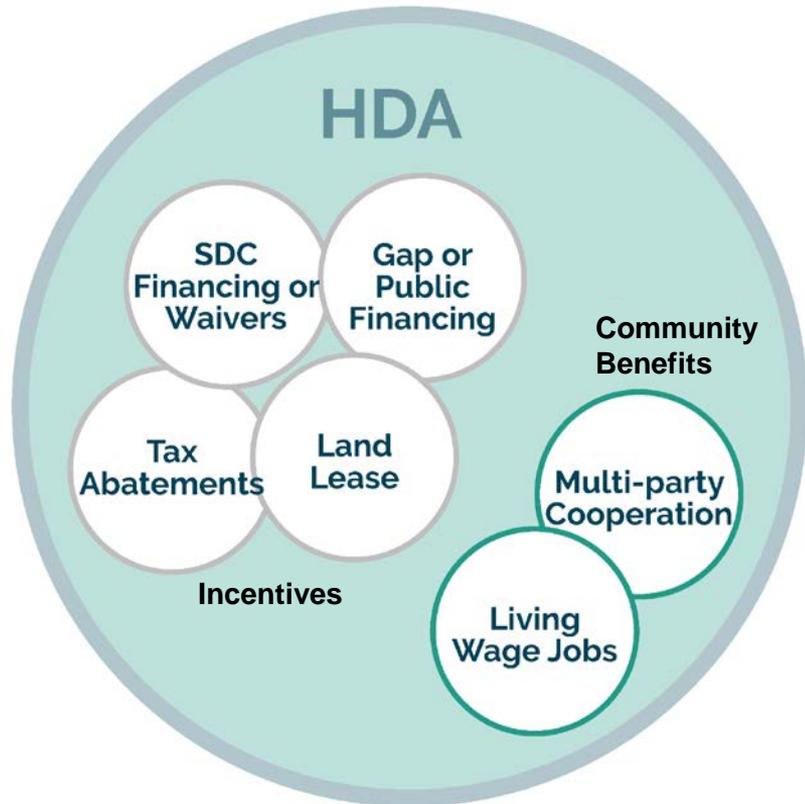
Task 2 – New Tools

Purpose: Develop new tools to help jurisdictions overcome land assembly and infrastructure development challenges.

- Two new tools created
- ***One is legal and available today:***
Horizontal Development Agreement (HDA)
- ***One is big lift with big potential impact:***
Regional Employment Land Investment Fund (RELIF)



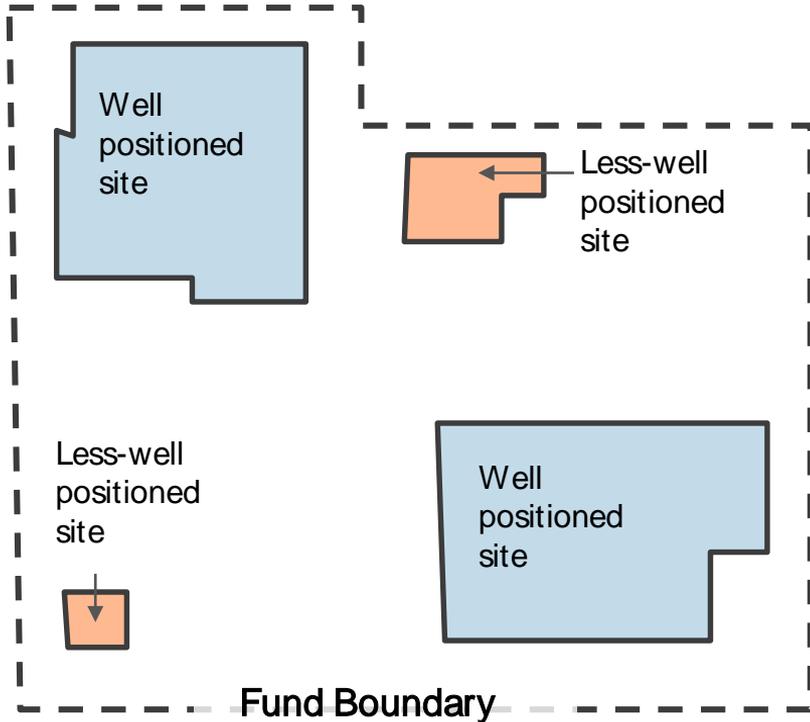
Horizontal Development Agreement (HDA)



Incentivize assembly of parcels and property owner cooperation by leveraging a package of tools

- Leverage is the greatest when there are incentives to offer (i.e., earlier in the planning process)
- Incentives include pre-development funding, annexation, zoning and other development entitlements, and infrastructure planning and construction
- Pressure can be put on uncooperative landowners to motivate development with a common vision

Regional Employment Land Investment Fund (RELIF)



Pool and focus funds – Share upside, mitigate risk

- Modeled after traditional investment fund: shared risk and reward; diversified geography and portfolio
- Pool investment funds from public and / or private partners for developing sites
- Invest in full spectrum of development, not just site readiness to enable up-side
- Diversification of location, investors and holding types mitigates downside risks
- Can prioritize larger, pooled fund dollars to jumpstart well-positioned sites, share up-side with all investors

Task 3 – Modifications to Existing Tools

Purpose: Explore modifications to existing tools to make them more effective at creating development-ready employment lands.

- Changing existing programs can be faster and less costly than inventing new programs
- 8 existing tools evaluated
- Both light and heavy lift changes proposed



Enhanced Redevelopment Authority

Enhanced Revenue and Scope

Broader ability to raise funds:

- Capture frozen base
- Fees
- Comingle private sources
- Generate profit
- More flexible geographic boundaries
- Condemnation Authority



Menomonee Valley Industrial Center | Milwaukee WI

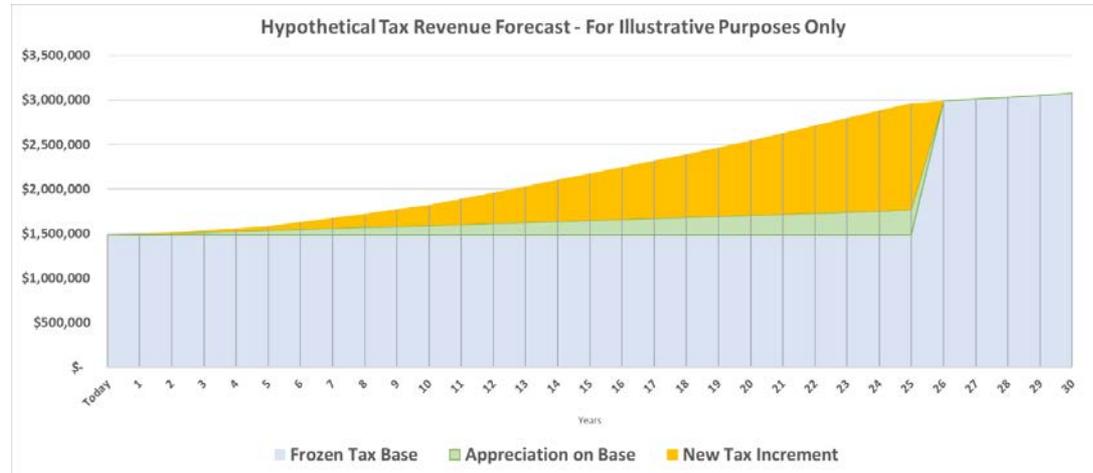
Region-wide Revolving Loan Fund

Jumpstart with Seed Funds

- ***Seed capital would greatly enhance power of RDAs, LBAs, LIDs***
- TIF revenue is backloaded
- Capital needs often frontloaded
- Early stage financing is a major limitation

Existing programs could be expanded:

- Oregon Transportation Infrastructure Bank
- Brownfields Revolving Loan Fund
- Oregon Business Development Fund



Task 4 - Site Readiness and Development Roadmaps

Purpose: Create site readiness and development roadmaps with an equity lens for three sites, and model the impact of tools on development feasibility

- 3 representative employment sites
- Large, vacant, suburban
- Common issues: inadequate infrastructure, multiple owners
- Significant site readiness cost hurdles limit development potential



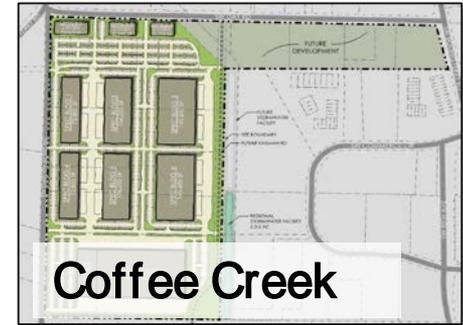
3 Sites for Testing Tools



Forest Grove



Rock Creek



Coffee Creek

| | | | |
|---------------------------------|--|---|--|
| Site Program: | <ul style="list-style-type: none"> • Single-user advanced manufacturing | <ul style="list-style-type: none"> • Single-user high tech campus | <ul style="list-style-type: none"> • Business park with manufacturing |
| Lot Area: | <ul style="list-style-type: none"> • 54 acres | <ul style="list-style-type: none"> • 38 acres | <ul style="list-style-type: none"> • 76 acres |
| Industrial Rents: | <ul style="list-style-type: none"> • ~\$14 / sq ft | <ul style="list-style-type: none"> • ~\$15 / sq ft | <ul style="list-style-type: none"> • ~\$12.50 / sq ft |
| Raw Land Cost: | <ul style="list-style-type: none"> • \$14 million (\$6 / sq ft) | <ul style="list-style-type: none"> • \$6.5 million (\$6 / sq ft) | <ul style="list-style-type: none"> • \$20 million (\$6 / sq ft) |
| Site Readiness Costs: | <ul style="list-style-type: none"> • \$26.8 million (\$11 / sq ft) | <ul style="list-style-type: none"> • \$27 million (\$16 / sq ft) | <ul style="list-style-type: none"> • \$42 million (\$12.5 sq ft) |
| Shovel Ready Land Costs: | <ul style="list-style-type: none"> • \$40.8 million (\$17 / sq ft) | <ul style="list-style-type: none"> • \$33.5 million (\$22 / sq ft) | <ul style="list-style-type: none"> • \$62 million (\$18.5 sq ft) |
| All-in Dev. Costs: | <ul style="list-style-type: none"> • \$171 million (\$219 / sq ft) | <ul style="list-style-type: none"> • \$126 million (\$253 / sq ft) | <ul style="list-style-type: none"> • \$246 million (\$244 / sq ft) |
| Leveraged IRR: | <ul style="list-style-type: none"> • -2.3% | <ul style="list-style-type: none"> • 4.0% | <ul style="list-style-type: none"> • -8.0% |

Example of Development Roadmap

ROCK CREEK SITE (HAPPY VALLEY) - BASE DEVELOPMENT SCENARIO

Development Concept



Multi-building single user high tech campus; includes office and clean room manufacturing buildings; similar uses such as Novellus Systems

| Buildings | Size (sq ft) | Use |
|---|----------------|--------------------------------------|
| Building A | 16,000 | Office |
| Building B | 16,000 | Office |
| Building C | 16,000 | Office |
| Building D | 12,000 | Office |
| 3-Story Office | 150,000 | Office |
| Manufacturing / Fabrication Warehouse / Fabrication | 155,000 | General Manufacturing/Flex Warehouse |
| Total | 497,000 | |

| Site Use | Size (sq ft) | % |
|--------------------------|--------------|-----|
| Building Footprint | 397,600 | 24% |
| Parking and Circulation | 769,808 | 47% |
| Landscaping / Open Space | 483,516 | 29% |



Development Timeline



Total Development Timeline: 27 months

Site Readiness Challenges

- | On-site Issues | Off-site Issues | Land Use Issues |
|----------------------|------------------|-----------------|
| ● Brownfield Cleanup | ● Water | ● Aggregation |
| ● Wetland Fill | ● Sewer | ● Annexation |
| ● Floodplain Fill | ● Storm | |
| ● Slope Mitigation | ● Transportation | |

Development Programs Details

DEVELOPMENT PROGRAM

| | Size (ac) | Size (sq ft) |
|------------------------------|-----------|--------------|
| Lot Area | 37.9 | 1,650,924 |
| Net Development Area | 37.9 | 1,650,924 |
| Office | 4.1 | 178,500 |
| General Industrial Warehouse | 3.0 | 131,750 |
| | 2.6 | 112,200 |

| Rent Assumptions | Office: \$28 / Sq Ft | Warehouse: \$14 / Sq Ft |
|------------------|--------------------------|-------------------------|
| | Industrial: \$15 / Sq Ft | |

Detailed Individual & Layered Tool Financial Testing

- No silver bullet tools – Layering needed
- Not all tools created equal
- Biggest Impact: Tackling infrastructure costs (specifically transportation), SDCs and Tax Abatements

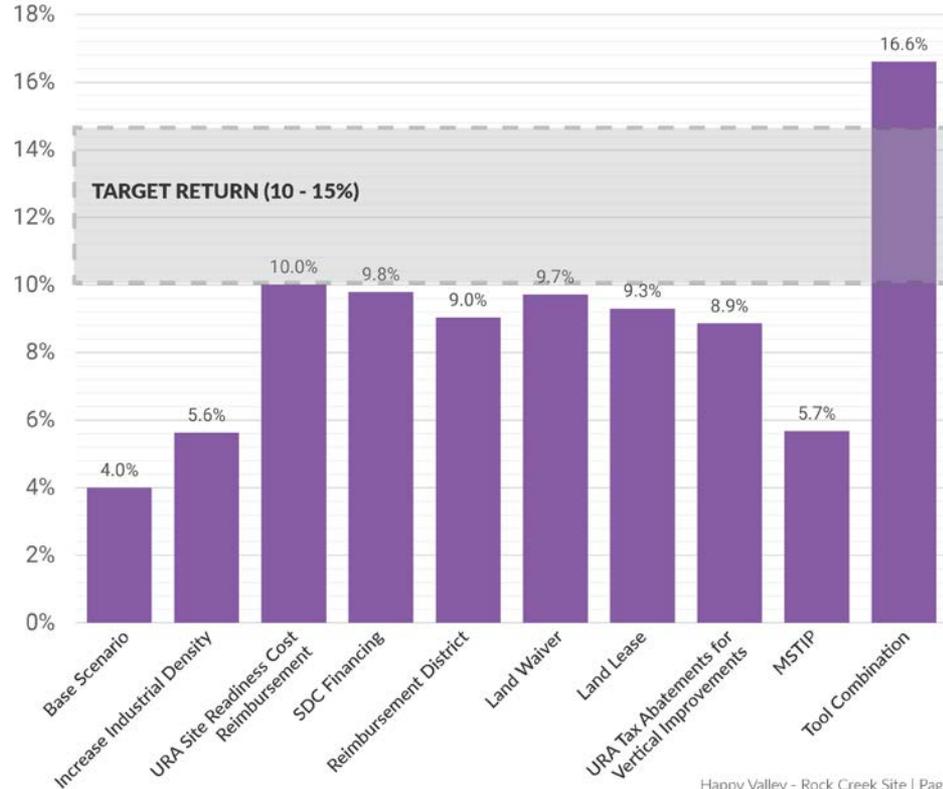
SITE READINESS COSTS

Site readiness costs represent all the costs prior to vertical construction of buildings

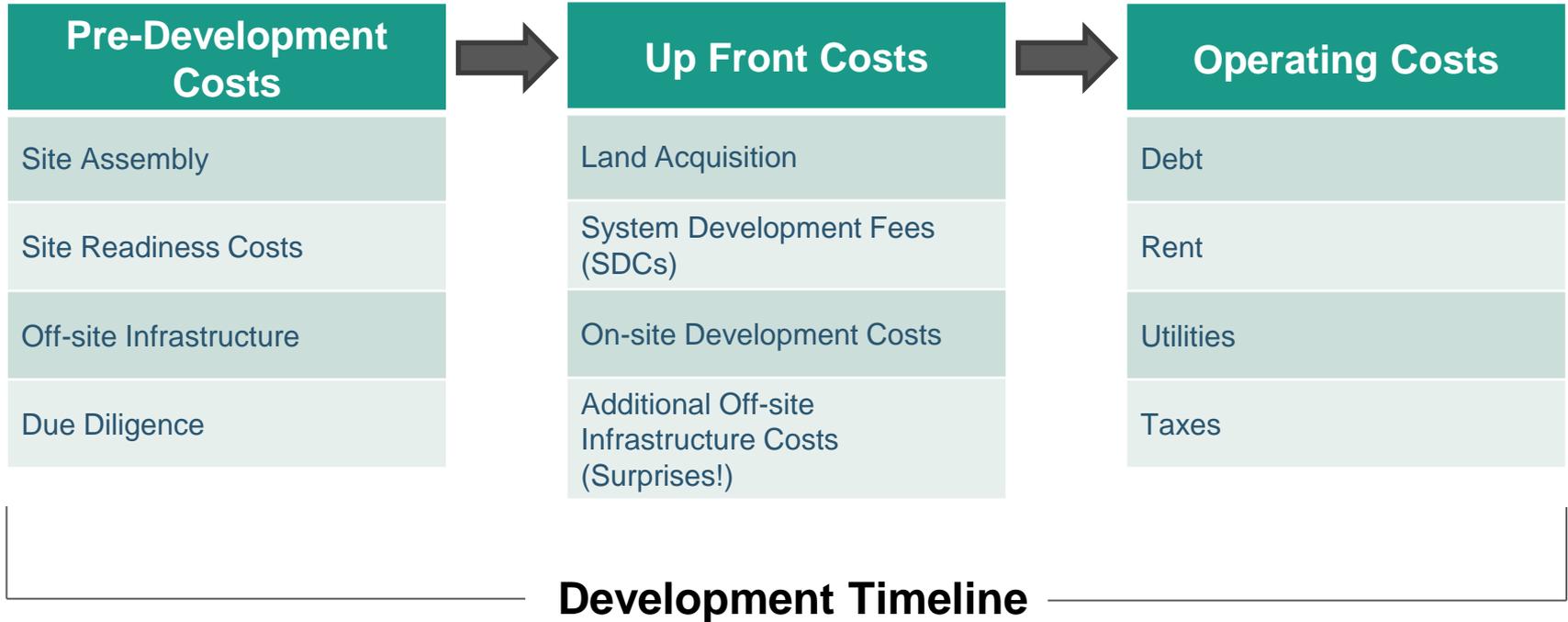
| | | 2020 Dollars |
|----------------------------------|------------------------|--------------|
| Off-Site | Sanitary Sewer | \$2,596,250 |
| | Water | \$687,500 |
| | Storm Water | \$2,045,750 |
| | Transportation | \$5,030,000 |
| On-Site | Wetland Mitigation | \$70,600 |
| | Slope Mitigation | \$0 |
| | Building Pad Surcharge | \$0 |
| | Floodplain | \$0 |
| | Environmental Cleanup | \$153,450 |
| Total On-site and Off-site Costs | | \$10,583,550 |



Rock Creek - Leveraged IRR



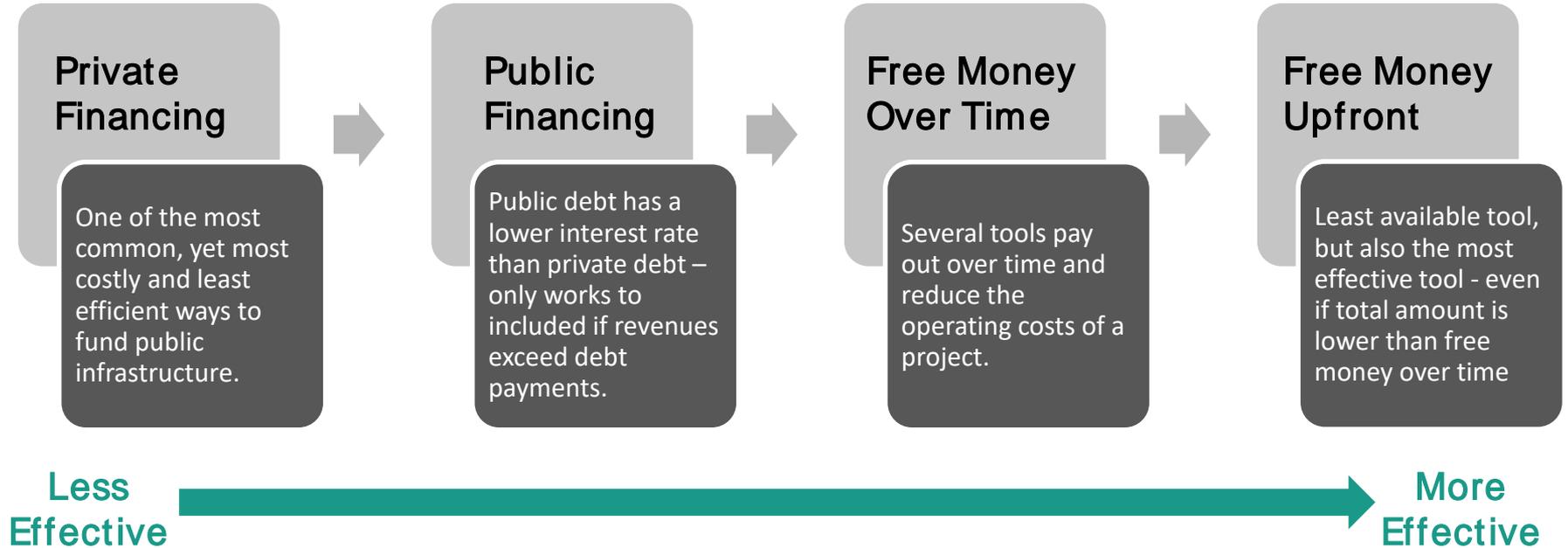
Timing of Costs within Development Timeline



Different Tools Influence Different Parts of this Timeline

Not All Tools Created Equal

Effectiveness of Tools



Tool Impact & Public ROI

- None of three sites is feasible today: negative land value
- Layered incentives required for feasibility
- Current tools are too small
- Public Return On Investment (ROI) Range: 9x to 35x economic impact
- ~20-year payback on property tax revenue

TOOL COMBINATION • PUBLIC INVESTMENT IMPACT

| | Woodfold West | Rock Creek | Coffee Creek |
|--|--|--|--|
| Baseline IRR | -2.3% | 4.0% | -8.0% |
| Tool Combination | <ul style="list-style-type: none"> • Increased Industrial Density • SDC Financing • URA Tax Abatements for Vertical Improvements • MSTIP | <ul style="list-style-type: none"> • Increased Industrial Density • SDC Financing • URA Tax Abatements for Vertical Improvements • MSTIP | <ul style="list-style-type: none"> • Increased Industrial Density • SDC Financing • URA Tax Abatements for Vertical Improvements • MSTIP |
| Ending IRR | 16.7% (10-15% TARGET MET) | 16.6% (10-15% TARGET MET) | 12.3% (10-15% TARGET MET) |
| Public Investment | \$20,080,552 | \$14,286,685 | \$28,057,929 |
| Economic Impact | \$186,869,540 (\$1 Public Investment = \$9.3 Economic Impact) | \$489,624,292 (\$1 Public Investment = \$34.3 Economic Impact) | \$469,296,456 (\$1 Public Investment = \$16.7 Economic Impact) |
| Years to Recover Public Investments via Property Taxes | 19.3 Years | 22.4 Years | 19.9 Years |

Demographic Comparison: Site, City, Region

WOODFOLD WEST SITE (FOREST GROVE) - EQUITY AND ECONOMIC SNAPSHOT

Access to Opportunity



PERCENT IN POVERTY

| | |
|---------------------------------|-------|
| REGIONAL TAZ AVERAGE | 13.1% |
| FOREST GROVE SITE (TAZ AVERAGE) | 27.7% |

MEDIAN HOUSEHOLD INCOME

| | |
|---------------------------------|----------|
| REGIONAL TAZ AVERAGE | \$68,084 |
| FOREST GROVE SITE (TAZ AVERAGE) | \$28,552 |

HIGH SCHOOL GRADUATION %

| | |
|---------------------------------|-------|
| REGIONAL TAZ AVERAGE | 85.0% |
| FOREST GROVE SITE (TAZ AVERAGE) | 81.2% |

Affordable Housing



HOME OWNERSHIP %

| | |
|---------------------------------|-------|
| REGIONAL TAZ AVERAGE | 61.7% |
| FOREST GROVE SITE (TAZ AVERAGE) | 34.7% |

MEDIAN GROSS RENT PER MONTH

| | |
|---------------------------------|---------|
| REGIONAL TAZ AVERAGE | \$1,141 |
| FOREST GROVE SITE (TAZ AVERAGE) | \$806 |

MEDIAN SALES PRICE

| | |
|---------------------------------|-----------|
| REGIONAL TAZ AVERAGE | \$318,300 |
| FOREST GROVE SITE (TAZ AVERAGE) | \$202,700 |

Site-Specific Key Takeaways

Access to opportunity is limited in the site TAZ.

With a relatively high poverty rate (15% higher than region), significantly lower median household incomes (\$39,000 lower), and slightly lower than average graduation rates (3.8% lower), people residing within the site TAZ have more limited access to opportunities than the average resident living in the region.

Housing within the site TAZ is relatively more affordable.

Housing within the site TAZ is generally more affordable for both renters and home buyers. Despite a lower than average median sales price, home ownership rates remain 27% lower than the regional average, indicating a higher than average percentage of renters residing within the site TAZ.

Compared regional and site metrics for:

- Access to Community Change
- Walkability and Transit Access
- Access to Opportunity
- Affordable Housing

Identified Site Specific Key Takeaways

The Economic Value Atlas and Equitable Development Index Tool are offered as a public service, integrating various government records into a region-wide mapping system. Metro assumes no legal responsibility for the compilation of multi-source government information displayed herein. Users of this information are cautioned to verify all information with Metro staff.

Identify Local Equity Efforts, Capacity, Issues

WOODFOLD WEST SITE (FOREST GROVE) - SPECIFIC EQUITABLE DEVELOPMENT

COMMUNITY ASSETS & NEEDS

Site Considerations

- The site is located in an Opportunity Zone and also an Enterprise Zone.
- A new roundabout and intersection improvements on Hwy 47 at NW Martin is planned for construction in the near future. Under the Forest Grove Transportation System Plan, an extension of 23rd/24th Ave is to bisect the Woodfold site and connect to the Hwy 47/Martin roundabout at a future unknown date.
- There is a rail line that abuts the site at Oak Street and the operator of the Forest Grove-Hillsboro short line has abandoned this track. This presents an opportunity for a bike/pedestrian trail, dedicated bus service or fixed rail bus, especially given that the track is within a quarter mile of a frequent bus line.

Affordable Housing Initiatives

- The Forest Grove City Council identified two objectives: "Promote Affordable Housing, including completion of a housing needs analysis" and "Partner to Address Homelessness" in its 2019 Goals and Objectives Plan.
- The city completed a Housing Needs Analysis.
- City Council approved a Non-profit Affordable Housing Property Tax Exemption and a SDC Deferral Program for affordable housing.
- City Council passed a modification to the standard Vertical Housing Tax Credit allowing it to be adapted to affordable housing.
- The city completed an analysis of city-owned vacant lots to determine if any could be viable for an affordable housing project.

Diversity & Inclusion Initiatives

- The Forest Grove City Council identified Equity Assessment and Education including an Equity Plan in its 2019 Goals and Objectives statement.
- Economic Development has translated a "Starting a Business Brochure" into Spanish and its broader "Starting a Business in Forest Grove Guide" into Spanish.
- Economic Development helped fund a Small Business Equity Research Project. The purpose of this research is to identify the successes, needs, and barriers to market entry for Latino owned small businesses in the area.

Local Organizations

- Adelante Mujeres - the Empress Small Business Development program - teaches and supports small business owners to create a vibrant local economy and open up opportunities for all individuals to pursue their business goals.
- Sierrator is a local housing development corporation based in Hillsboro that builds affordable housing in the metro area.
- GroveLink is free public transportation for the Forest Grove community.
- Centro Cultural is an organization that provides business training, workshops and other social services.
- Other local organizations offer programs that provide workforce training and General Education Diploma for High School classes.

KEY EQUITY CONSIDERATIONS

- Most existing initiatives revolve around housing production and affordability. More support for the program that boosts equitable economic development is needed.
- Area is lower income than average Forest Grove census tract and experiencing higher than average community change.
- Walkability and transit access scores in the site area are well below the regional average.

POTENTIAL EQUITY ACTIONS

Engagement + Empowerment (ability for diverse community groups to exercise power and benefit from development outcomes)

- Consult the "Equity in the Context of Employment / Industrial Lands" of Task 4 for a general approach to community involvement and empowerment.
- Continue and expand on affordable housing equity work to provide larger context for industrial development equity strategies including but not limited to Community Benefit Agreements.

Workforce and Business Stability (access to finances, resources, and programming that help establish new employment use)

- Foster relationships with local organizations that can help support small, minority-owned businesses that can provide services and supplies to site businesses.
- Connect Latino workforce and other communities of color with job opportunities, and affordable housing, workforce support and transit support.

Access (geographic access and increased mobility options)

- Include a bike/pedestrian trail to increase site access with the rail line abandonment.
- Consider opportunities to expand GroveLink services to regional employment sites to provide better access, especially to populations without access to vehicles.

Forest Grove - Woodfold West Site | Page 8

Community Assets & Needs:

- Brainstormed and researched existing initiatives, local organizations, and other considerations

Key Equity Considerations

Potential Equity Actions:

- Steps the city can take to improve equitable results

Conclusions & Recommendations

- Infrastructure costs are the single largest cost hurdle
- Current tools are too small in scale to move needle on these large sites
- State and regional action is needed to grow the toolbox and the revenue sources

Recommendations for Local and State Action

1. Secure greater flexibility and funding for existing tools
2. Secure administrative and legislative support for a prioritized set of new tools
3. Develop a plan of action and next steps for 3 city roadmap sites
4. Explore ways to secure equitable development outcomes in employment land policies, programs and projects



Questions?

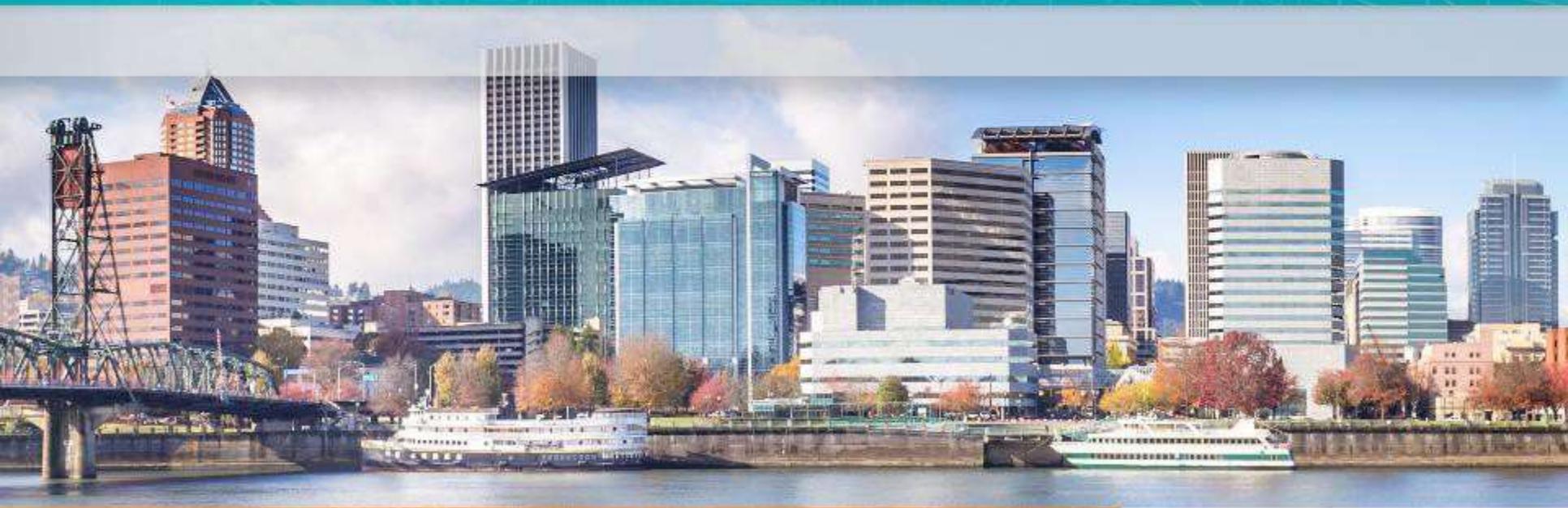
Full Report PDFs Available Here:

<https://www.oregonmetro.gov/tools-partners/guides-and-tools/site-readiness-toolkit>

Naito Parkway Main Street and Ross Island Bridgehead Projects

Metro MTAC Presentation

January 20, 2021



Ryan Curren & Kevin Bond, BPS
Patrick Sweeney, PBOT



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director



PBOT
PORTLAND BUREAU OF TRANSPORTATION

In coordination with our regional partners TriMet, ODOT, and Metro



PBOT and BPS have DRAFT Ross Island Bridgehead -Naito Main Street land use and transportation concepts to share with you – here are conditions today...



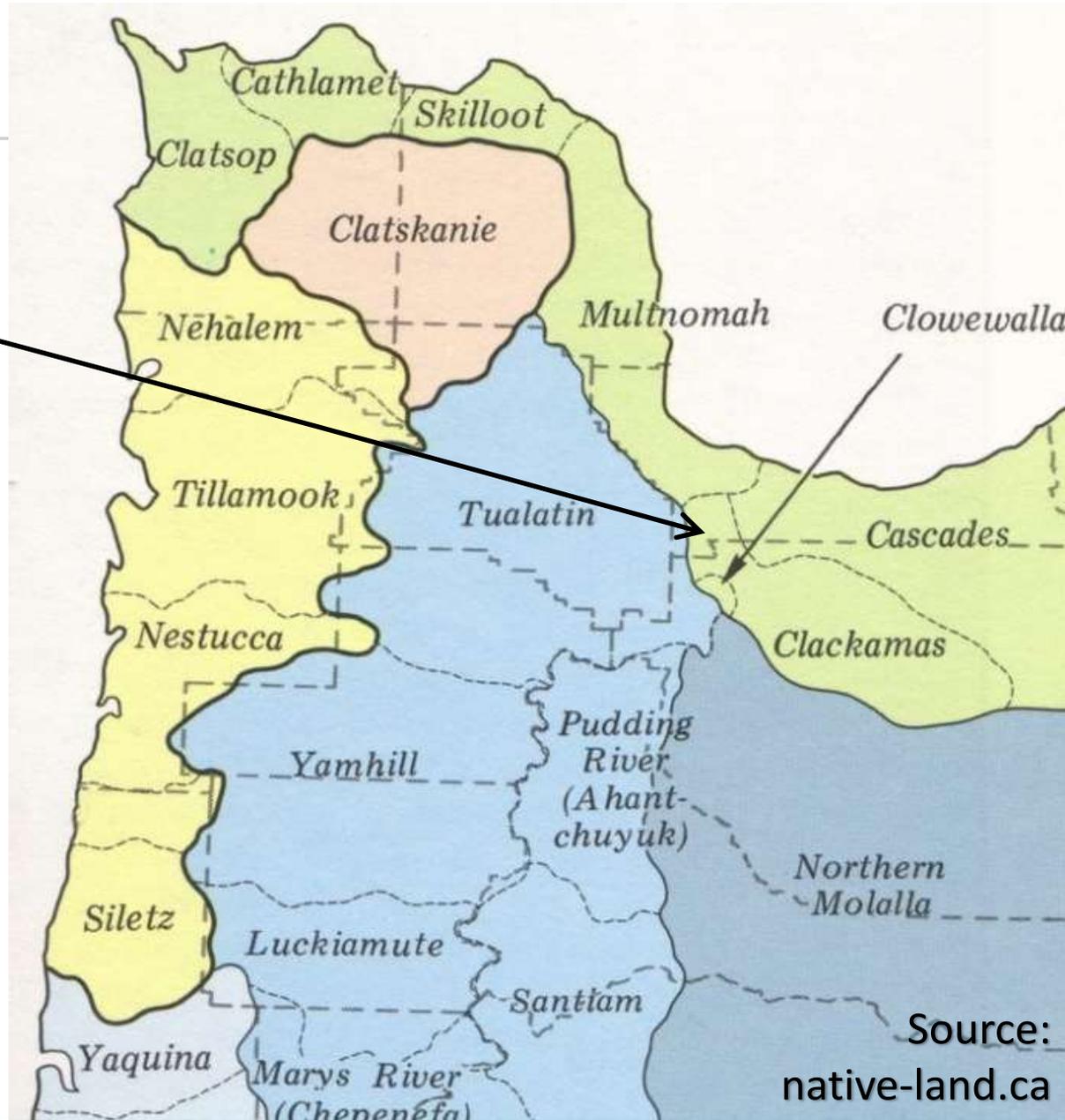
Proposed Ross Island Bridgehead reconfiguration with potential development adjacent to Naito Main Street improvements



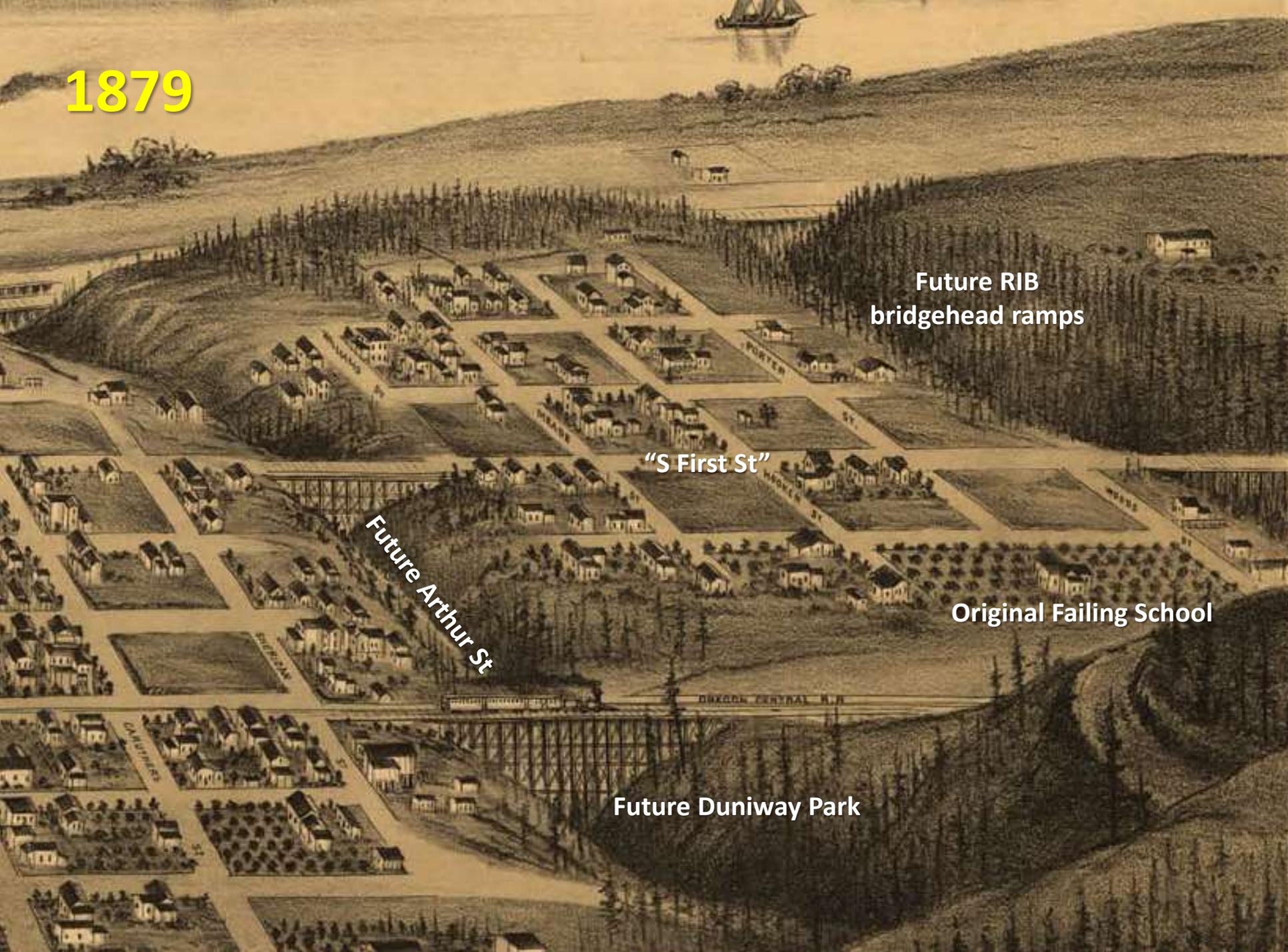
Existing (left) and proposed (right) Ross Island Bridgehead reconfiguration with potential development adjacent to Naito Main Street improvements

Indigenous History

South Portland



1879



Future RIB
bridgehead ramps

"S First St"

Future Arthur St

Original Failing School

Future Duniway Park

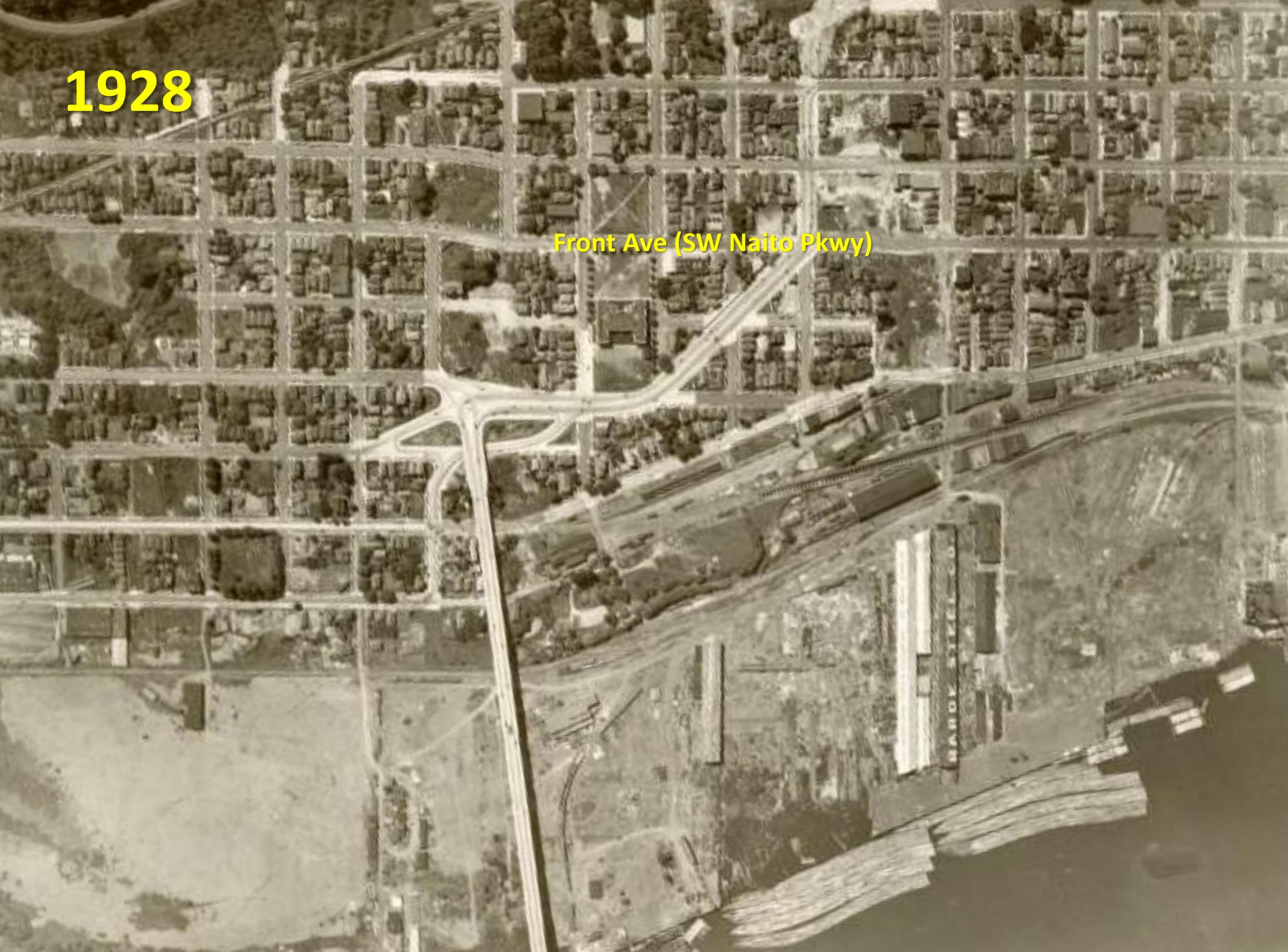
1925



Front Ave (SW Naito Pkwy)

1928

Front Ave (SW Naito Pkwy)

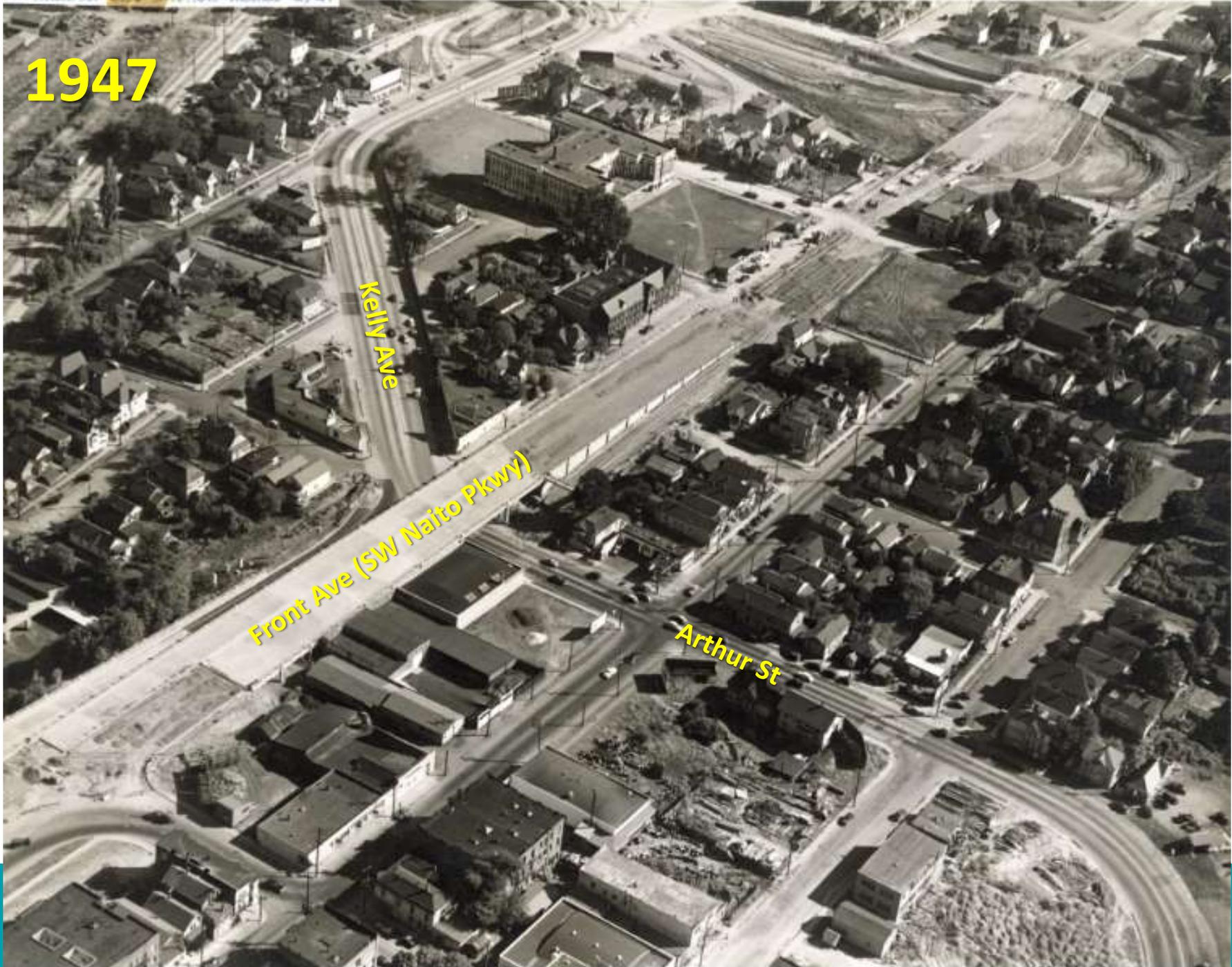


1947

Kelly Ave

Front Ave (SW Naito Pkwy)

Arthur St



1952

Front Ave (SW Naito Pkwy)



Nov. 1964 - Montgomery Bridge

1964



Historical Context



*Southwest Portland as it looked in 1938.
The yellow outline indicates the same area outlined
in the righthand photo.*

*South Auditorium Urban Renewal District displaced
over 500 households and 200 businesses between
1958 and 1974*

What are these projects?

Reconfiguring the Ross Island Bridgehead (RIB) is a once-in-a-lifetime opportunity for the South Portland Neighborhood, the City and the region.



What we've heard from the community

Concerns and suggestions from the Nov 2019 and Feb 2020 open house events, and from meetings with SPNA and NUNM. Direct quotes from meeting participants are in blue.

Conditions

- Reduce cut-through traffic on residential streets.
- Keep local access and parking for residents.
- Pollution concerns to the neighborhood residents.

“Want to be assured that the cut through traffic heading north on SW Kelly and SW Corbett will end in any bridgehead re-design.”

Neighborhood Needs

- Improved safety for walking and biking.
- Create a calmer environment for all modes.
- Make it easier to get around the neighborhood without a car.

“As a cyclist on Naito, I appreciate those improvements.”
“How will local access be maintained during construction?”

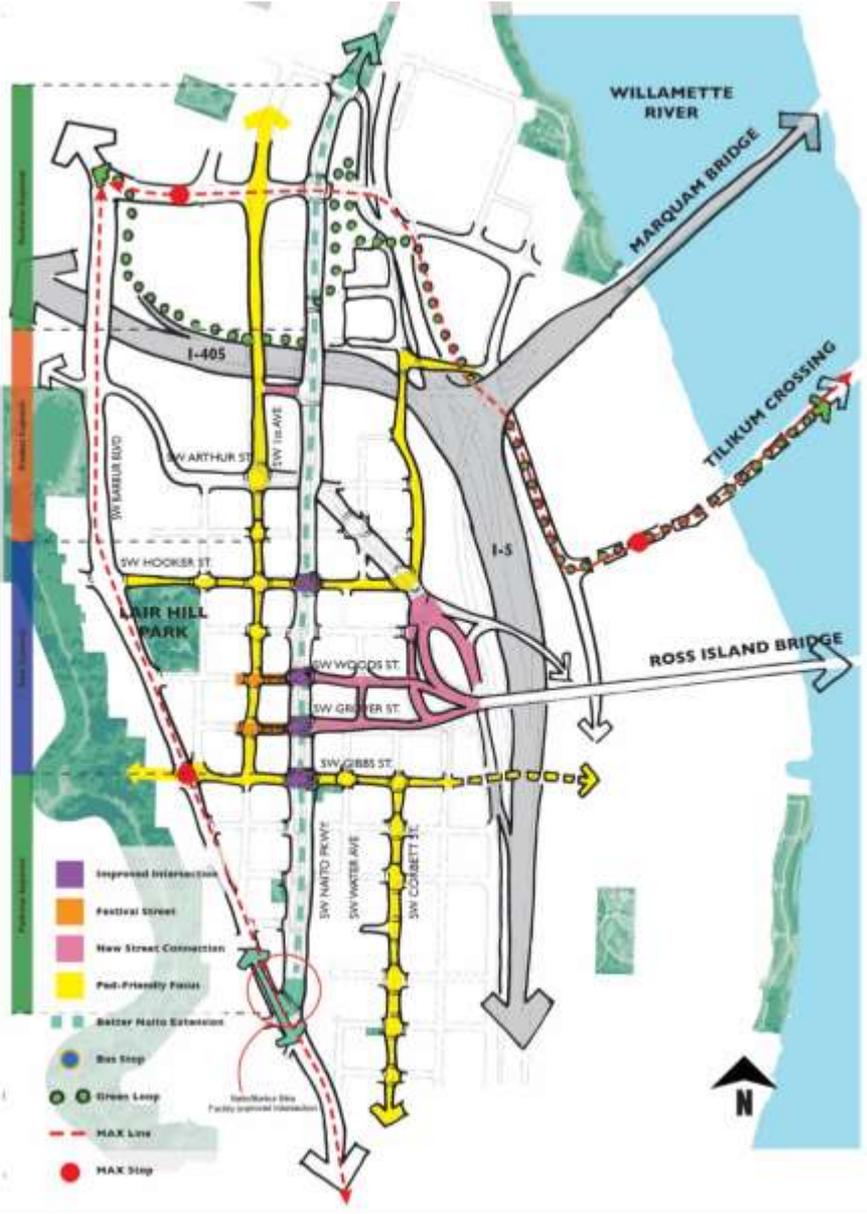
Land Use and Public Benefits

- Providing daily use services, grocery store, affordable housing, etc.
- Providing low- and medium-income housing, particularly for students and seniors.

“Grocery store.”
“Student housing for NUNM and/or campus expansion.”



What are these projects?



Transportation Features

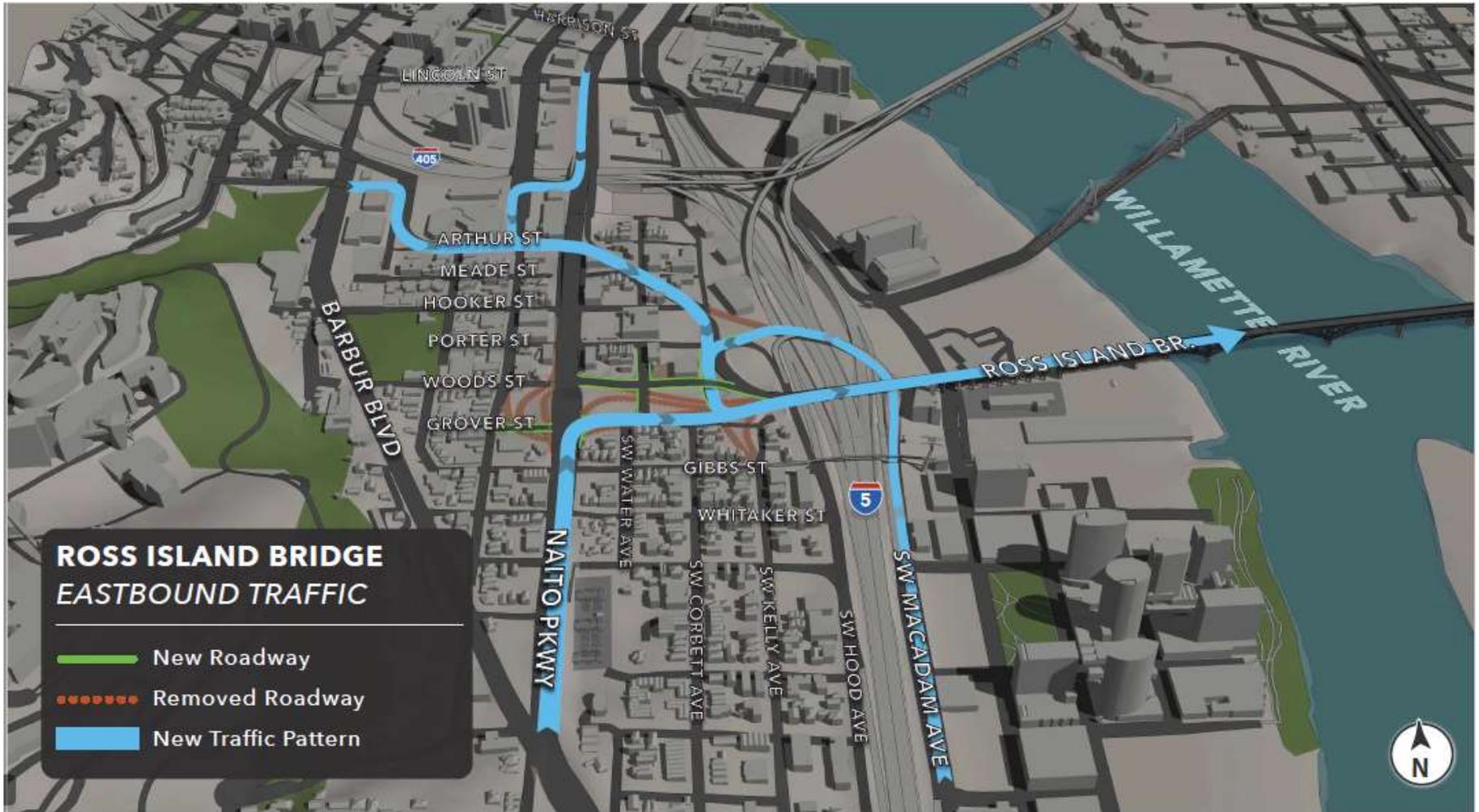
1. Removal of bridgehead braided ramps, replace with multimodal street grid
2. Reduced regional traffic in neighborhoods
3. Signalized intersections
4. Pedestrian street crossings
5. Complete Better Naito to Barbur
6. NUNM-Lair Hill-Corbett neighborhood connectivity

What are these projects?



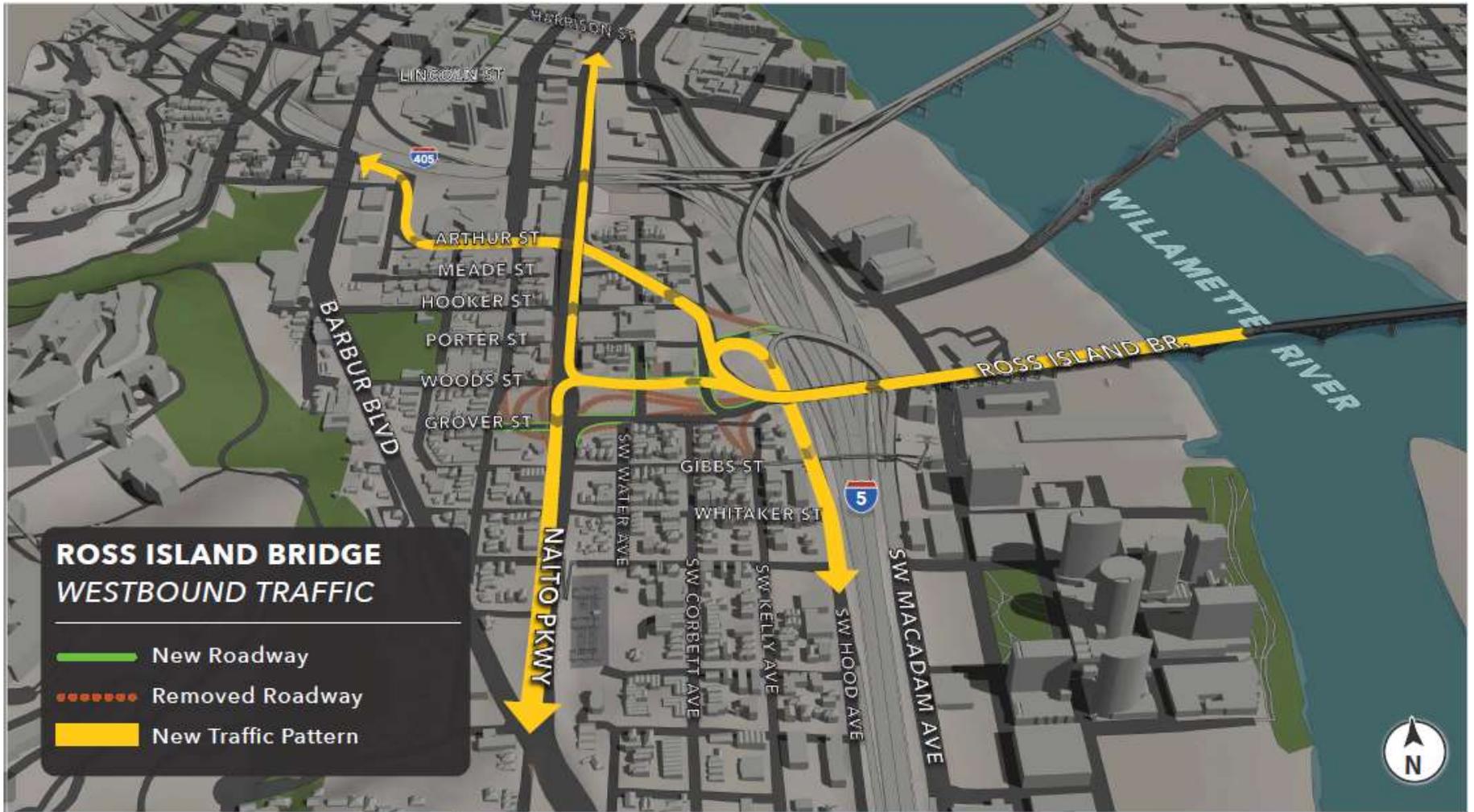
Aerial view of the new reconfiguration of the Ross Island Bridgehead

What are these projects?



Aerial view of car travel routes for eastbound travelers.

What are these projects?



Aerial view of car travel routes for westbound travelers.

What are these projects?



Land Use Features

1. Historic district
2. Core commercial district
3. Major institutions
4. Opportunity sites to redevelop

What are these projects?



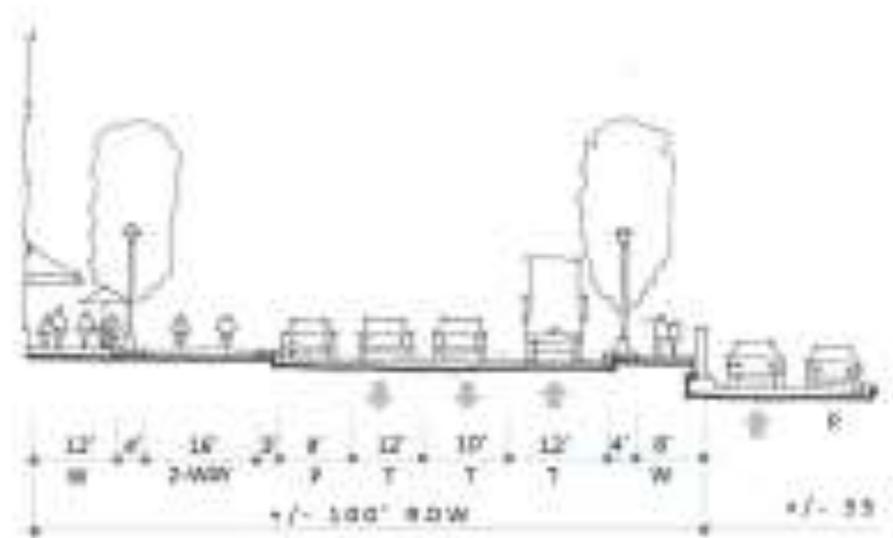
Conceptual view of Naito at SW Porter Street, looking north



Aerial view of existing development between SW Arthur and Hooker Streets on the west side of Naito Parkway



Existing Naito Parkway, Looking North near S Porter St



Naito Main Street concept, looking North same area

Naito Main Street Urban Form



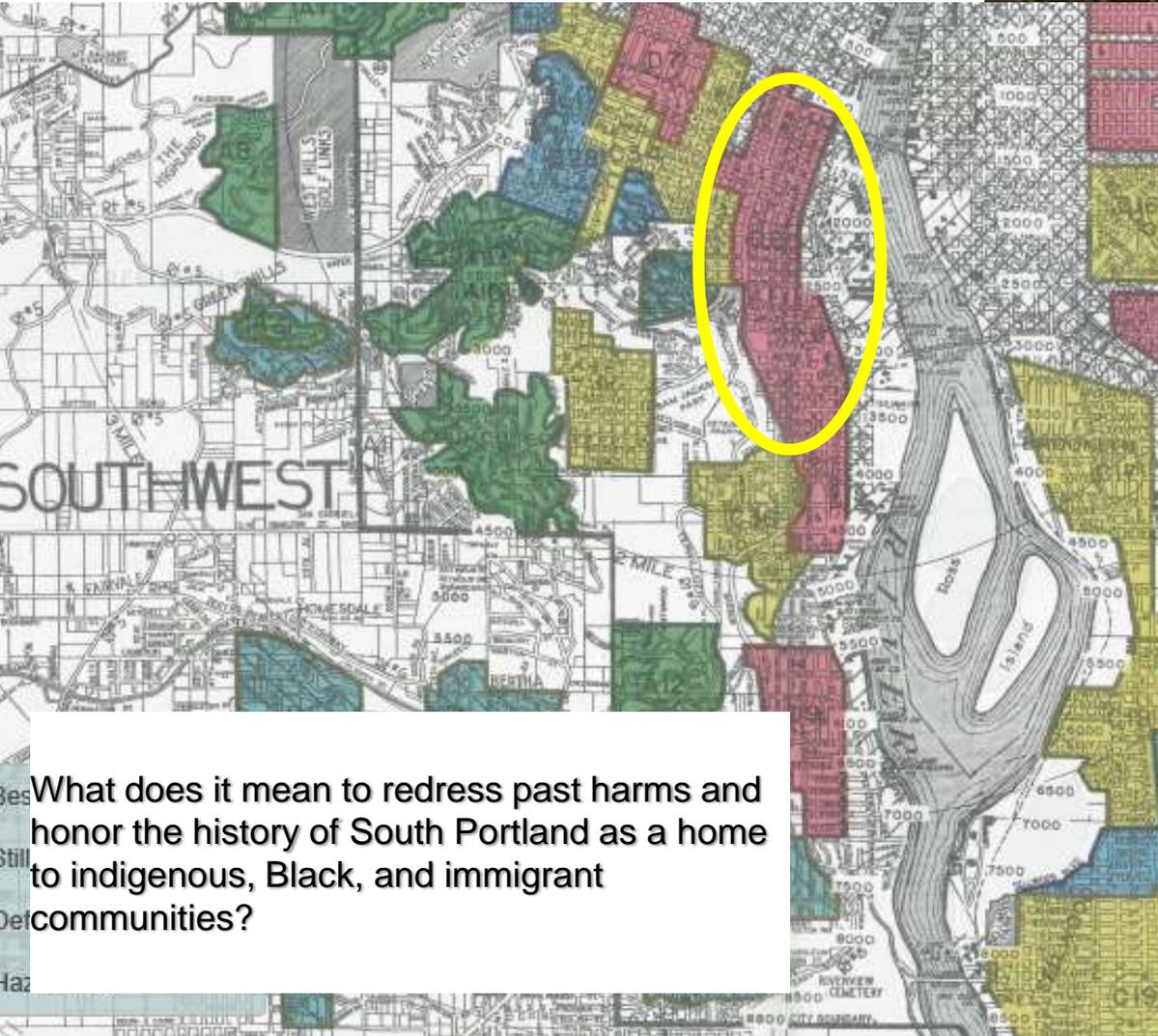
Signalized intersections with pedestrian street crossings help “stitch” the Lair Hill and Corbett neighborhoods back together and reinforces community connectivity.

What's the opportunity to advance racial and social equity?

Opportunity—
3 acres of
publicly owned
property

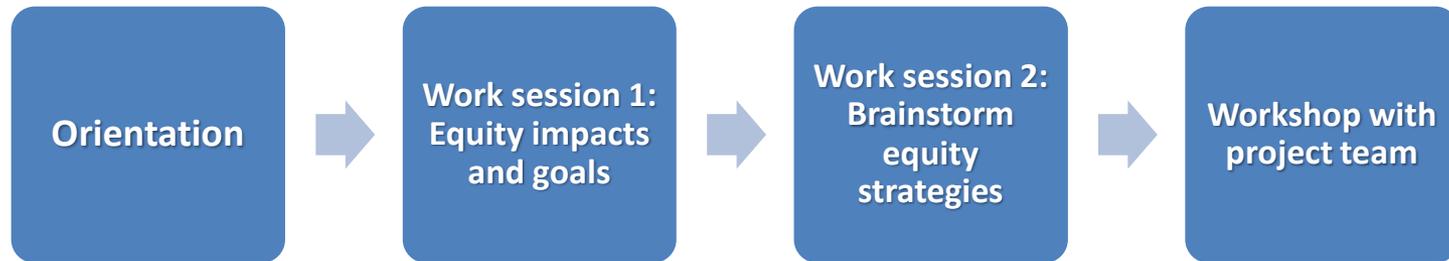


History Informs Analysis



What does it mean to redress past harms and honor the history of South Portland as a home to indigenous, Black, and immigrant communities?

Racial Equity Analysis Process

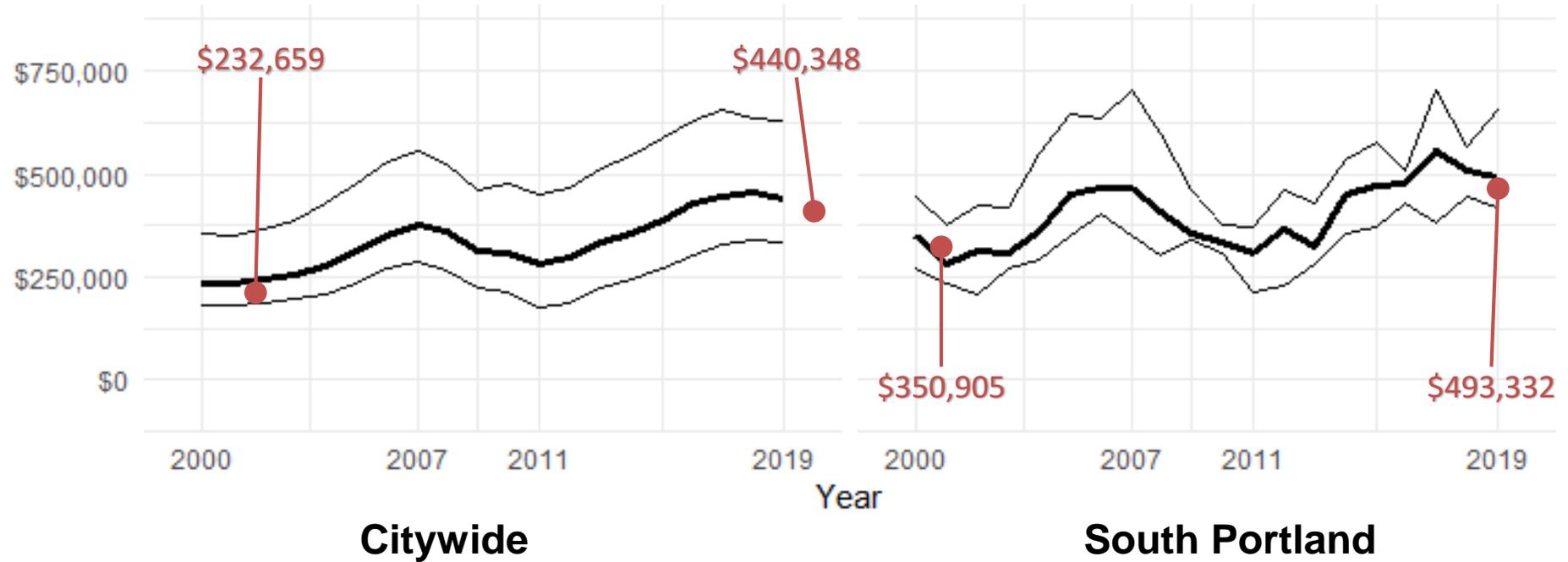


What's the opportunity to advance racial and social equity?

What does it mean to redress past harms and honor the history of South Portland as a home to indigenous, Black, and immigrant communities?

Median Sales Price, 2000-2019

Single-dwelling houses, 2019 dollars



Housing Affordability

Study Area, 2018

| Housing Affordability | Rental | | | | Homeownership |
|-------------------------------|--------|------|------|------|---------------|
| | Studio | 1-BR | 2-BR | 3-BR | |
| Avg. Portland Household | YES | NO | NO | NO | NO |
| 3-Person Extremely Low-Income | NO | NO | NO | NO | NO |
| 3-Person Extremely Low-Income | NO | NO | NO | NO | NO |
| 3-Person Moderate-Income | YES | NO | NO | NO | NO |
| Couple with Family | YES | YES | NO | YES | NO |
| White | YES | YES | NO | NO | NO |
| Black | NO | NO | NO | NO | NO |
| Latino | NO | NO | NO | NO | NO |
| Native American | NO | NO | NO | NO | NO |
| Asian | YES | NO | NO | NO | NO |
| Hawaiian-Pacific Islander | NO | NO | NO | NO | NO |
| Senior | NO | NO | NO | NO | NO |
| Single Mother | NO | NO | NO | NO | NO |
| Foreign-Born | NO | NO | NO | NO | NO |

Table 10: Household Characteristics, Housing Size/Tenure and Affordability

Source: Portland Housing Bureau State of Housing in Portland Report, 2018

DRAFT racial equity process goals

“Redeveloping publicly owned properties will improve racial equity through....”

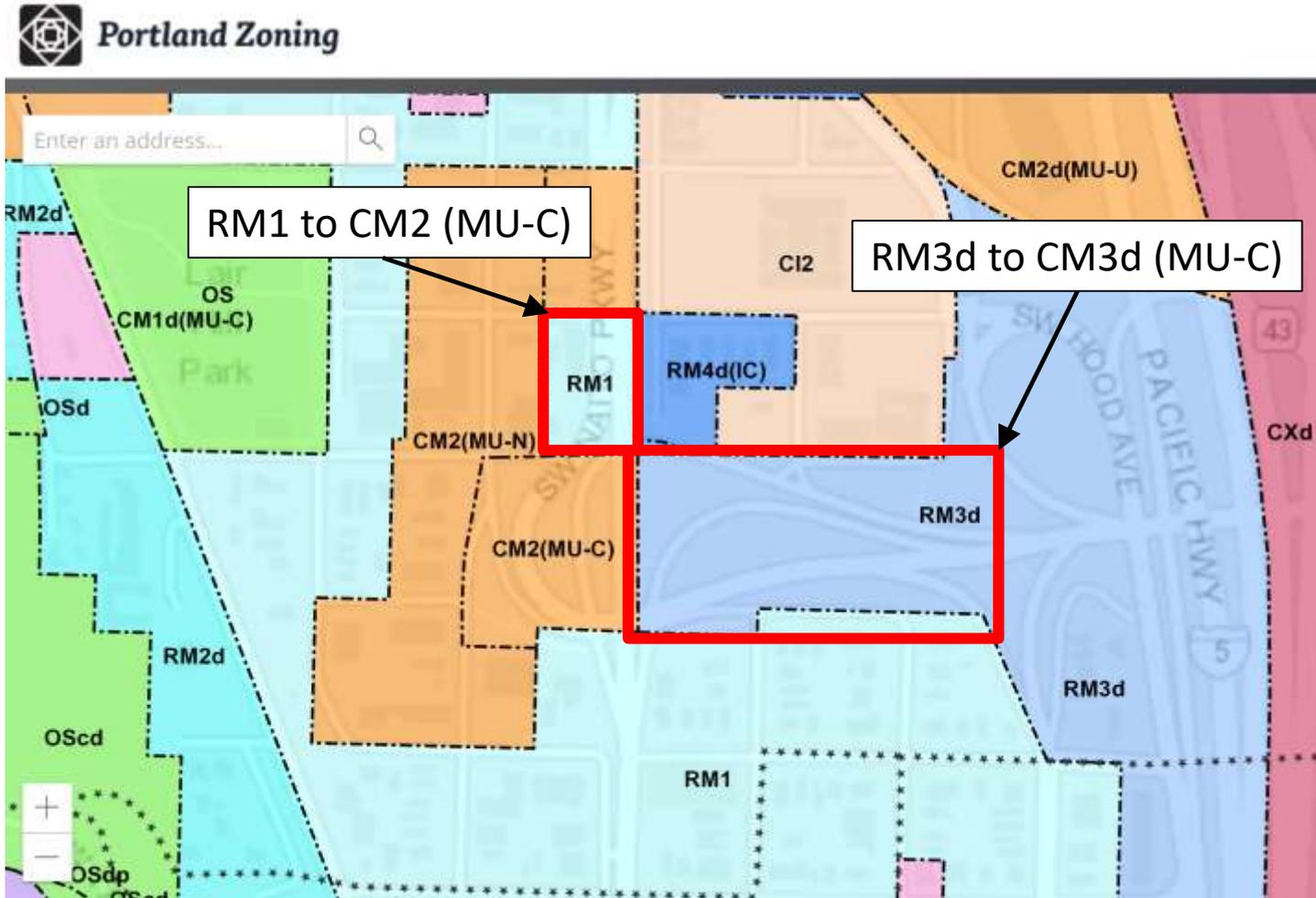
| Goal (example) | Root cause addressed |
|--|---|
| Honoring the history, stories, and cultures of all historically displaced communities in this area; Native Americans, African Americans, Southern European immigrants, and the Jewish community (Historic Black Williams Project) | |
| Prioritizing public investments for those historically impacted communities that also experience the greatest inequitable outcomes today; African Americans and Native Americans (N/NE preference policy) | Lack of public investment in BIPOC communities |
| BIPOC communities have greater self-determination, capacity, and decision-making authority to benefit from any change and ensure solutions are grounded in and emerge from their lived experience. (SW Equity Coalition) | Civic structures bias toward land and property owners |

DRAFT racial equity development goals

“Redeveloping publicly owned properties will improve racial equity through....”

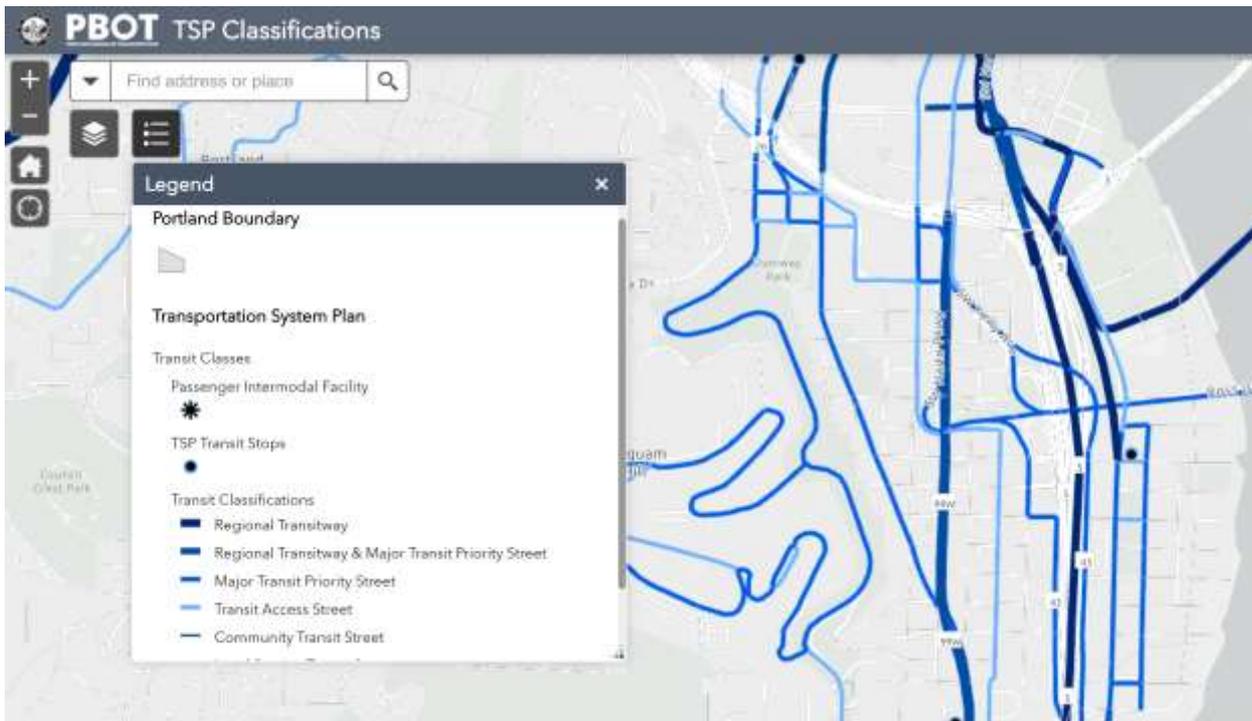
| Goal (example) | Root cause |
|---|--|
| Community power and self-determination through community ownership of land (Community land trust) | Property as an investment commodity |
| Zoning requirements and community benefits agreement to support the community’s vision for equitable growth. (Post Office CBA) | Zoning that segregates fuels speculation |
| BIPOC wealth generation through ownership of housing and commercial space (Vanport Plaza) | A history of ownership of property restricted to white communities |
| Ecosystem of community development to reduce poverty and racial disparities by aligning education, economic, cultural and human services with transportation and affordable family sized housing (NAYA Generations project) | Lack of public investment in BIPOC communities |
| Design and programing of inclusive, welcoming, safe, multi-cultural institutions and public spaces (SE Mercado) <ul style="list-style-type: none"> • providing places of gathering, culturally relevant goods and services, public art • rename streets and open space to celebrate multicultural diversity and educate about history | |

Potential zoning map amendments:



How will new street connections impact local neighborhoods?

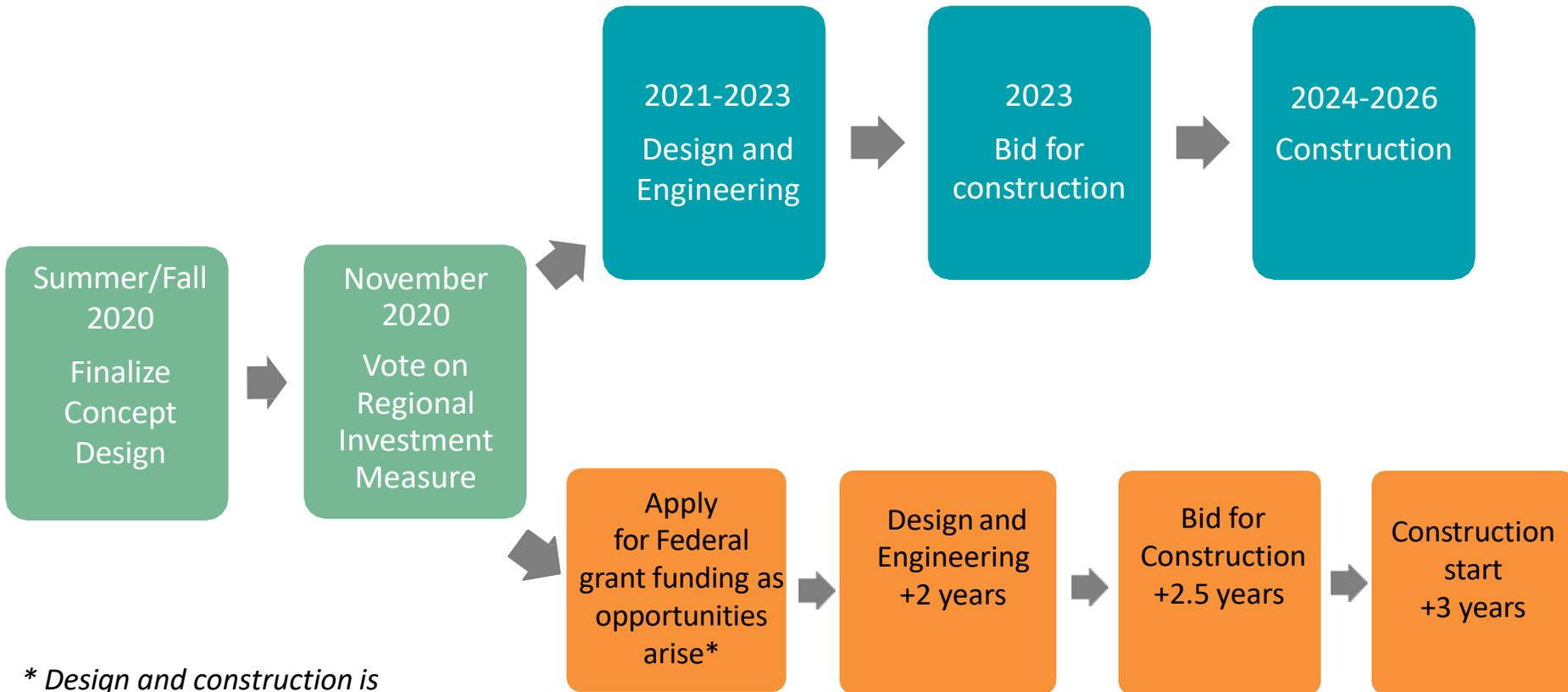
TSP street classification amendments are a needed action for this plan. For example, Naito is classified as a Major City Transit Street, which reflected the past expectation of future HCT on that corridor.



Plan will include a list of all streets that need their TSP classifications changed. This includes ped, bicycle, transit, freight, etc. Some new streets are being created, which need new TSP classes.

Transportation Funding and Phasing Schedule

If the Regional Investment Measure had passed



** Design and construction is dependent on funding. Timeline dates are estimated.*

RIM failed - alternative funding strategy needed

Transportation

- SWC FEIS coordination, then SWC pause
- Regional project funding discussions
 - Federal funding opportunity could take years
 - SWC and RIB may/may not be highest priority
- When funding secured, restart ODOT discussions about Naito Parkway jurisdictional transfer, traffic modelling

Land Use

- Racial equity analysis informs opportunity site development concepts
- Zoning changes & public benefits
- Street classifications

Questions?



Transportation (PBOT)

Patrick Sweeney

Patrick.Sweeney@portlandoregon.gov

503-823-4829

www.portlandoregon.gov/transportation/80026

Land Use (BPS)

Ryan Curren

Ryan.Curren@portlandoregon.gov

503-823-4574

www.portland.gov/naito-mainstreet