

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee (MTAC) meeting

Date: Wednesday, March 17, 2021

Time: 10:00 am – 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 meeting to order	Tom Kloster, Chair
		<ul style="list-style-type: none">• Declaration of a Quorum• Introductions	
10:15 am	2.	* Comments from the Chair	
		<ul style="list-style-type: none">• Committee member updates from Metro & Region (Chair Kloster/all)• Fatal Crashes Update (Lake McTighe)	
10:25 am	3.	Public Communications On Agenda Items	
10:28 am	4.	* Minutes Review from MTAC Jan. 20, 2021 meeting Minutes Review from Feb. 17, 2021 MTAC/TPAC workshop	
10:30 am	5.	* HB 2001 and HB 2003 final rule results and implications to Metro area Department of Land Conservation and Development staff will overview results of the HB 2001 and 2003 rulemaking process. Staff will also outline the final recommendations and findings of the Regional Housing Needs Analysis.	Ethan Stuckmayer, Oregon Dept. of Land Conservation and Development
12:00 pm	6.	Adjournment	Tom Kloster, Chair

Upcoming meetings and workshops are listed in work programs, included in committee meeting packets.

*Material will be emailed with meeting notice

To check on building closure call 503-797-1700

For agenda or schedule information email marie.miller@oregonmetro.gov

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Ogeysiiska takooris la'aanta ee Metro

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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Metro txoj kev ntux ntux daim ntawv ceeb toom

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**2021 Metro Technical Advisory Committee (MTAC) Work Program
As of 3/11/2021**

<p>January 20, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the 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) • Naito Main Street South Portland Area Planning Project Overview (Kevin Bond, Ryan Curren, Patrick Sweeney, City of Portland; 45 min) 	<p>February 17, 2021 – MTAC/TPAC Workshop Virtual Mtg. <u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Emergency Transportation Routes Update – Draft RETR Routes and Report (Kim Ellis, Metro/ Laura Hanson, RDPO/ Thuy Tu, Thuy Tu Consulting/ Allison Pyrch, Salus Resilience/ Jed Roberts, FLO Analytics; 90 min)
<p>March 17, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the 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>March 24, 2021 – MTAC/TPAC Workshop Virtual Mtg. <u>Agenda Items:</u></p> <ul style="list-style-type: none"> • Climate Action Rulemaking Panel Discussion (Bill Holmstrong, Evan Manvel, Cody Meyer, DLCD/ Amanda Pietz, Kevin Young, ODOT/ Gerik Kransky, Karen Williams, DEQ; 90 min.) <p>April 21, 2021 – MTAC/TPAC Workshop Virtual Mtg. <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>May 19, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the 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>June 16, 2021 – MTAC/TPAC Workshop Virtual Mtg. <u>Agenda Items:</u></p> <ul style="list-style-type: none"> • Best Practices and Data to Support Natural Resources Protection (Lake McTighe, Metro; 90 min) <p>June or July 2021 – MTAC/TPAC Workshop Virtual Mtg. Climate Action Rulemaking Panel Discussion; 90 min Part II of discussion from March workshop</p>

<p>July 21, 2021 – MTAC Virtual Meeting</p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Community member updates around the 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>August 18, 2021 – MTAC/TPAC Workshop Virtual Mtg.</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>September 15, 2021 – MTAC Virtual Meeting</p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Community member updates around the 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>October 20, 2021 – MTAC/TPAC Workshop Virtual Mtg.</p> <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> Scoping Kick-off for 2023 Regional Transportation Plan Update (Kim Ellis, Metro; 90 min)
<p>November 17, 2021 – MTAC Virtual Meeting</p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Community member updates around the 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 <p><i>Local jurisdictions & City of Portland efforts around HB 2001 (Speakers TBD)</i></p>	<p>Dec. 15, 2021 – MTAC/TPAC Workshop Virtual Mtg.</p> <p><u>Agenda Items:</u></p>

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

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.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: February 25, 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.

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.

Traffic crash victims in Clackamas, Multnomah and Washington Counties as of 2/16/21

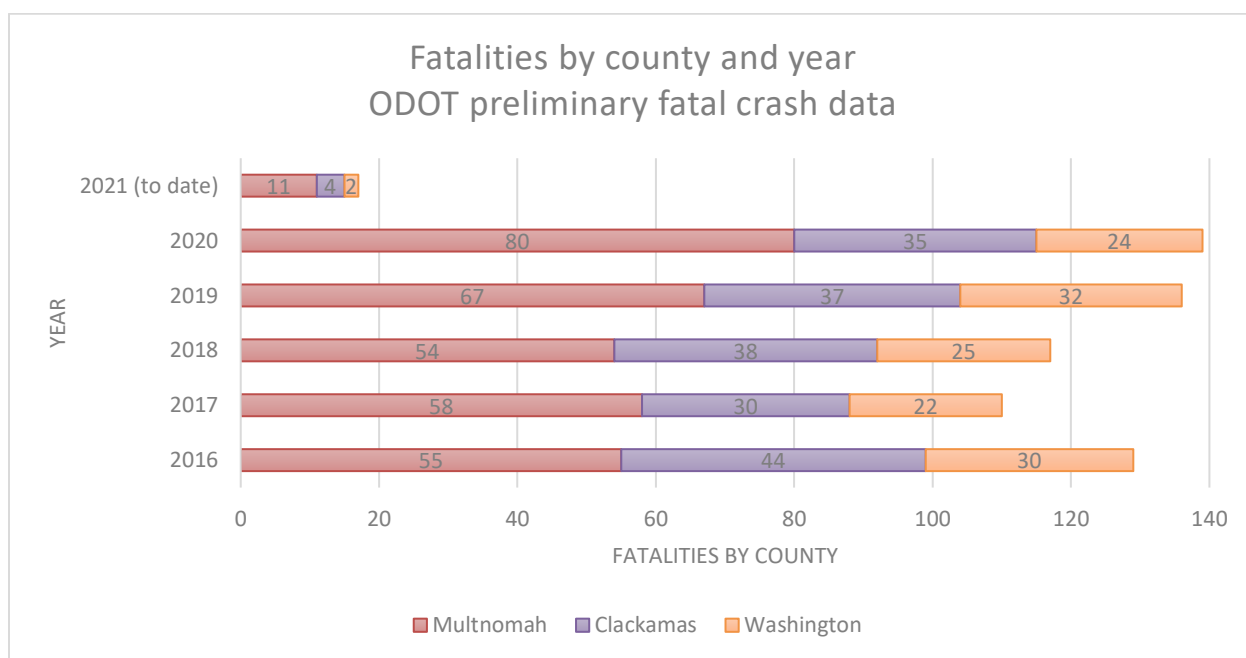
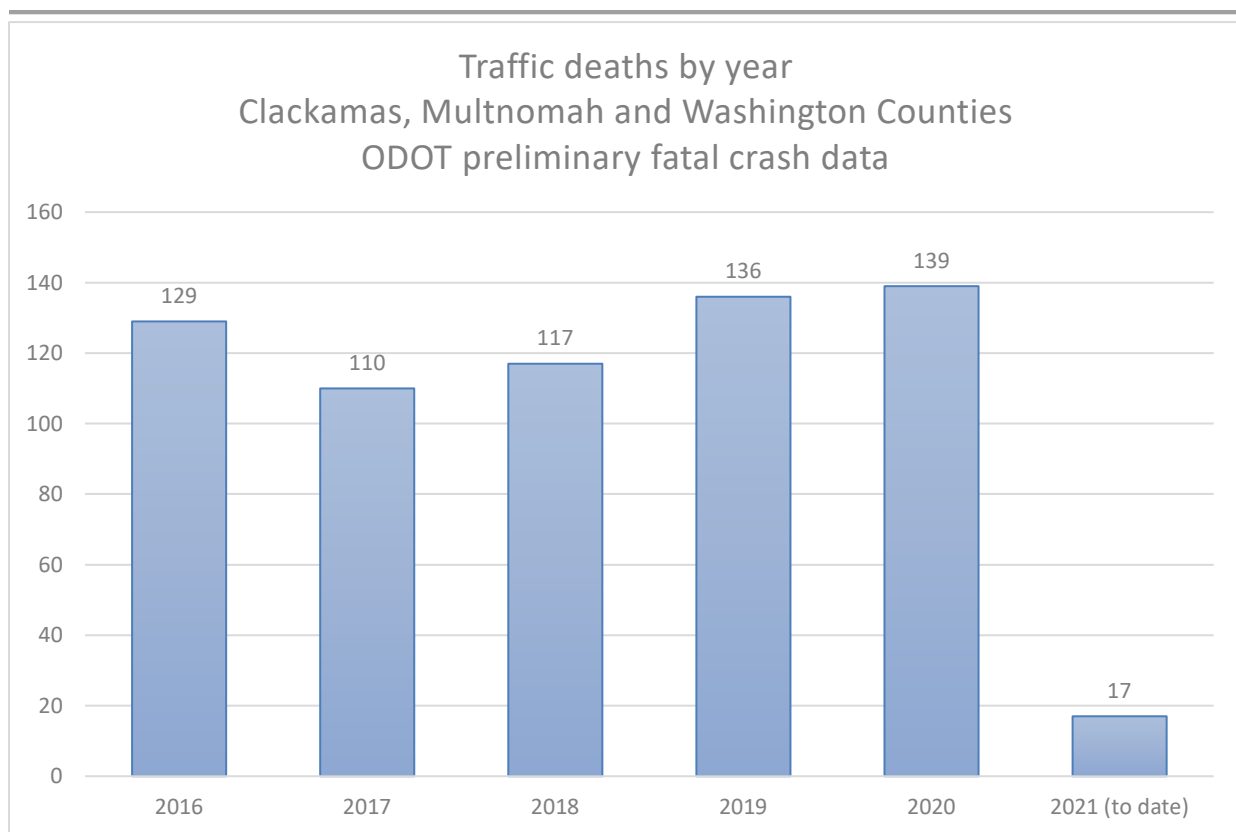
Date 2021	Fatalities	Name(s), age	Travel mode	Street	County	Potential circumstances
2/14	1	Antonio Lopez-Amaro, 57	driving	1-205 Bridge		
2/7	1	Kenna Danielle Butchek, 35	driving	N Columbia/Fiske	Multnomah	
2/7	1	Douglas Rosling II, 40	driving	Yeon/ Nikolai	Multnomah	
2/6	1	Joshua Stanley, 34	walking	SE Mcloughlin/SE Franklin	Multnomah	
2/6	1	Karen McClure, 60	walking	SE Stark/SE 136th	Multnomah	
2/3	1	Jerry Ray Jeffries, 73	driving	Hwy 37 Wilson River	Washington	
1/29	1	Grant Fisher, 23	driving	Hwy 26/ Stone Road	Clackamas	DUII, speed
1/28	1	Charles Patton, 43	driving	N Columbia Blvd/N Vancouver	Multnomah	
1/28	1	Gabriel Castro, 29	driving	Tualatin Valley Highway	Washington	
1/25	1	Veronica Lynn, 52	driving	S Springwater Rd.	Clackamas	
1/25	1	Jean Gerich, 77	walking	SE Stark Street 33rd-13th	Multnomah	homicide
1/24	1	Eddie Larson, 48	driving	N Marine Drive	Multnomah	
1/13	1	Brenda Stader, 50	walking	Hwy 26 near Sandy	Clackamas	safety work zone
1/9	1	Elina Marie Inget, 66	driving	OR 213, near Mulino	Clackamas	icy conditions
1/9	1	unknown	walking	N Denver Ave/N Columbia	Multnomah	hit and run
1/8	1	unknown, 73	driving	SE Powell/SE 24th	Multnomah	possible medical event
1/1	1	Daniel Martinez, 19	driving	SE Division/SE 112th Ave	Multnomah	speed
2021 total	17					

ODOT Preliminary fatal crash data; information is preliminary and subject to change

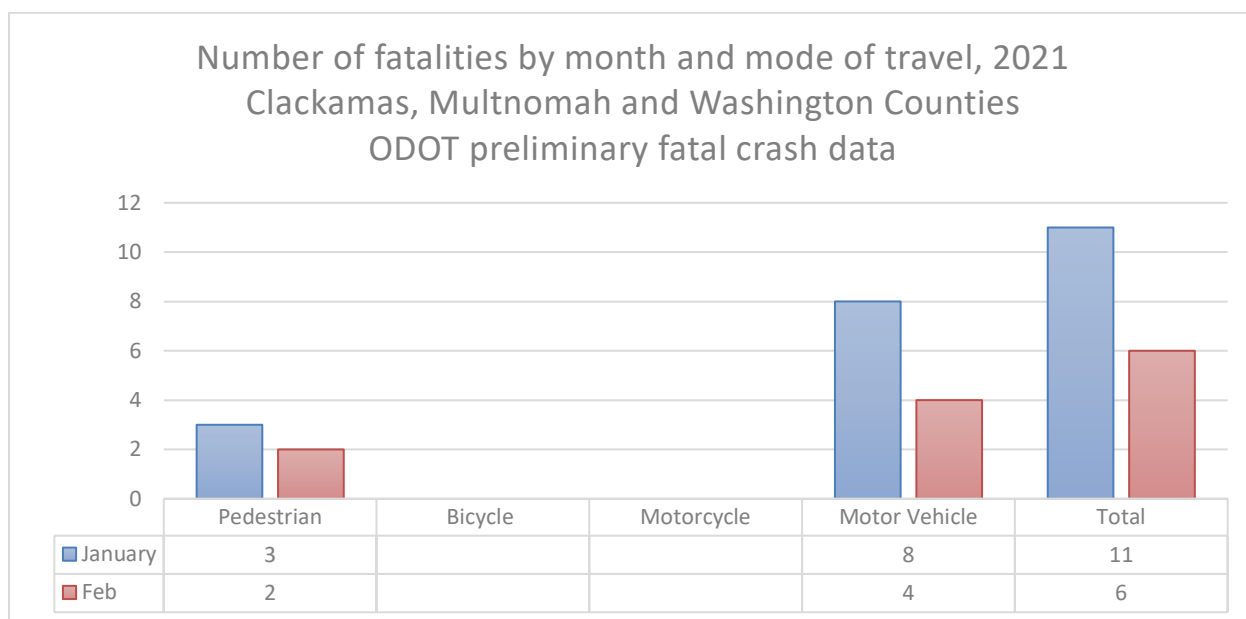
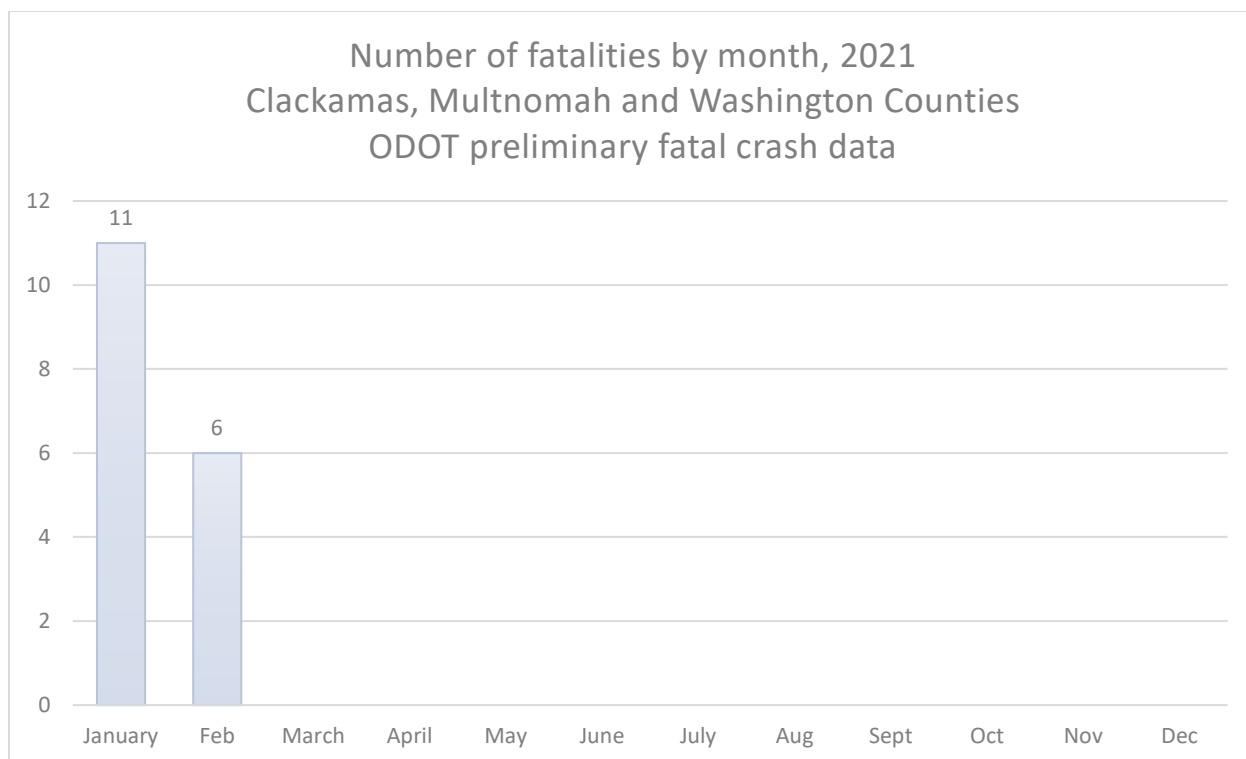
TPAC-MTAC monthly fatal crash update

2021 preliminary fatalities

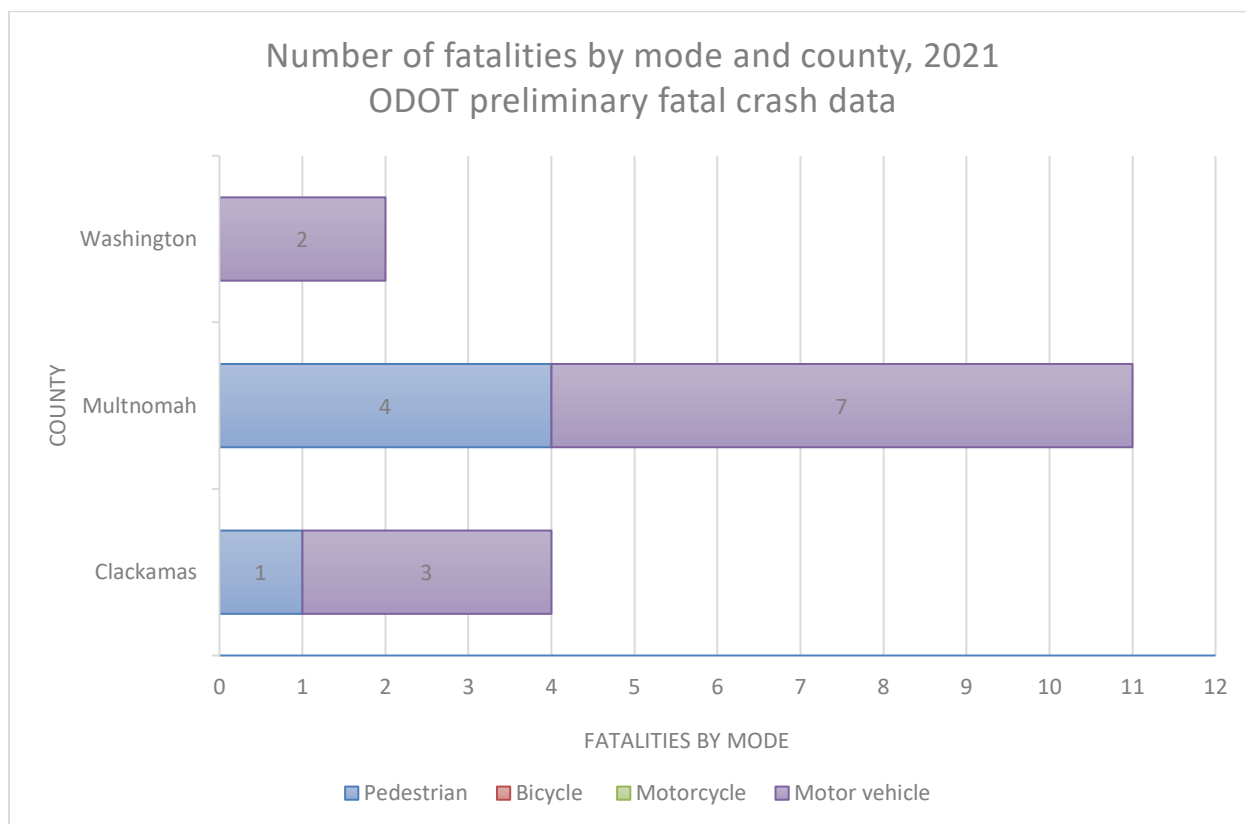
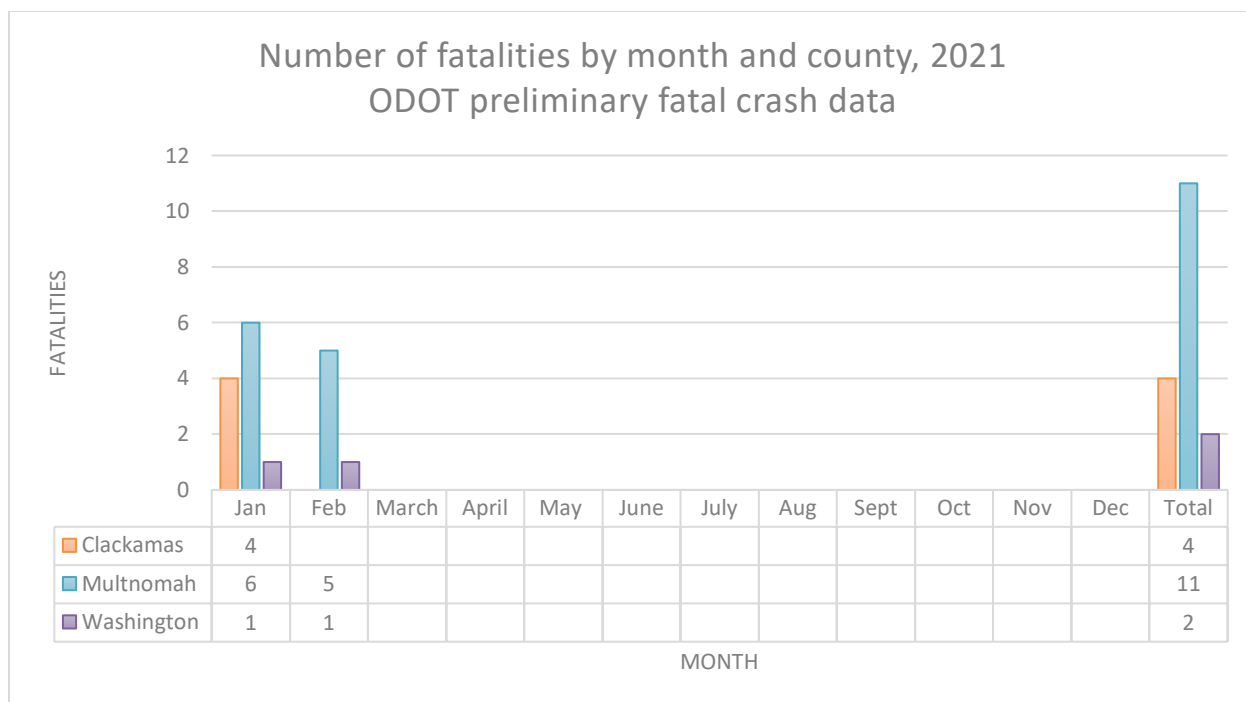
all data ODOT preliminary fatal crash data as of 2/16/21



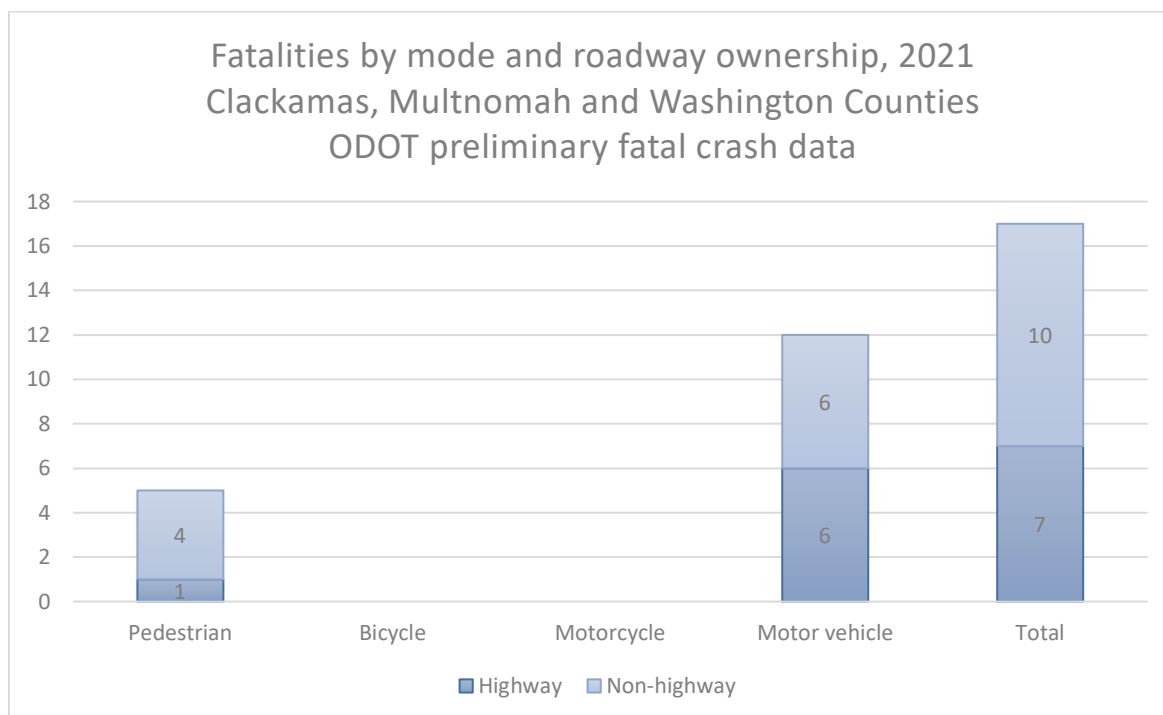
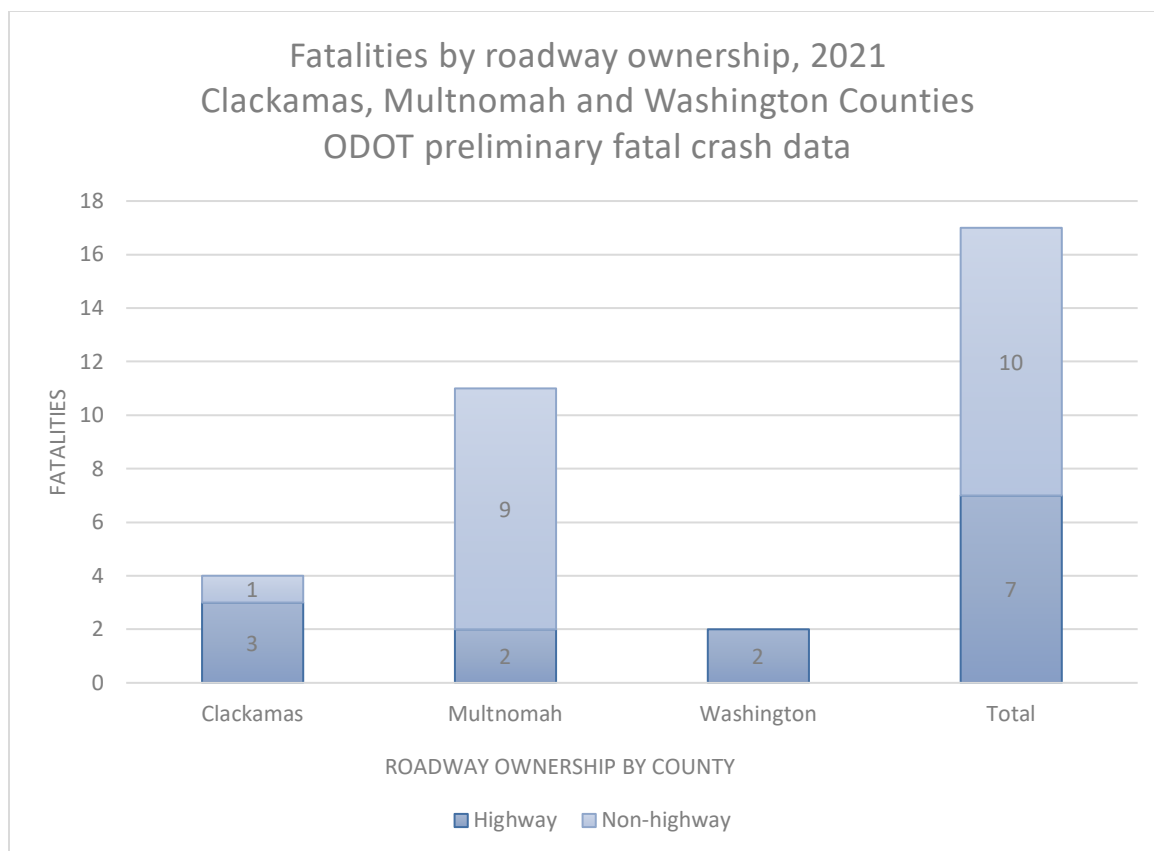
TPAC-MTAC monthly fatal crash update



TPAC-MTAC monthly fatal crash update



TPAC-MTAC monthly fatal crash update



Feb 2021 traffic deaths in Clackamas, Multnomah and Washington Counties*

Jose Ignacio Contreras, 22, driving, Multnomah, 2/28

Donald Ray Harvey, 86, walking, Washington, 2/20

Joshua Brooks Frankel, 27, motorcycling, Clackamas, 1/14

Antonio Lopez-Amaro, 57, driving, 2/14

Kenna Danielle Butchek, 35, driving, Multnomah, 2/7

Douglas Rosling II, 40, driving, Multnomah, 2/7

Joshua Stanley, 34 walking, Multnomah, 2/6

Karen McClure, 60 walking, Multnomah, 2/6

Jerry Ray Jeffries, 73, driving, Washington, 2/3



**ODOT preliminary fatal crash report, as of 3/1/21*





Meeting minutes

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

Date/time: Wednesday, January 20, 2021 | 10 a.m. to 12 noon

Place: Virtual video conference call meeting via Zoom

Members Attending

Tom Kloster, Chair
Tom Armstrong
Jamie Stasny
Adam Barber
Chris Deffebach
Jennifer Donnelly
Ramsay Weit
Colin Cooper
Glen Bolen
Tom Bouillion
Brittany Bagent
Ezra Hammer
Jerry Andersen
Laura Terway

Affiliate

Metro
Largest City in the Region: Portland
Clackamas County
Multnomah County
Washington County
Dept. of Land Conservation and Development
Housing Affordability Organization
Largest City in Washington County: Hillsboro
Oregon Department of Transportation
Port of Portland
Greater Portland, Inc.
Home Builders Association of Metropolitan Portland
Clackamas County Citizen
Second Largest City in Clackamas County: Oregon City

Alternate Members Attending

Carol Chesarek
Katherine Kelly
Kevin Cook
Anne Debbaut
Joseph Briglio
Chris Damgen
Nicole Johnson
Jean Senechal Biggs
Rachael Duke
Steve Koper

Affiliate

Multnomah County Community Representative
Largest City in Multnomah County: Gresham
Multnomah County
Dept. of Land Conservation and Development
Clackamas County: Other Cities, City of Happy Valley
Multnomah County: Other Cities, City of Troutdale
1000 Friends of Oregon
Second Largest City in Washington County: Beaverton
Housing Affordability Organization
Washington County, Other Cities: City of Tualatin

Guests Attending

Ben Bryant
Schuyler Warren
Will Farley
Alex Joyce
Patrick Sweeney
Ryan Curren
Kevin Bond

Affiliate

City of Tigard
City of Lake Oswego
Cascadia Partners
Portland Bureau of Transportation
City of Portland
City of Portland

Metro Staff Attending

Lake McTighe, Transportation Planner
Jeff Raker, Investment Planner

Chris Johnson, Research Manager
Tim Collins, Transportation Planner

1. Call to Order, Quorum Declaration 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** (all) Chairman Kloster noted that Metro staff have been offered additional furlough schedules for work hours the next several months, to help balance family commitments. Regular work schedules on projects are expected.
- **Fatal crashes update** (Lake McTighe) Ms. McTighe noted her memo in the meeting packet addressing the monthly fatal crash update, which covered all of 2020. There were 132 fatal traffic deaths in Clackamas, Multnomah and Washington Counties, and 480 in Oregon. The trend in fatal crashes is rising. Planned reports on safety are performance measures, and a progress report on safety strategies that will provide more quantitative data on what systems in safety are working or not working. In addition, there will be Safety Forum planned this spring to discuss safety issues and coordination of strategies in the region.

3. Committee and Public Communications on Agenda Items - none

4. Minutes Review from MTAC November 18, 2020 meeting. No additions or corrections to the minutes.
Minutes Review from MTAC/TPAC December 16, 2020 workshop. No additions or corrections to the minutes.

5. Development of site readiness toolkit presentation (Alex Joyce, Cascadia Partners/ Jeffrey Raker, Metro) Mr. Raker began the presentation by describing the project. 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.

Mr. Joyce noted the toolkit contained four separate task 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.

The conclusion from the reports led to strategies for 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.

A second conclusion is taking 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.

The project full report can be found at this link: <https://www.oregonmetro.gov/tools-partners/guides-and-tools/site-readiness-toolkit> For more information or answers to questions on the report the committee is encouraged to contact Mr. Raker and Mr. Joyce.

Comments from the committee:

- Glen Bolen noted adaptive reuse may conflict with goals of seismic retrofitting URM's because change of use triggers costly retro-fits.
- Colin Cooper asked about a possible pilot that has banks accepting second positions to public SDCs that avoid transfer of debt risk from private sector to the public sector for necessary public infrastructure. Mr. Joyce noted that most banks won't accept these terms as the largest investor in the financing of STCs. Mr. Cooper noted that worth looking into are ratio approaches, redevelopment approaches, and understanding what the risk tolerance is with each project.

6. Naito Main Street (South Portland Area Planning) Project Overview (Kevin Bond, City of Portland/ Ryan Curren, City of Portland/ Patrick Sweeney, Portland Bureau of Transportation)

Staff from the City of Portland Bureau of Transportation and Bureau of Planning and Sustainability presented the Naito Main Street and South Portland Area Planning project. The bureaus 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. Historic photos were shown where proposed changes will be made.

Background of the area was described. 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 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.

Moving Forward: Issues to Address

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

For more information on the Naito Parkway Main Street and Ross Island Bridgehead Project the committee is encouraged to contact Ryan Current, Kevin Bond and Patrick Sweeney. Details on the project can be found at this link: <https://www.portland.gov/naito-mainstreet> and at this link: <https://www.portlandoregon.gov/transportation/80026>

7. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at noon.

Respectfully submitted,

Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting, January 20, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	1/20/2021	1/20/2021 MTAC Meeting Agenda	012021M-01
2	MTAC Work Program	1/13/2021	MTAC Work Program, as of 1/13/2021	012021M-02
3	MTAC/TPAC Workshop Work Program	12/29/2020	MTAC/TPAC workshop Work Program, as of 12/29/2020	012021M-03
4	Memo	01/04/2021	TO: MTAC members and interested parties From: Lake McTighe, Regional Planner RE: Monthly Fatal crash update	012021M-04
5	Meeting minutes	11/18/2020	Draft minutes from MTAC Nov. 18, 2020	012021M-05
6	Meeting minutes	12/16/2020	Draft minutes from MTAC/TPAC workshop meeting December 16, 2020	012021M-06
7	Handout	N/A	Employment Land Site Readiness Toolkit Executive Summary	012021M-07
8	Handout	N/A	Task Reports and Conclusions	012021M-08
9.	Handout	N/A	About the South Portland Area Planning project	012021M-09
10.	Presentation	01/20/2021	Employment Lands Site Readiness Toolkit Project Overview	012021M-10
11.	Presentation	01/20/2021	Naito Parkway Main Street and Ross Island Bridgehead Projects	012021M-11

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

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

Date/time: Wednesday, February 17, 2021 | 10:00 a.m. to 11:30 a.m.

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
Gladys Alvarado
Idris Ibrahim
Jamie Stasny
Steve Williams
Allison Boyd
Glen Bolen
Carol Chesarek
Raymond Eck
Colin Cooper
Jean Senechal Biggs
Laura Weigel
Steve Koper
Anne Debbaut
Ramsay Weit
Ezra Hammer
Peter Walter
Anna Slatinsky
Arini Farrell
Adam Barber
Kevin Cook
Tom Bouillion
Dr. Gerald Mildner
Mike O'Brien
Andrea Hamberg
Lynda David
Yousif Ibrahim
Erin Wardell
Jay Higgins

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
TPAC Community Member
TPAC Community Member
Clackamas County
Clackamas County
Multnomah County
Oregon Department of Transportation
Multnomah County Citizen
Washington County Citizen
City of Hillsboro
City of Beaverton
City of Milwaukie
City of Tualatin
Department of Land and Conservation Development
Housing Affordability Organization
Home Builders Association of Metropolitan Portland
Second Largest City in Clackamas County: Oregon City
Second Largest City in Washington County: Beaverton
Multnomah County: Other Cities, Troutdale
Multnomah County
Multnomah County
Port of Portland
Portland State University
Environmental Science Associates
Multnomah County Public Health
SW Washington Regional Transportation Council
TPAC Community Member
Washington County
City of Gresham

Guests Attending

Brett Morgan
Warren Schyler
Laura Hanson

Affiliate

1000 Friends of Oregon
City of Tigard
RDPO

Guests Attending

Thuy Tu
Allison Pynch
Jed Roberts
Alicia Wood
Ken Schlegel
Matt Hermen

Affiliate

Thuy Tu Consulting
Salus Resilience
FLO Analytics
City of Beaverton
Washington County
Clark County

Metro Staff Attending

Kim Ellis, Principal Transportation Planner
Monica Krueger, Transportation Planner
Eliot Rose, Transportation Strategist
Marie Miller, TPAC & MTAC Recorder

Steve Erickson, Research & Modeling
Matthew Hampton, Senior Transportation Planner
Chris Johnson, Research Manager

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 and Committees

- Jeff Owen provided an update on transit service. After facing tough conditions with limited service, TriMet appreciates the patience from the public as more normal transit service is returned.
- Glen Bolen noted the position opening at ODOT with the retirement of Jerri Bohard. Applications are now being taken for the Division Administrator Manager of Policy, Data and Analysis. The link to this was shared in chat:

https://oregon.wd5.myworkdayjobs.com/SOR_External_Career_Site/job/Salem--ODOT--Mill-Creek-Building/Policy--Data---Analysis-Division-Administrator_REQ-57742

Internships at ODOT are also posted: https://oregon.wd5.myworkdayjobs.com/en-US/SOR_External_Career_Site/job/Salem--ODOT--Transportation-Building/Public-Policy-Intern_REQ-58510

Asked what the percentage of office workers at ODOT planned to remain teleworking, Mr. Bolen noted that currently ODOT has 1800 employees working from home. Their goal is to have 1500 continue to work from home with the remainder commuting to their office.

Discussion was noted on difference industries with needs for collaboration and flexibility.

3. Public Communications on Agenda Items (none)

4. Regional Emergency Transportation Routes Update – Draft RETR Routes and Report (Kim Ellis, Metro, Laura Hanson, RDPO, Thuy Tu, Thuy Consulting, Allison Pynch, Salus Resilience, Jed Roberts, FLO Analytics)

The presenters provided an update on the Regional Emergency Transportation Routes draft RETR Routes and Report. A partnership between the Regional Disaster Preparedness Organization (RDPO) and Metro, this planning effort updated the Regional Emergency Transportation Routes (RETRs) for the five-county Portland-Vancouver metropolitan region. The geographic scope of the effort included Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington.

Regional ETRs are travel routes that, in the case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris- removal. These routes would be used to move people, resources and materials, such as first responders (e.g., police, fire and emergency medical services), patients, debris, fuel and essential supplies. These routes are also expected to have a key role in post-disaster recovery efforts.

Key Findings from the Analysis

CONNECTIVITY AND ACCESS FINDINGS

The updated routes provide adequate connectivity and access to the routes and regionally- significant critical infrastructure and facilities identified through the process. However, there remain areas with limited alternate routes, areas with higher hazard vulnerability that may require more redundancy, and some areas with higher reliance on state routes. These areas need further attention in future phases. In addition, further study of critical infrastructure and essential facilities will help with operational decisions and future RETR updates, as they are critical in post-disaster response and continuity of life-saving/sustaining services to communities.

ROUTE RESILIENCE FINDINGS

The analysis demonstrates seismic and landslide impacts to roads and bridges will hinder connectivity and access during an emergency. Further planning and investment is needed to seismically strengthen bridges, particularly for crossings of the Columbia and Willamette rivers. Additional analysis that anticipates transportation impacts and closures that may result from a CSZ earthquake, landslide, and wildfire and flood hazard risks on RETRs will be beneficial for operational decisions, disaster debris management plans and future updates. Further, an expansive engineering analysis would be necessary to identify roads and bridges at risk and propose specific retrofits to improve their survivability after a severe earthquake.

COMMUNITY AND EQUITY FINDINGS

The updated routes provide adequate connectivity and access to the region's population centers and areas with concentrations of vulnerable populations. However, there are limited alternate routes and transportation services in some rural areas where there is also a higher prevalence of people over 65, people under 18 and low-income households, with fewer travel options.

Measuring social vulnerability is complex. More in-depth equity analysis and community-specific engagement is needed to better understand and address the unique needs of urban and rural communities, particularly potential disproportionate impacts and the needs of vulnerable populations. This can help identify potential areas of concern and inform the best approaches to enhance connectivity and access, while ensuring equitable outcomes in emergencies.

Conclusions and Next Steps

The regional emergency transportation routes play an important role in the region's resilience and ability to respond to multiple hazards, particularly to a catastrophic CSZ earthquake. The data set and on-line RETR viewer produced in this effort will be distributed to emergency managers and transportation planners throughout the region for use in future planning and during disaster response

and the early recovery period. Coordinated planning can inform emergency transportation response planning and set the stage for agencies to seek funding for improvements to increase route resiliency to accelerate response and recovery times within the region.

Section 8 of the report outlines a set of necessary follow-on work raised during the course of this planning effort, but which the current project could not meaningfully address. The recommendations were shared with the committees, including a Phase 2 project led by RDPO and Metro (pending funding from the Urban Areas Security Initiative) to address recommendations 2, 3, 4 and 6. Additional resources are needed to advance the full list of recommendations for future work.

Comments from the committee:

- Jeff Owen appreciated the great work on the project and value to the region. He added the link to the online viewer in the chat area:
<https://drcmetro.maps.arcgis.com/apps/MapSeries/index.html?appid=5bdf9715582e45ae9a92b6fc6a051a51>
- Don Odermott noted the connectivity and importance to airports, and not seeing the Hillsboro Airport plotted. Ms. Pyrch noted this was included in the report and in the online viewer. Noting the importance of bridges with emergency routes, Ms. Pyrch added how the report helps owners of structures that can leverage and partner with funds, and while these are big investments, phase 2 will provide possible tiers to recommend select routes where bridges are part of the routes.
- Chris Deffebach appreciated the presentation, noting this would help guide priorities. Last month the Cornelius Pass Road section mentioned became a state route. With further considerations regarding emergency routes plans, was this being considered to become a state lifeline route instead? Ms. Pyrch noted the designation of state lifeline routes come from ODOT and can be forwarded for this consideration with this agency.
- Don Odermott asked if railroads were planned to be part of the recovery strategy as an emergency route. Ms. Pyrch noted the railroads are typically have old infrastructure without adequate retrofitting capability for quick response in a seismic event. Ms. Hanson added that ties with other plans and ongoing studies will be helpful for coordination of multi-modal transportation planning.
- Jeff Owen noted the Tillikum Crossing was not “dotted”; did this mean it was not evaluated? Ms. Pyrch reported that TriMet did not provide data on this crossing but TriMet could do the evaluation as part of the ownership on this crossing. The tram is included in the data, but the MAX lines are not. All structures on the system that can add data for the study are encouraged to provide this information.
- It was asked if floods were part of the considerations with the study. Ms. Pyrch confirmed it was with evaluation on priorities in the region and effects on displacements.
- Jeff Owen asked for confirmation on this report having data on multi-modal transportation assets, but not being full seismic evaluations of routes. This was confirmed.

Kim Ellis encouraged the committees to review the report and recommendations. Feedback and comments are welcome as the report and map will continue to be developed.

5. Adjournment (Chairman Kloster)

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

Respectfully submitted,

Marie Miller, MTAC and TPAC Recorder

Attachments to the Public Record, MTAC and TPAC workshop meeting, February 17, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	02/17/2021	02/17/2021 MTAC and TPAC workshop meeting agenda	021721M-01
2	Work Program	02/04/2021	MTAC Work Program as of 02/04/2021	021721M-02
3	Work Program	02/04/2021	TPAC Work Program as of 02/04/2021	021721M-03
4	Memo	02/10/2021	TO: TPAC and MTAC members and interested parties From: Kim Ellis, Metro and Laura Hanson, RDPO RE: Regional Emergency Transportation Routes (RETRs) Update: Draft Final Report and Resolution No. 21-5160	021721M-04
5	Attachment 1 and draft Exhibit A & B to Memo	02/10/2021	Draft Resolution 21-5160 FOR THE PURPOSE OF ACCEPTING THE FINDINGS AND RECOMMENDATIONS IN THE REGIONAL EMERGENCY TRANSPORTATION ROUTES UPDATE PHASE ONE REPORT	021721M-05
6	Attachment 2 to Memo	02/10/2021	2021 Final Review and Acceptance Process	021721M-06
7	Attachment 3 to Memo	02/10/2021	Executive Summary	021721M-07
8	Attachment 4 to Memo	02/10/2021	Draft Final Report	021721M-08
9	Presentation	02/17/2021	Regional Emergency Transportation Routes Update	021721M-09

Assessment of the Regional Housing Needs Analysis

To access a full copy of this report, please visit the following hyperlink: https://www.oregon.gov/lcd/UP/Documents/20210301_DLCD_RHNA_Assessment_Report.pdf

Legislative Context

House Bill 2003 directs the Department of Land Conservation and Development (DLCD) to submit a report to the Legislature evaluating a prototype Regional Housing Needs Analysis (RHNA) conducted by Oregon Housing and Community Services (OHCS). This report includes an assessment of the RHNA, a comparison to the existing Goal 10 housing planning framework, and recommendations for how a RHNA could be incorporated into this framework.

Goal 10 Framework

Through the development of Goal 10 and associated statute and administrative rule, Oregon has established a land use planning system that requires local jurisdictions to periodically plan for an adequate land supply to accommodate housing needed over a twenty-year timeframe. This process occurs at the local level, and with the implementation of House Bill 2003 in 2019, local jurisdictions must now also consider strategies that promote the actual development of needed housing.

This process begins with a population projection provided by the state (or Metro), at which point, local jurisdictions use this information to develop a housing needs projection that estimates the total housing needed within a jurisdiction over twenty years. The implementation of a RHNA would shift the existing housing needs projection from independent local analyses to a regional analysis with allocations of housing need to local jurisdictions. Under such a framework, housing need by income is defined at the regional level and each local jurisdiction is responsible for a share of that need. Decisions about housing type and where and how to accommodate needed housing are made by local jurisdictions under a RHNA.

RHNA Evaluation

Under the administrative rules adopted in 2020 to implement House Bill 2003, local jurisdictions now have an affirmative obligation to consider fair and equitable housing outcomes and address existing patterns of racial and economic segregation and inequity in planning for needed housing. In evaluating

the prototype RHNA, while there are variety of technical and implementation considerations to weigh, the core question DLCD considered is how current technical processes implementing Goal 10 affect affordable, fair, and equitable housing outcomes.

As a result of this process, DLCD finds that **the current system chronically underestimates housing need, especially for lower-income households, does not enforce responsibilities of local governments to comprehensively address housing need, and perpetuates geographic patterns of racial and economic segregation, exclusion, and inequity.** These inequities extend beyond housing into other outcomes driven by location, including education, employment, amenities, transportation, and health. The Regional Housing Needs Analysis methodology addresses the shortcomings of the current system in two key ways – it uses a methodology that more accurately captures need, and it allocates a share of this regional need to local cities and counties.

This report concludes that a Regional Housing Needs Analysis could serve as an acceptable methodology statewide for land use planning relating to housing and could appropriately allocate housing shortage among local governments in a region. More specifically, **the implementation of a RHNA establishes a shared responsibility among communities to address the overall housing need of a region, especially affordable housing need, which does not exist today.**

The incorporation of such an analysis can produce more accurate and consistent results, reduce local contention in projecting housing need, and set the ground-work to reflect on how effective policies are over time. However, the incorporation of a RHNA into the existing Goal 10 framework will require addressing various implementation considerations raised through this study. DLCD recommends a legislatively-chartered task force to work through these considerations.

Assessment of the Regional Housing Needs Analysis

Recommendations

In recognition that the Oregon Legislature will face a variety of urgent issues in the 2021 Legislative Session, this report provides both near-term and long-term recommendations. These recommendations build on existing legislative action and work towards reform that supports more affordable, fair, and equitable housing outcomes.

Near-Term Recommendations

There are various actions that DLCD and local governments can implement in the near-term that improve housing planning, work towards more equitable outcomes, and build towards the future implementation of a RHNA and accompanying housing planning reform. Recommendations include:

1. **Put equity at the center** of housing planning with the Legislature affirming in policy the obligation of state and local governments to work towards more affordable, fair, and equitable housing outcomes;
2. **Improve data availability and quality** for current housing planning processes, including homelessness, race/ethnicity, disability, and Tribal trust land;
3. **Address Goal 10 gaps**, including housing planning in small cities and less populated portions of Oregon as well as through public facilities planning and finance; and
4. **Charter a Task Force** lead by OHCS and DLCD to recommend a comprehensive legislative concept for the implementation of a RHNA and associated housing planning reforms.

Long-Term Recommendations

The results of the Regional Housing Needs Analysis make clear that meeting the housing needs of Oregonians will require systemic change to how we plan for housing statewide. DLCD considers the implementation of a RHNA to be one critical component of a comprehensive reform to housing planning that supports more affordable, fair, and equitable housing outcomes. These components include:

1. A **shared responsibility** among local, regional, and state governments to address housing affordability via a Regional Housing Needs Analysis or similar mechanism;
2. A realistic and productive **expectation and accountability framework**; and
3. Directed and coordinated **state and local resources, investment, and capacity** to support more affordable, fair, and equitable housing outcomes and ensure accountability.

To develop a comprehensive legislative framework, the recommended task force will need to address implementation considerations and challenges identified during this process, including:

- Who will be responsible for preparing and adopting RHNA's around the state, when they will undertake this responsibility, and how often they will amend the RHNA;
- The implementation of a RHNA in the Metro region;
- How a RHNA will take into account housing type in addition to quantity and affordability;
- Addressing fair housing, geographic inequity by race and class driven by segregation, and climate mitigation and adaptation;
- Reconciling second-home demand with housing need in regions with a significant share of second homes;
- Developing and implementing a realistic and productive accountability framework;
- Measuring implementation and outcomes;
- Addressing Goal 10 gaps, including in small communities, less populated areas of Oregon, urban unincorporated areas of counties, and housing need for members of Tribal Nations; and
- How to direct and coordinate resources and investments at state and local levels to support equitable housing outcomes and ensure accountability.

Materials following this page were distributed at the meeting.

Update on Oregon's Housing Initiatives



Ethan Stuckmayer, Senior Planner of Housing Programs
Department of Land Conservation and Development



Oregon's Housing Initiatives

Housing Choices
(HB2001)

Housing Needs and
Production (HB2003)

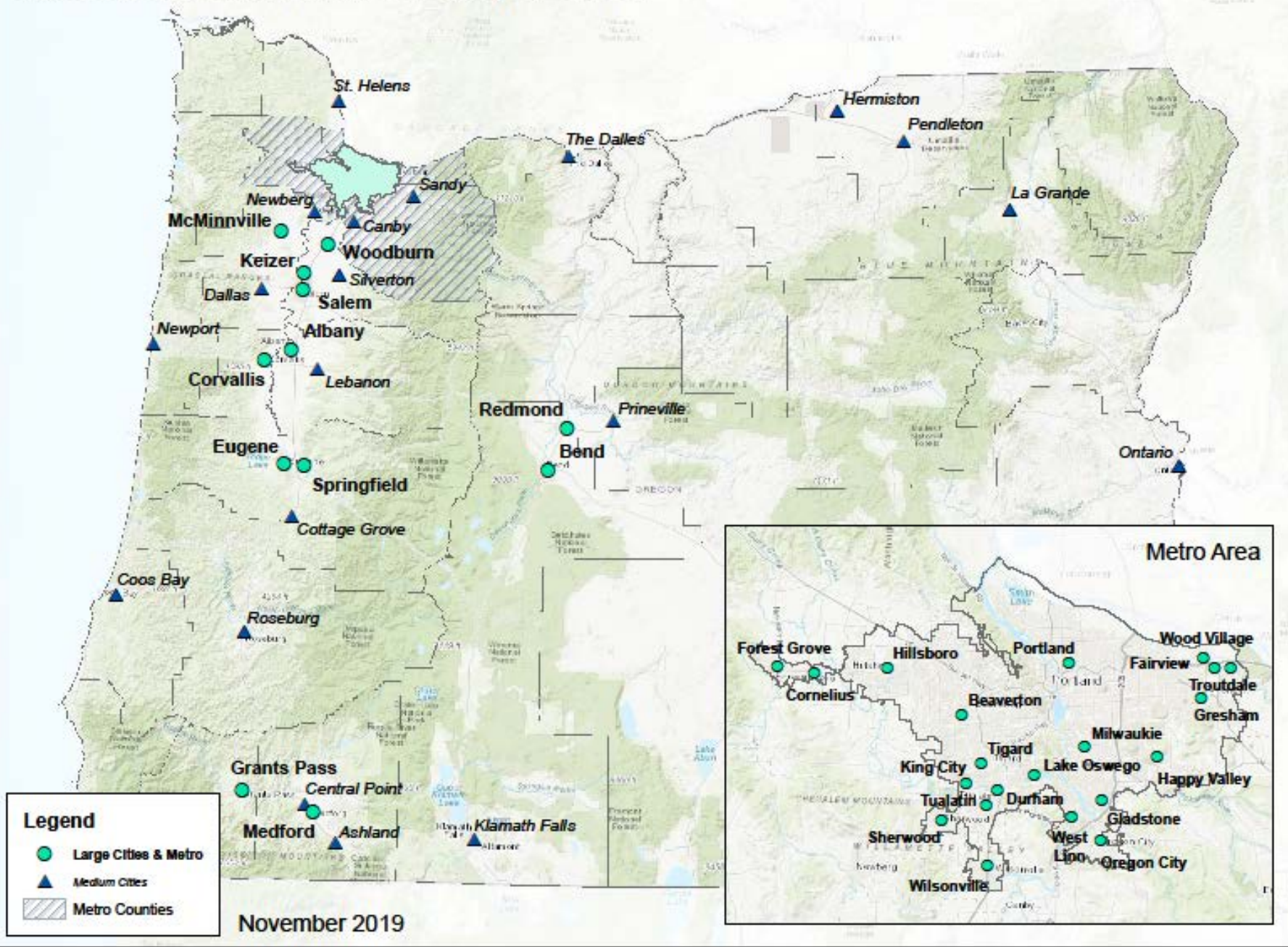
Housing Program
Webpage:

[https://www.oregon.gov
/lcd/UP/Pages/Housing
-Resources.aspx](https://www.oregon.gov/lcd/UP/Pages/Housing-Resources.aspx)



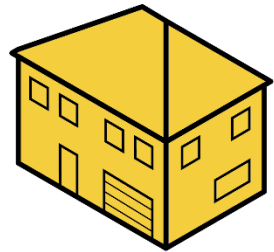
House Bill 2001

Cities and Counties Affected by HB 2001



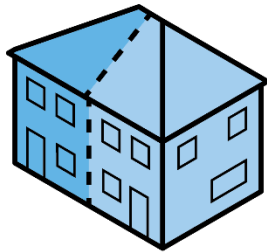
HB 2001 Requirements

House Bill 2001 enables



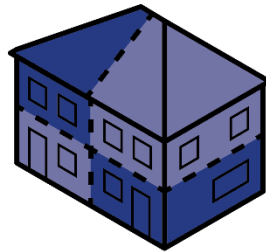
**Single-Family
Detached**

in cities >10,000
population

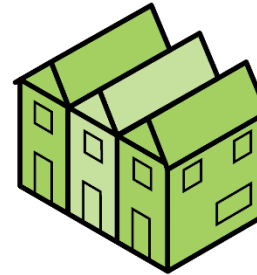


Duplexes
“on each lot
or parcel...”

in cities >25,000 population, Metro cities >1,000
population, and urbanized portions of Metro counties

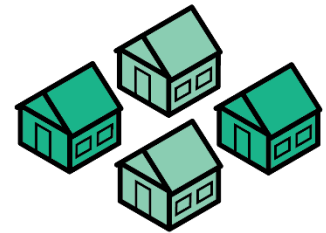


**Triplexes and
Quadplexes**



Townhouses

“in areas...”



Cottage Clusters

“...that allow(s) for the development of detached single-family dwellings”



Flexibility Allowed

Medium and Large Cities may regulate siting and design of middle housing types so long as those regulations do not cause unreasonable cost and delay to development of middle housing.



Reasonable Siting and Design Standards

Siting Standards: related to the position, bulk, scale, or form of a structure

- Minimum Lot Size
- Maximum Density
- Setbacks
- Building Height
- Off-Street Parking

Design Standards: aesthetics, number, and orientation of features of a structure

- Front Entry Orientation
- Façade Improvements
- Window Glazing



Middle Housing Model Code(s)

Two versions of the model code:


Medium Cities

Large Cities

“Best Practices” for regulating middle housing

Written such that cities can apply directly

Cities that don’t adopt their own compliant codes must apply the model code directly.



Model Code v.s. Minimum Compliance Framework

Model Code:

- Set of specific standards
- Written such that cities can apply it directly
- Modular Implementation

Minimum Compliance Standards:

- Flexibility for cities
- Defines reasonable standards
- Standard by which development codes will be measured for compliance with HB 2001 intent

Oregon Administrative Rules Chapter 660, Division 46

Middle Housing in Medium and Large Cities

Purpose, Applicability,
Definitions, Process, etc

Minimum Compliance Standards

Spectrum of Reasonable Siting and Design
Standards



OAR 660-046



Implementation Logistics

Large Cities have until **June 30, 2022** to update local codes to comply with HB 2001.

DLCD offered technical assistance to cities to do some of this work.

Legislature considering an additional \$3.5 million in assistance to begin on July 1, 2021.

DLCD staff is ready and available to help with interpretation and rule related issues.



Infrastructure- Based Time Extension Requests (IBTER)

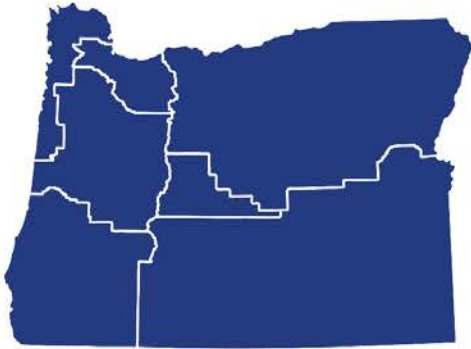
Allows additional time for implementation in areas with infrastructure limitations.

Cities will need to demonstrate the constraint and develop a plan of action and timeline to address it.

Rules adopted. Effective August 7, 2020

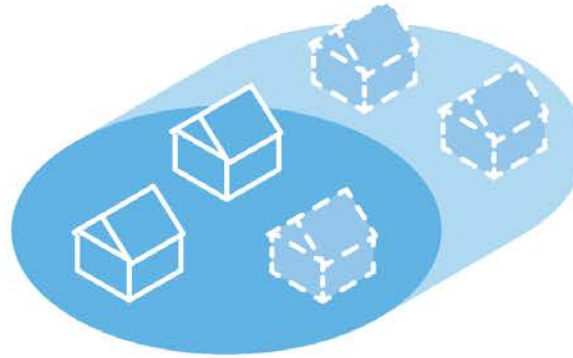
Application Deadline: June 30, 2021

**Pilot a statewide
housing analysis**



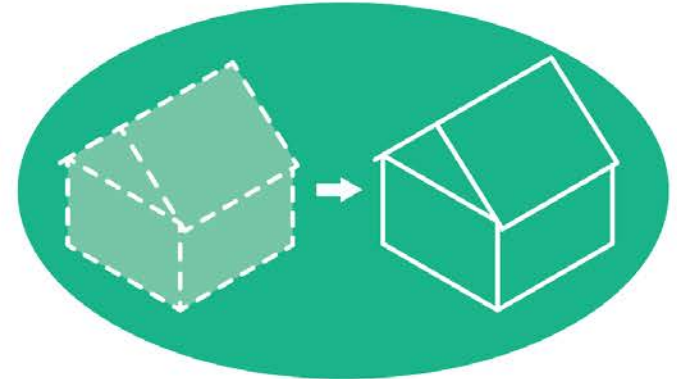
**Regional Housing
Needs Analysis (RHNA)**

**Plan to accommodate needed
housing on a regular schedule**



**Housing Needs/Capacity
Analysis (HNA)**

**Promote the development
of needed housing**



**Housing Production
Strategy (HPS)**

House Bill 2003 – Key Elements



Housing Needs Analysis Schedule

HB 2003 requires all cities > 10,000 population to regularly update their housing needs analyses

LCDC has adopted the update schedule

Schedule included with [OAR Chapter 660, Division 008](#) revisions



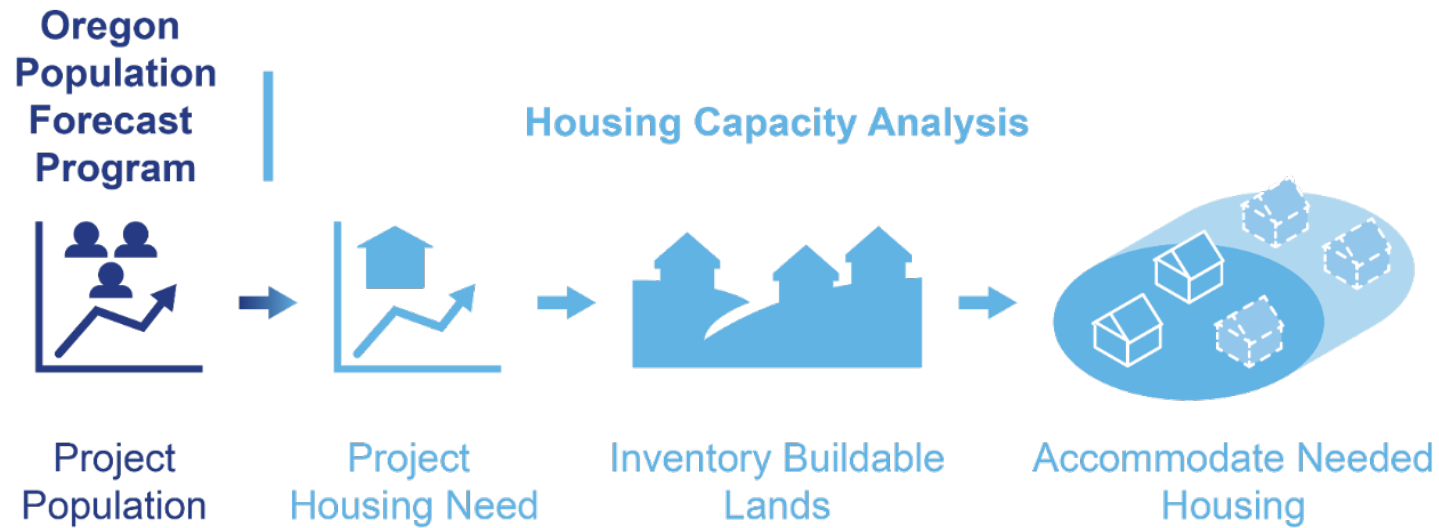
Housing Production Strategies

**An extension of the existing
HNA process**

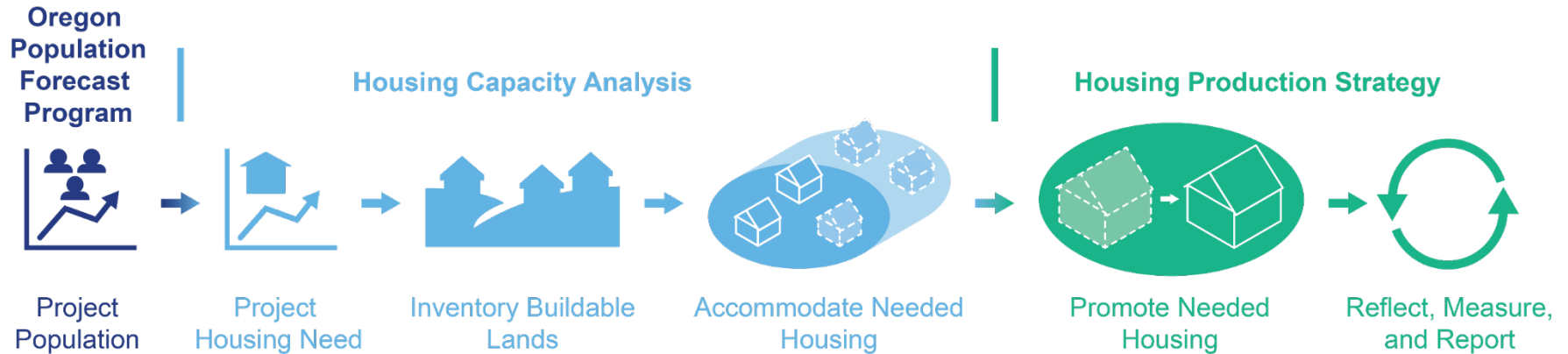
*“a list of specific actions,
including the adoption of
measures and policies, that the
city shall undertake to promote
development within the city to
address a housing need
identified...”*

**Goes beyond zoning and
land use regulations typical
in HNA process**

Housing Production Strategy



Housing Production Strategy





Housing Production Strategies

HPS Structure

Contextualized Housing
Need

Engagement

Strategies to Meet Future
Housing Need

Achieving Fair and
Equitable Housing
Outcomes

Conclusion

Reporting/Review

Enforcement/Compliance

Strategies to Meet Future Housing Need

Category A	Zoning and Code Changes	These are strategies that a jurisdiction can take to proactively encourage needed housing production through zoning and code modifications. These strategies may also include regulations to ensure housing goals are met.
Category B	Reduce Regulatory Impediments	These strategies address known impediments to providing needed housing. These include but are not limited to zoning, permitting, and infrastructure impediments.
Category C	Financial Incentives	These are a list of financial incentives that jurisdictions can give to developers to encourage them to produce needed housing.
Category D	Financial Resources	These are a list of resources or programs at the local, state and federal level that can provide money for housing projects. The majority of these resources are intended to provide money for affordable housing projects.
Category E	Tax Exemption and Abatement	These are a list of tax exemption and abatement programs that are intended to encourage developers to produce housing.
Category F	Land, Acquisition, Lease, and Partnerships	These are strategies that secure land for needed housing, unlock the value of land for housing, and/or create partnerships that will catalyze housing developments.
Category Z	Custom Options	Any other Housing Production Strategy not listed in Categories A through F that the jurisdiction wishes to implement will be outlined in this section and numbered accordingly.




Strategies

For each strategy:

OAR 660-008-050(3)(1)

- Description
- Timeline for adoption
- Timeline for implementation
- Expected *magnitude of impact*
 - Identified housing need addressed
 - Estimated # of units
 - Benefits/burdens analysis for:
 - Low-income
 - Communities of color
 - Other State/Federal protected classes



Fair and Equitable Housing Outcomes

Location / Transportation

Fair Housing

Housing Choice

Homelessness

**Opportunities for Affordable
Rental Housing and
Homeownership**

**Gentrification, Displacement,
and Housing Stability**



Reporting/ Review

1. Annual Production Reporting

- Existing reporting required under previous legislation
- Quantitative

2. Mid-Cycle Reports

- Progress on Implementation of HPS
- Qualitative



Enforcement/ Compliance

Two Tracks for Compliance:

1. Adoption of HNA & HPS Reports
2. Implementation of HPS

Tiers of Enforcement:

1. Notice of Delinquency/Deficiency
2. Assistance and Remedy
3. Enhanced Review
4. Funding Ineligibility
5. Enforcement Order

Regional Housing Needs Analysis

HB 2003 Requirements

OHCS

Conduct a Regional Housing Needs Analysis by Sept 1, 2020

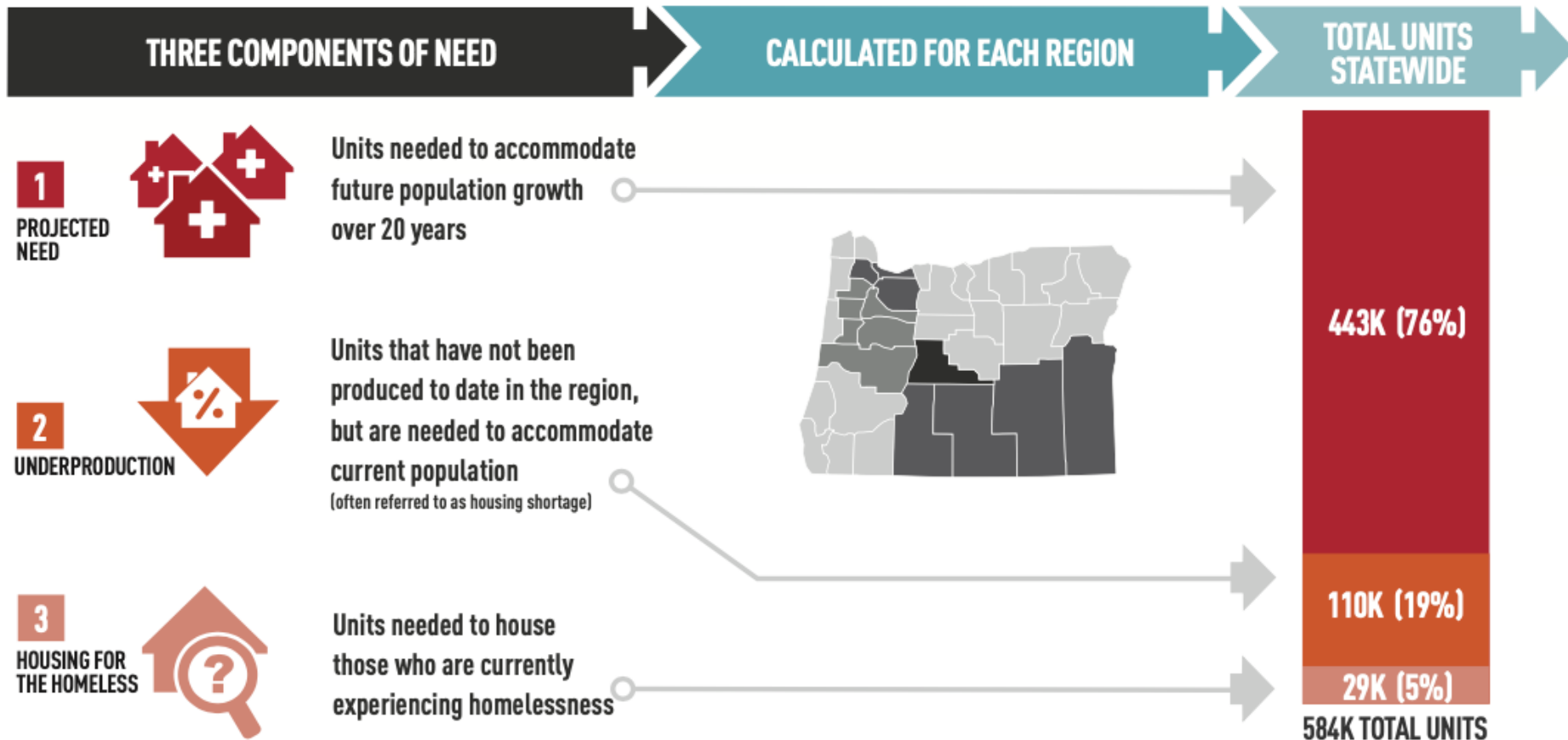
Submit Summary Report to the Legislature by March 1, 2021

DLCD

Evaluate RHNA in comparison to existing Goal 10 requirements.

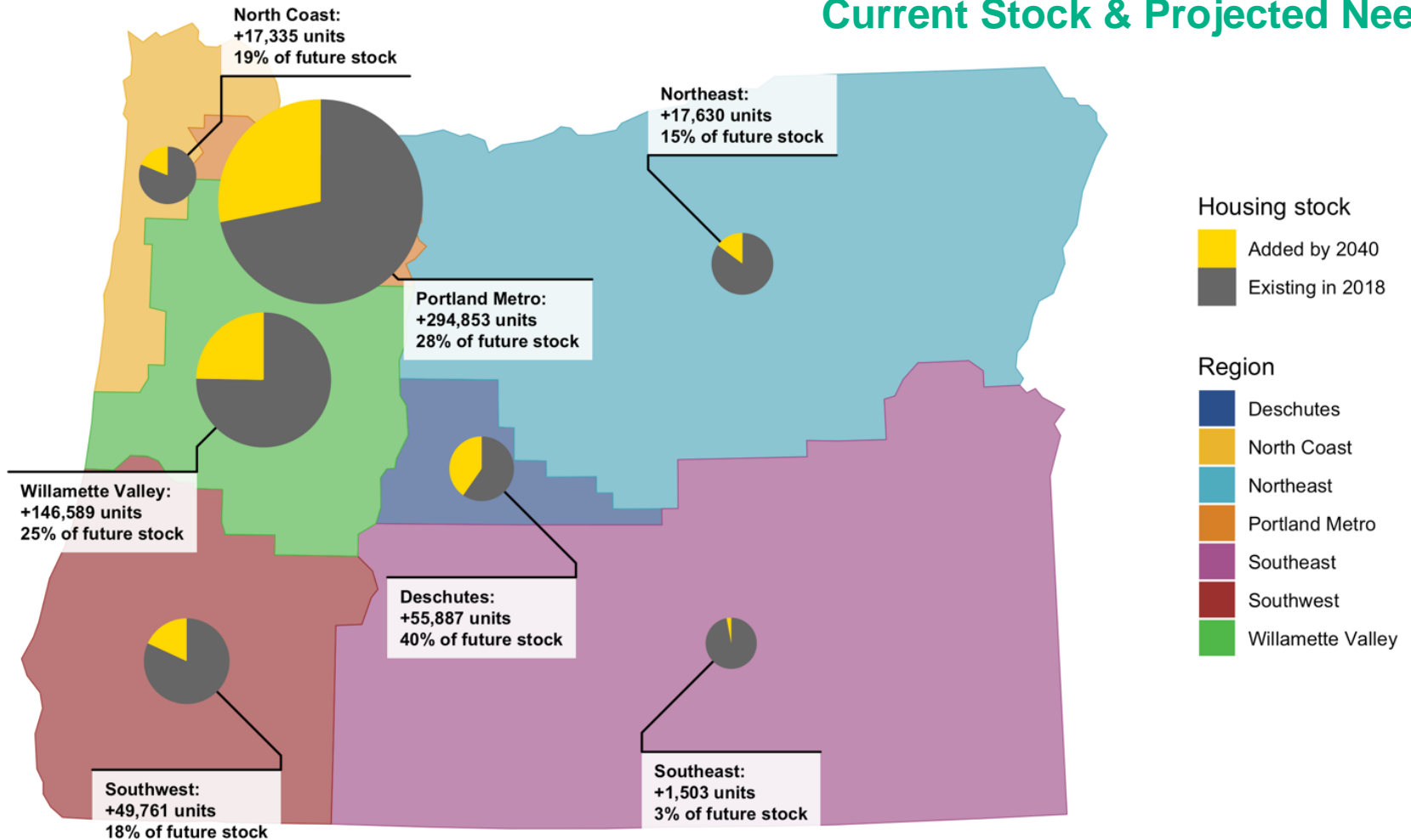
Submit Evaluative Report to the Legislature by March 1, 2021

OHCS Methodology



RHNA Results

Current Stock & Projected Need



Source(s): ECONorthwest analysis; PSU, 2020-2070 Coordinated Population Forecasts; U.S. Census Bureau, 2018 ACS 1-year PUMS estimates; HUD, 2019 PIT count; ODE, SY 2018-2019 McKinney Vento data

Results, Regions and State, 2020-2040

Region	New units for each of the following...			Total Units	% of Units
	Projected Need	Underproduction	Housing for the Homeless		
Portland Metro	224,683	59,488	10,683	294,853	51%
North Coast	14,731	295	2,309	17,335	3%
Willamette Valley	101,704	35,913	8,972	146,589	25%
Southwest	34,896	10,287	4,579	49,761	9%
Deschutes	49,856	4,837	1,194	55,887	10%
Northeast	16,731	-	899	17,630	3%
Southeast	965	-	538	1,503	0%
Oregon	443,566	110,819	29,174	583,559	100%
% of Units	76%	19%	5%	100%	

Source(s): ECONorthwest analysis; PSU, 2020-2070 Coordinated Population Forecasts; U.S. Census Bureau, 2018 ACS 1-year PUMS estimates; HUD, 2019 PIT count; ODE, SY 2018-2019 McKinney Vento data

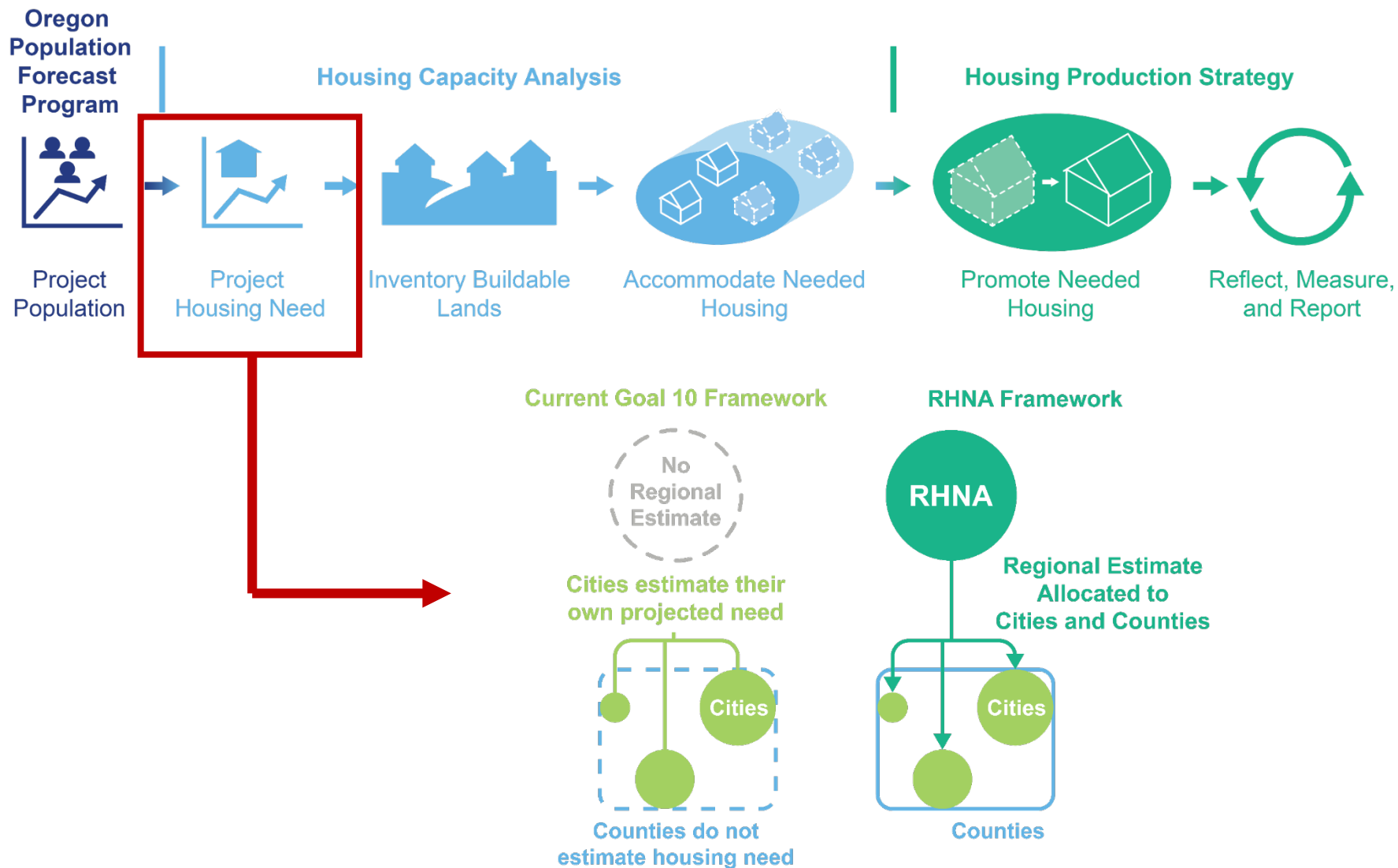
Results by unit income target

Median Family Income	New units for each of the following...			Total Units	% of Units
	Projected Need	Underproduction	Housing for the Homeless		
120%	201,656	7,725	-	209,381	36%
80-120%	82,796	18,326	-	101,121	17%
50-80%	70,013	30,574	875	101,462	17%
30-50%	44,400	26,119	2,334	72,852	12%
0-30%	44,701	28,076	25,965	98,742	17%
Oregon	443,566	110,819	29,174	583,559	100%
% of Units	76%	19%	5%	100%	

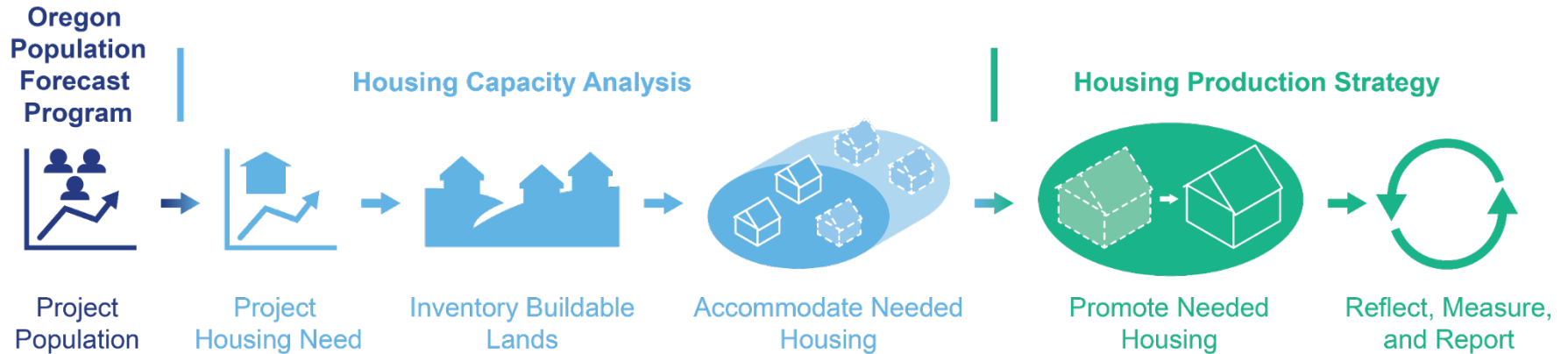
29% of units will require public support

An additional 17% is likely to require public support

Goal 10 Framework



Goal 10 Framework



Projecting Inequitable Outcomes

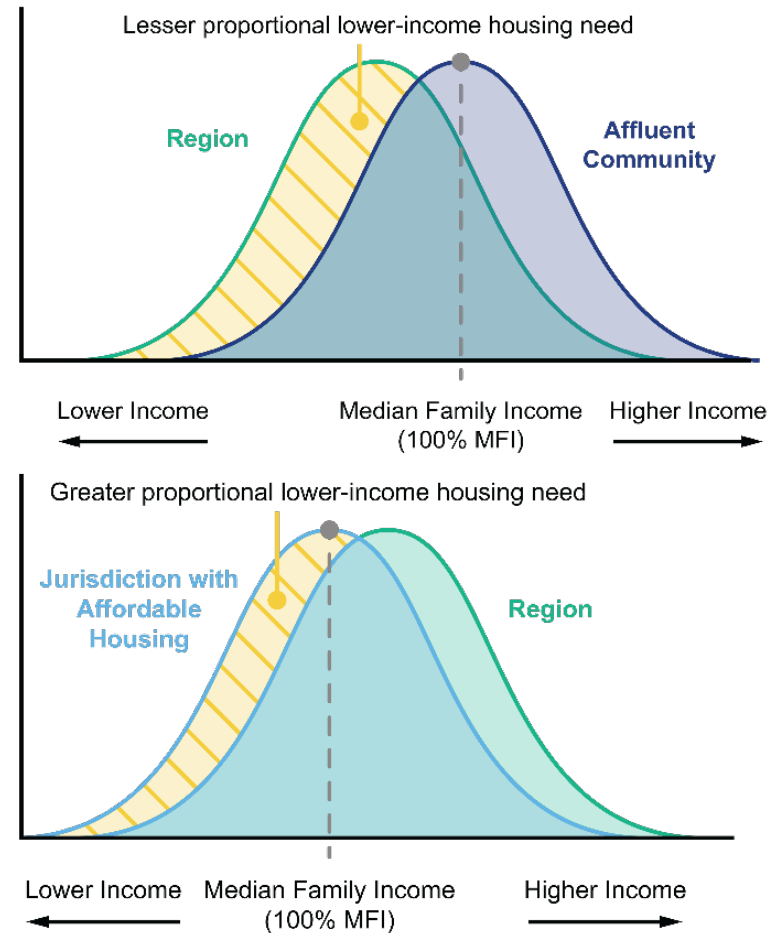
Underestimate
Housing Need



Reinforce Geographic
Disparities



Effect of Local Housing Needs Projections



Recommendations

Long-Term



Shared Responsibility



Realistic & Productive
Accountability



Directed & Coordinated
Resources

Near-Term



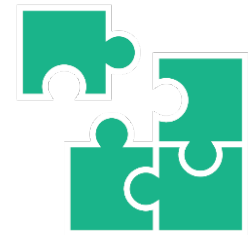
Equity at the Center



Data Collection

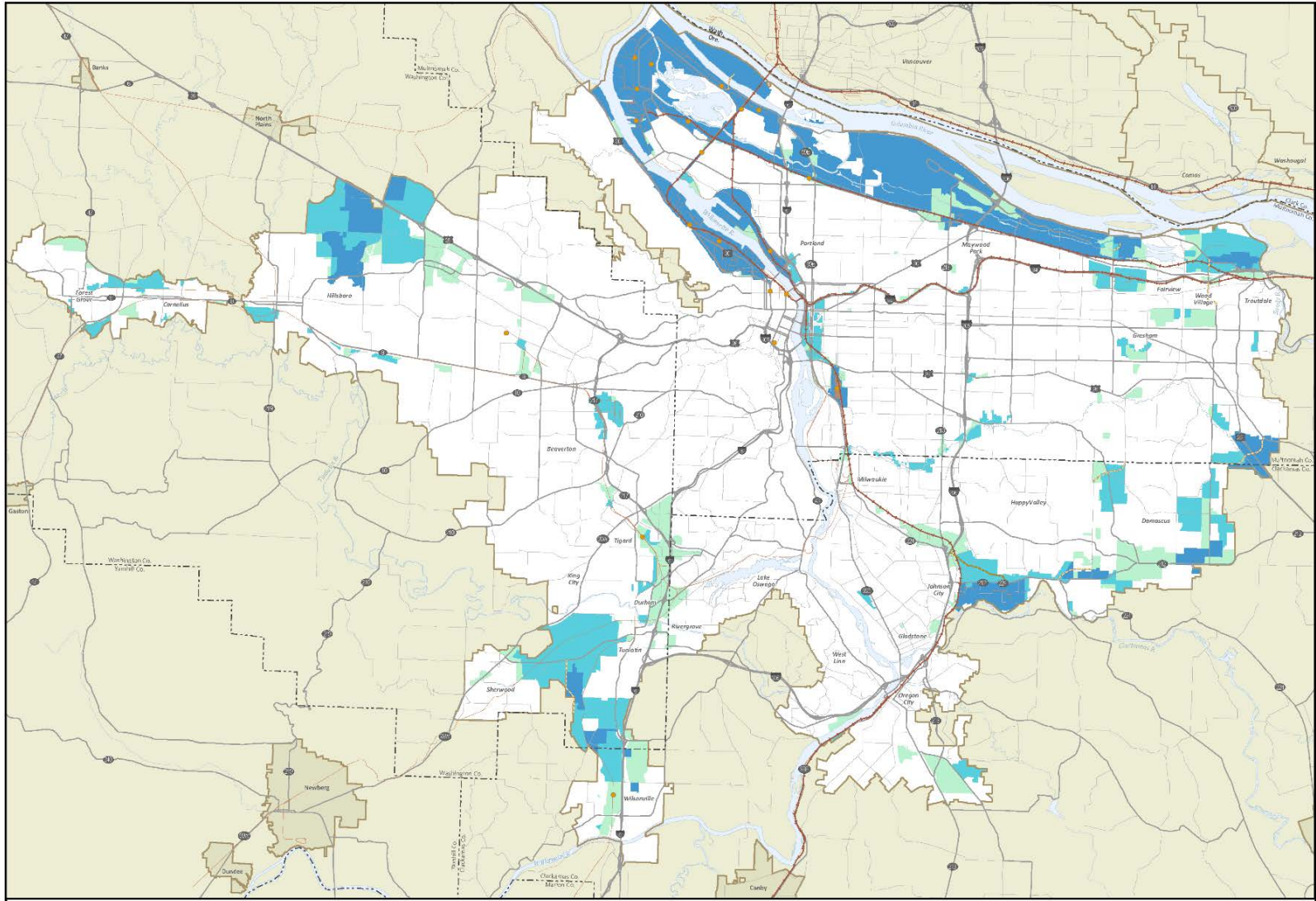


Address Goal 10
Gaps



Implementation
Considerations

Metro Urban Growth Management Functional Plan





DLCD

Department of
Land Conservation
& Development

Ethan Stuckmayer, Senior Planner of Housing Programs
Department of Land Conservation and Development

Thank you

*Please direct questions or
feedback to:*
housing.dlcd@state.or.us