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Clackamas County
www.clackamas.us

Wednesday, May 14, 2025
7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/86536776368?pwd=sgs5CGK6pu9qTeB5aGzh729Esk5Ts.1>

Agenda

7:30 a.m. Welcome & Introductions

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

- Upcoming JPACT Agenda
Presenting: Mayor Joe Buck, Lake Oswego
- RFFA Step 2: Development of Coordinating Committee Priorities –
Possible Recommendation to C4
Presenting: Jeff Owen, Metro; Will Farley, Lake Oswego
- TPAC Updates
Presenting: Jeff Owen, Clackamas; Will Farley, Lake Oswego

8:25 a.m. MPAC Updates ([MPAC Materials](#))

- Upcoming MPAC Agenda
Presenting: Mayor Joe Buck, Lake Oswego
- Metro Regional Housing Coordination Strategy
Presenting: Eryn Deeming Kehe, Emily Lieb, and Laura Combs, Metro
- MTAC Updates
Presenting: Jamie Stasny, Clackamas; Laura Terway, Happy Valley

8:50 a.m. Transportation Package Update
Presenting: Trent Wilson, Clackamas

Attachments:

JPACT and MPAC Work Programs	Page 02
RFFA Support Materials	Page 07
TPAC Update	Page 25
Metro Regional Housing Coordination Strategy	Page 30
MTAC Update	Page 40

NOTE: The next meeting of the C4 Metro Subcommittee will be held on June 11.

2025 JPACT Work Program

As of 3/25/25

Items in italics are tentative

<p>January 16, 2025- in person</p> <ul style="list-style-type: none">• Comments from the Chair- Regional Rail Study Update (5 min)• Resolution no. 5456 For The Purpose Of Adding Or Amending Nine Projects To The 2024-27 Mtip Including Six New Americans With Disabilities Act Upgrade Projects To Meet Federal Project Delivery Requirements (consent)• Consideration of the 12/19 JPACT Minutes (consent)• JPACT workplan review (Ted Leybold, Metro; Betsy Emery, Metro; 20 min)• Cooling Corridors (Andre' Lightsey-Walker, Metro; 30 min)• RFFA: Draft Scenario Assessment (Grace Cho and Ted Leybold; 30 min)	<p>February 20, 2025- online</p> <ul style="list-style-type: none">• Consideration of January 16 Minutes (consent)• Resolution no. 25-5464 For the Purpose of FFY 2025 Redistribution Funding Awards (consent)• Resolution no. 25-5465 For The Purpose Of Canceling An ODOT Rail Hazards Safety Project And Adding Three New Metro Planning Studies To The 2024-27 MTIP (consent)• RFFA: Revised Scenario Assessment (Grace Cho, Metro, 30 min)• Rose Quarter MTIP discussion (Megan Channel, ODOT 30 min)• 82nd Avenue Transit Project LPA update (Melissa Ashbaugh, 30 min)
<p>March 20, 2025- in person</p> <ul style="list-style-type: none">• Resolution no. 25-5473 For The Purpose Of Adding A New ODOT Public Transportation Awarded Project Into The 2024-27 MTIP For Trimet Supporting Elderly And Disabled Persons Transit Needs (Consent)• Consideration of the February 20, 2025 JPACT Minutes (consent)• Resolution no. 25-5463 For The Purpose Of Amending Three Related I-5 Rose Quarter Projects To The 2024-27 Mtip To Add \$250 Million Dollars Of Approved Funding To The Projects (action)• RFAA Step 1A: Scenario packages recommendation for public comment (action) (Grace Cho, Metro)• Federal Surface Transportation Reauthorization regional priorities & T4A Transportation Overview (Beth Osbourne, Transportation for America; Betsy Emery, Metro; 30 min)	<p>April 17, 2025- online</p> <ul style="list-style-type: none">• Resolution no. 25-5481 For The Purpose Of Adding, Amending, Or Canceling Three Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements (consent)• Unified Planning Work Program adoption (UPWP) (consent)• Consideration of the March 20, 2025 JPACT Minutes (consent)• RFFA Step 1A and Step 2 Public Hearing (45 min)• Federal Surface Transportation Reauthorization: Regional priorities draft discussion (Betsy Emery, Metro; 30 min)• TV Highway LPA Update (Jess Zdeb, Metro; 10 min)

<p><u>May 15, 2025- in person</u></p> <ul style="list-style-type: none"> • 82nd Avenue LPA Adoption (action) • Federal Surface Transportation Reauthorization regional priorities (action) • Regional Flexible Funds Allocation: Step 2 (Grace Cho, Metro; 30 min) • Community Connector Transit Study: Policy Framework and Vision Considerations (Ally Holmqvist, Metro; 20 min) • Comprehensive Climate Action Plan: greenhouse gas inventory and targets (Eliot Rose, Metro; 30 min) • Oregon Transportation Survey (<i>in packet</i>) 	<p><u>June 12, 2025- online</u></p> <ul style="list-style-type: none"> • State Legislative Update (Anneliese Koehler, 10 min) • JPACT Trip update (Comment from the chair) • TV Highway LPA adoption (action) (Jess Zdeb, Metro) • Montgomery Park LPA Update (Alex Oreschak, Metro; 20 min) • RFFA Step 1A: Bond discussion (HOLD)
<p><u>wJuly 17, 2025- in person</u></p> <ul style="list-style-type: none"> • Annual Transit Budget Updates (comment) • State Legislative Update (Anneliese Koehler, 10 min) • Title VI Plan Adoption (consent) • Montgomery Park LPA Adoption (action) • RFFA Step 1A Bond (action) • RFFA Step 2 (action) • US DOT Certification of MPO: Findings (Tom Kloster and Ted Leybold & Federal staff; 40 min) 	<p><u>August- cancelled</u></p>
<p><u>September 18, 2025- online</u></p> <ul style="list-style-type: none"> • MTIP update (20 min) • Regional Emergency Transportation Routes (RETR) update (20 min) • 82nd Avenue Transit project; Possible RTP amendment • TV Highway LPA Discussion • Cooling Corridors • HOLD for Sunrise Acceptance of Action Plan 	<p><u>October 16, 2025- in person</u></p> <ul style="list-style-type: none"> • TV Highway (action) • JPACT trip report back • Regional Rail Study: Findings and Recommendations (Elizabeth Mros-O'Hara, Metro; 20 min) • CCT Study: Priorities • HOLD for IBR LUFO <p>MPACT- October 25th</p>

<u>November 20, 2025- online</u>	<u>December 18, 2025- in person</u>
	<ul style="list-style-type: none">• SS4A Annual update•

Holding Tank:

- Better Bus Program update

2025 MPAC Work Plan

Updated 3/6/25

<p><u>January 22, 2025- online</u></p> <ul style="list-style-type: none"> • Consideration of the December 11, 2024 MPAC Meeting Minutes (consent) • MPAC Leadership Action (Commissioner Treece, MPAC Chair; 10 min) • Cooling Corridors (Andre Lightsey-Walker, Metro; 30 min) • Follow up on UGB process (Eryn Kehe, Metro; 30 min) <p>Send by Jan 31st- Annual compliance Report</p>	<p><u>February 26, 2025- online</u></p> <ul style="list-style-type: none"> • Consideration of the January 22, 2025 MPAC Minutes (consent) • MTAC Nominations (consent) • MPAC intro/workplan review (Malu Wilkinson, Metro; 30 min) • 82nd Avenue Transit Plan LPA update (Melissa Ashbaugh; 30 min)
<p><u>March 19, 2025- online</u></p> <ul style="list-style-type: none"> • Consideration of the February 26, 2025 MPAC Minutes (consent) • State Legislative Update (Kyung Park, Metro; (20 minutes) • Supportive Housing Services Funding Update (30 minutes) • Regional Housing Coordination Strategy: scope of work and engagement plan (Emily Lieb and Eryn Kehe, Metro; 45 min) 	<p><u>April 23, 2025- online</u></p> <ul style="list-style-type: none"> • Consideration of the February 26, 2025 MPAC Minutes (consent) • Consideration of the March 19, 2025 MPAC Minutes (consent) • MTAC Appointments (consent) • Future Vision: Scoping and workplan (Jess Zdeb, Metro; 40 min) • TV Highway LPA Update (Jess Zdeb, Metro; 30 min) • Community Connector Transit Study (Ally Holmqvist, 20 min) <p>Rosenthal is OOO</p>
<p><u>May 28, 2025- in person</u></p> <ul style="list-style-type: none"> • 82nd Avenue LPA (action) • Regional Housing Coordination Strategy - engagement themes; categories of preliminary list of strategies (Emily Lieb and Eryn Kehe, Metro; 45 min) • Montgomery Park Streetcar LPA update (Alex Oreschak, Metro; 30 min) • Comprehensive Climate Action Plan: greenhouse gas inventory and targets (Eliot Rose, Metro; 20 min) • State Legislative Update (10 minutes) 	<p><u>June 25, 2025- online</u></p> <ul style="list-style-type: none"> • Montgomery Park Streetcar LPA adoption (action) • TV Highway LPA adoption (action) • Placemaking Grants Update (Dana Lucero, Metro; 30 min) • Cooling Corridors • Future Vision

<p><u>July 23, 2025- online</u></p> <ul style="list-style-type: none"> • Montgomery Park Streetcar LPA (action) • CPRG • Future Vision • State Legislative Update • Regional Housing Coordination Strategy - evaluation framework and draft RHCS (Emily Lieb and Eryn Kehe, Metro; 30 min) 	<p><u>August 27, 2025 cancelled</u></p>
<p><u>September 24, 2025- in person</u></p> <ul style="list-style-type: none"> • Future Vision • Cooling Corridors • Supportive Housing Services Funding Update 	<p><u>October 22, 2025- online</u></p> <ul style="list-style-type: none"> • Regional Housing Coordination Strategy - evaluation framework and draft RHCS ((Emily Lieb and Eryn Kehe, Metro; 45 min) • Future Vision
<p><u>November 19, 2025- online</u></p> <ul style="list-style-type: none"> • Future Vision • 2040 Grants update 	<p><u>December 17, 2025- in person</u></p> <ul style="list-style-type: none"> • Future Vision • Supportive Housing Services Funding Update

Holding Tank:

- Happy Valley downtown development and/or parking requirements
- How cities are responding to housing analysis/production
- How are cities providing affordable housing and other services – nexus with SHS work/reform – maybe July?
- 2040 grant presentations by grant recipients
- Housing Bond Update

MEMO

To: C4 Metro Subcommittee

From: Clackamas Transportation Advisory Committee (CTAC)

Date: May 7, 2025

Subject: Regional Flexible Fund Allocation (RFFA) Step 2: Potential Coordinating Committee Priority Process

Background

Within Metro's 2028-2030 Regional Flexible Fund Allocation (RFFA) Step 2 call for projects, Metro received [24 Step 2](#) applications requesting over \$140 million in Regional Flexible Funds. Metro staff estimate that \$42 million is available for Step 2 Projects. Following the submissions in fall 2024, Metro staff conducted two technical evaluations assessing how well each project application advances the regional goals and policies of the Regional Transportation Plan (RTP) and what potential project delivery challenges the project may encounter as a federal aid project. From within Clackamas County, six projects were submitted and are listed below in order of the evaluation scoring from Metro:

- Gladstone: Historic Trolley Trail Bridge (score: 57.8) – requesting \$8,721,932
- Milwaukie: Railroad Avenue Multiuse Path (score: 54.05) – requesting \$2,707,217
- Happy Valley: Hwy 212/224 Bike/Ped and Interchange (score: 52.32) – requesting \$12,026,118
- Oregon City: OR 99E/McLoughlin Shared Use Path PD (score: 51.88) – requesting \$3,832,341
- Clackamas County: SE Jennifer Multiuse Path (score 51.11) – requesting \$7,228,290
- Lake Oswego: Lakeview Boulevard Design (score: 30.3) - requesting \$983,000

Getting to a Step 2 Recommendation Package

Metro staff will use multiple pieces of information to shape the development of a recommended Step 2 package of projects. These include:

- Meeting the objectives of the Program Direction for the allocation. This includes but is not limited to the connection of Regional Flexible Fund investment towards RTP goals advancement, investment across the region without suballocation, and honoring prior commitments of Regional Flexible Funds.
- Outcomes Evaluation results.
- Public comment received.
- Coordinating committee/City of Portland priorities.
- Input on concepts to shape different Step 2 allocation packages.

Coordinating Committee Priorities

In response to direction and feedback received from the April 16 C4 Metro Subcommittee meeting, the Clackamas Transportation Advisory Committee (CTAC) began an evaluation and discussion of all six submittals within Clackamas County. CTAC began by using the framework provided below by C4 Metro and considered options for potential pathways for further consideration to identify possible priorities for the Clackamas County Coordinating Committee (C4). C4 Metro indicated a desire not to pit projects against each other, protect Step 2 funding, and contemplate strategies for being competitive for funding within the region. CTAC evaluated the projects with the following feedback from C4 Metro:

MEMO

- Consider projects with total highest scores as evaluated by Metro.
- Consider projects that leverage larger corridor investments, such as Sunrise Corridor and Oregon City redevelopment area.
- Consider projects on emergency transportation routes.
- Consider projects in areas that are relatively underdeveloped.

CTAC discussion then built from this initial framework to respond to illustrative concepts created by Metro for discussion at the May 2 Transportation Policy Alternatives Committee (TPAC) meeting.

Metro Illustrative Concepts

Metro presented four Illustrative Concepts for discussion by TPAC. For this purpose, the concepts weighted the various RTP goals in different ways to show how projects would rise to the top when the focus on specific scoring elements was emphasized. Two of the four illustrative concepts more favorably reflected Clackamas County projects within the estimated \$42 million available:

- Concept #1: Combined Emphasis on RTP Goal Areas and Design (Overall Score). This would not include any Clackamas County project.
- Concept #2: Emphasis on Safe System. This would only include the Milwaukie Railroad Avenue project.
- Concept #3: Combined Emphasis on Thriving Economy and Mobility. This would include Happy Valley: Hwy 212/224 and the Clackamas County SE Jennifer projects.
- Concept #4: Combined Emphasis on Equitable Transportation, Safe System, and Climate Action and Resilience. This would include the Gladstone Historic Trolley Trail Bridge, Milwaukie Railroad Ave, and Oregon City OR 99E projects.

While several Illustrative Concepts were presented to TPAC, no specific Concept emerged with strong support from TPAC. Concerns were raised that no direction had been made in the past to give higher weight to one RTP goal over another. It appears there is interest in creating a package that includes a set of projects that supports various RTP goals, as opposed to a narrow focus within any particular RTP goal area. There is flexibility to assemble a package of projects that meet the needs of the region. It is expected that the Step 2 RFFA package of projects will not exceed a total of \$42 million. While sub-regional allocation is not allowed, we do know that there is support for investing across the region.

Public Comment

Metro's public comment period began March 26 and carried through April 30. While a full summary of the Public Comment Period is anticipated May 16, Metro staff have shared comments received related to Clackamas County projects. All projects received comments with a range of support, and the upcoming full summary will help to further show how our projects compare to others from around the region.

Project Name	Avg. Support Rating	# of Comments
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	4.72	107
Gladstone Historic Trolley Trail Bridge Construction	4.20	35
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	3.78	29
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	3.14	10

MEMO

OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements	3.13	23
Lakeview Blvd - Jean Rd to McEwan Rd	2.92	7

Considerations When Developing Priorities

Currently, CTAC does not strongly recommend a specific project list, theme, or package for potential Coordinating Committee prioritization. CTAC did confirm that all the Clackamas County projects are technically sound and can be viable with RFFA funding. Projects that advance must be ready to fund gaps in cost escalation and contingency factors that are likely to occur after award. In identifying a recommendation C4 may also consider that some projects will not advance without the RFFA Step 2 funds, or how the projects meet the broader C4 goals for investment areas.

Building from all inputs to date including sponsor project knowledge, local community context, regional networks, project evaluation scoring, staff discussions, and consideration of the estimated amount of Step 2 funds available this cycle, CTAC recommends consideration of four potential pathways for C4:

1. **Highest Scoring and Alignment with C4 priorities:** This pathway highlights four projects but also totals an amount higher than is expected to be awarded within any subregion. These four projects total approximately \$27.28 million (~65% of Step 2 Funds):
 1. Gladstone: Historic Trolley Trail Bridge (Construction- score: 57.8) – requesting \$8,721,932
 2. Milwaukie: Railroad Ave (Project Development-score: 54.05) – requesting \$2,707,217
 3. Happy Valley: Hwy 212/224 (Construction- score: 52.32) – requesting \$12,026,118
 4. Oregon City: OR 99E (Project Development- score: 51.88) – requesting \$3,832,341
2. **Highest Scoring, Alignment with C4 priorities, and Metro’s TPAC Illustrative Concept #4:** This pathway focuses on the single highest scoring construction project and the two highest scoring planning and project development submittals for a total of approximately \$15.26 million (~36% of Step 2 Funds):
 1. Gladstone: Historic Trolley Trail Bridge (57.8) – requesting \$8,721,932
 2. Milwaukie: Railroad Ave (54.05) – requesting \$2,707,217
 3. Oregon City: OR 99E (51.88) – requesting \$3,832,341
3. **Focus on the Economy:** This pathway focuses on the Thriving Economy RTP goal area where two projects are favored through the employment strengths of the Sunrise Corridor area, totaling approximately \$19.25 million (~46% of Step 2 Funds):
 1. Happy Valley: Hwy 212/224 (score: 52.32) – requesting \$12,026,118
 2. Clackamas County: SE Jennifer (score 51.11) – requesting \$7,228,290
4. **All projects are a priority / No Coordinating Committee priorities:** While coordinating committees may choose to indicate priorities, each may choose not to prioritize any projects from their subregion. If this pathway is chosen, it does result in defaulting back to the initial evaluation scoring and does not help to elevate any of the six Clackamas County projects. If only the evaluation scoring is used to form a final allocation package, there is a risk that no projects within Clackamas County would be in a good position to be funded – without substantial advocacy to pull a project, or projects, up above the funding threshold from a purely score driven approach.

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Next Steps

CTAC members hope that illustrating these four pathways frame potential options for developing a C4 priority projects recommendation. CTAC members will continue monitoring regional discussions, additional information as they become available, and stand ready to be responsive to any requests for additional evaluation or project specific information. This is a crucial time period to consider strategies that leverage the maximum available funding from this opportunity into Clackamas County. Affirming coordinating committee priorities can provide strategic direction to inform and advocate for project priorities.

Metro staff plan to develop Step 2 refined draft RFFA packages for discussion and deliberation at the June meetings of TPAC and JPACT. A final Step 2 RFFA package will need to meet the policy direction adopted in the 2028-30 RFFA Program Direction balanced by consideration of public comment input, coordinating committee/City of Portland priority (if electing to submit) and information from the technical evaluation.

Key dates remaining for the Step 2 process timeline include:

- **May 14:** C4 Metro Subcommittee – Potential recommendation to C4
- **May 15:** JPACT - Solicit concept input for Step 2 allocation package options
- May 16: Summary of 28-30 RFFA Step 2 public comments issued to TPAC & JPACT
- **June 5:** C4 - Potential action for coordinating committee priorities, to be submitted on June 6
- June 6: TPAC - Step 2 allocation package options and opportunity to provide input on Step 2 allocation package
- June 12: JPACT - Step 2 allocation package options and opportunity to provide input on Step 2 allocation package
- June 17: Metro Council - updates on Step 2 and input on staff recommendation
- July 11: TPAC - Staff recommendation on finalize 28-30 RFFA Step 2 allocation package; Request recommendations to JPACT
- July 17: JPACT - Carry forward TPAC recommendation. Request action on 2028-2030 RFFA Step 2 and recommendation to Metro Council adoption
- July 31: Metro Council: Adoption of 2028-2030 Regional Flexible Fund Step 2 Allocation

Metro RFFA: 2028-2030 Overview

~ \$ 150-153 Million in total

Step 1

Step 1A:

Transit & Project Development Bond Repayment Commitment **\$ 51.78 M**

Step 1A.1 - Pending

- New Bond Proposal; \$ Still TBD. This cycle, unencumbered ~ **\$ 13.5 M**

Step 1B:

Region-wide program investments

- Regional Travel Options/Safe Routes to School (RTO/SRTS): \$ 12.13 M
- Transit Oriented Development (TOD): \$ 12.90 M
- Transportation System Management and Operations (TSMO): \$ 7.59 M
- Metropolitan Planning Organization (MPO) Planning \$ 5.17 M
- Corridor and System Planning \$ 2.79 M

Subtotal: ~ \$ 40.56 M

Step 2:

- Capital grants to local transportation projects **\$ ~ 42 M**

Potential Pathways Forward

1. Highest Scoring and Alignment with C4 priorities:

- Gladstone: Historic Trolley Trail Bridge (57.8) – requesting \$8.7M
- Milwaukie: Railroad Ave (54.05) – requesting \$2.7M
- Happy Valley: Hwy 212/224 (52.32) – requesting \$12M
- Oregon City: OR 99E (51.88) – requesting \$3.8M

\$27.28 M total

2. Highest Scoring, Alignment with C4 priorities, and Metro's TPAC 5/2 Illustrative Concept #4

- Gladstone: Historic Trolley Trail Bridge (57.8) – requesting \$8.7M
- Milwaukie: Railroad Ave (54.05) – requesting \$2.7M
- Oregon City: OR 99E (51.88) – requesting \$3.8M

\$15.26 M total

3. Focus on the Economy

- Happy Valley: Hwy 212/224 – requesting \$12M
- Clackamas County: SE Jennifer – requesting \$7.2M

\$19.25 M total

4. All projects are a priority – No coordinating committee priorities

C4 Metro Feedback Applied to Projects

Metro RFFA: 28-30 Regional Flexible Funds Step 2

Construction	Project Tracker ID	Project	Lead Agency	Total Score	Risk Rating	Public Comment	Amount Requested	Potential Options for Subregional Priority			
								A. Total Score	B. Leverage	C. Emergency Transportation Routes	D. Relatively Underdeveloped
	CFP12	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	57.8	Medium-High	TBD ~May	\$ 8,721,932	Highest			
	CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	52.32	Medium	TBD ~May	\$ 12,026,118		Yes; Sunrise Corridor	Yes	
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	51.1	Medium-High	TBD ~May	\$ 7,228,290				Yes	

Subtotal **\$ 27,976,340**

Planning and Project Development	CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	54.05	Low	TBD ~May	\$ 2,707,217	Highest			Yes
	CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	51.88	Low	TBD ~May	\$ 3,832,341		Yes; Willamette Falls/Tumwata Village	Yes	
	CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	30.3	Low-Medium	TBD ~May	\$ 983,000				Yes

Subtotal **\$ 7,522,558**

\$11,429,149 \$ 15,858,459 \$ 15,858,459 \$ 10,918,507

Total Requested from within Clackamas County \$ 35,498,898

Total requested into the program regionwide **\$ 140,000,000**

Amount that is anticipated this cycle/up to **\$ 42,000,000**

Clackamas County % of the estimated \$42M total

27% 38% 38% 26%

DRAFT

2028-2030 RFFA Project Descriptions



Amount Requested

- \$8,722,000

Match Requirement

- \$998,196

Total Project Cost

- \$9,720,196

Project Contact

Marci Jory

Economic Development and
Tourism Coordinator

jory@ci.gladstone.or.us

Project Name: Gladstone Historic Trolley Trail Bridge

Applicant: City of Gladstone

Project Purpose and Need:

The Trolley Trail is part of greater Portland's trail system for people walking, bicycling and rolling. The historic Trolley Trail Bridge across the Clackamas River was destroyed in a 2014 flood; its reconstruction will provide the "missing link" in the Trolley Trail. The new bridge connection will enhance the role of McLoughlin Blvd to serve as a major regional transportation, transit, and freight corridor by creating a safe and convenient alternative connection for active transportation modes, reducing modal conflicts on McLoughlin Blvd. The project is aligned with the region's goals of equitable transportation, safe systems, climate action and resilience, mobility options, and thriving economy.

- **Equitable transportation:** The bridge would reduce dependence on automobile trips and provide convenient alternative modes of travel between Gladstone and Oregon City. The bridge would make access to jobs in northern Oregon City, including the Oregon City Shopping Center, more available to residents of Gladstone.
- **Safe Systems:** The nearest parallel route, McLoughlin Blvd, is identified as one of 25 high-injury corridors in the region according to Metro. This project would divert active modes of transportation onto a safe and convenient alternative route.
- **Climate Action and Resilience:** By providing a safe and efficient non-motorized route across Clackamas River, the project will reduce reliance on vehicles and will lead to the reduction of greenhouse gas emissions. The new bridge will be resilient against high flood events and earthquake events, providing resilience to the region.
- **Mobility Options:** The project expands multimodal options by providing a dedicated pedestrian and bicycle path for residents and commuters. The project will also be designed to current ADA standards, providing accessibility for users with vision and mobility impairments.
- **Thriving Economy:** The bridge will provide a safe and efficient non-motorized route across the Clackamas River, enhancing regional connectivity. Improved connectivity can attract and retain a talented workforce, benefiting local businesses and the overall economy. Additionally, providing an alternative non-motorized route, the bridge will reduce transportation costs for businesses and residents, boosting economic activity.

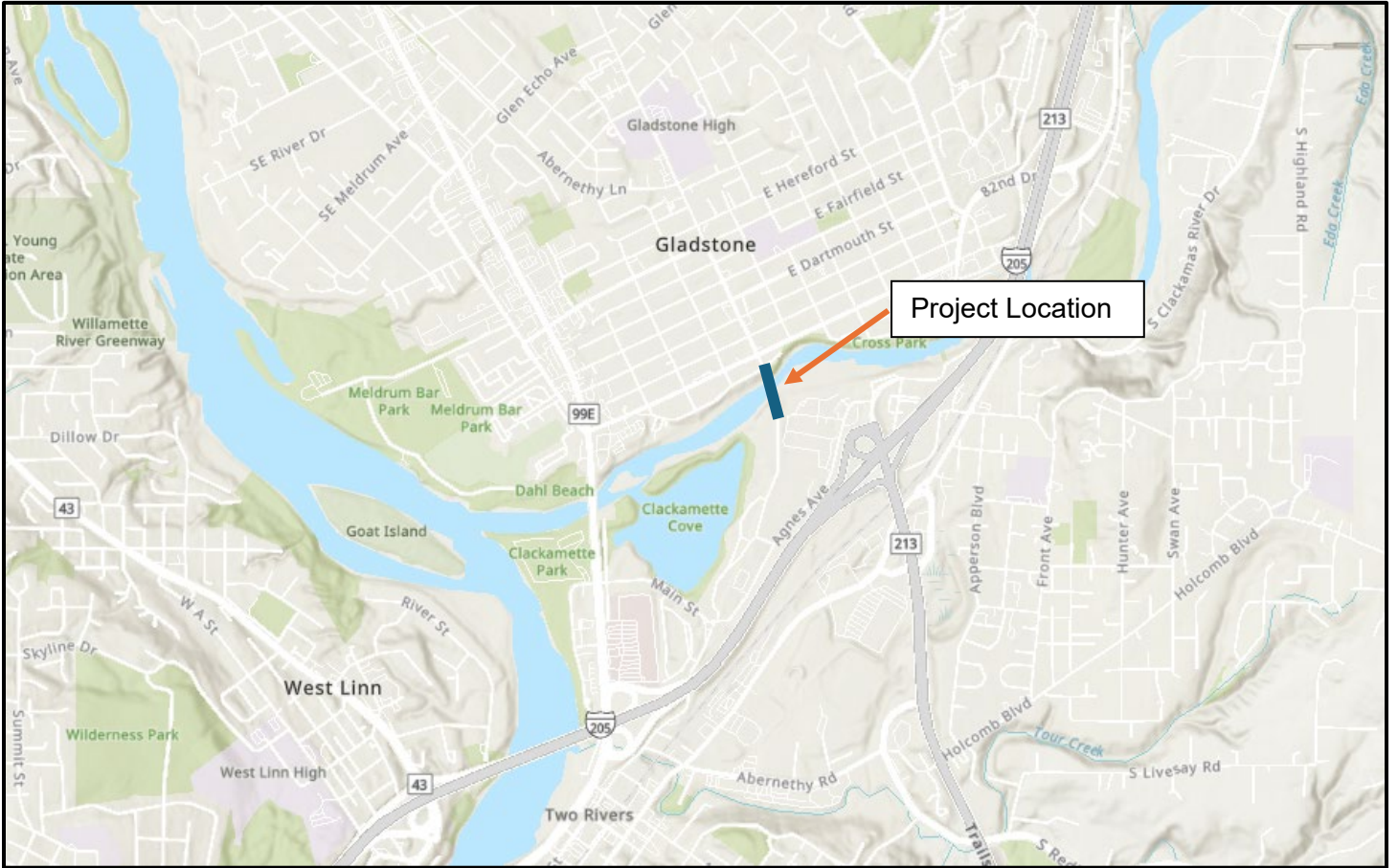
Proposed Design:

The proposed design consists of a 12-foot wide trail that connects the communities of Gladstone and Oregon City. The project crosses Clackamas River with a 365-foot span bridge crossing that has 16-foot wide walking/biking surface. The project starts at the intersection of Portland Avenue and Clackamas Boulevard on the north end of the project and connects to the Clackamas River Greenway Trail on the south end of the project. A feasibility study was previously completed and several bridge type alternatives were investigated. The City of Gladstone is pursuing funding for the preferred alternative, a single span steel truss bridge that imitates the character of the original railroad trolley bridge.

Funding:

The City recognizes the high construction cost estimate for the project and remains committed to delivering this project within the RTP project scope. The City is open to exploring other funding sources and other bridge alternatives in order to successfully deliver this crucial project to the community. Evaluations are currently underway through February 2025. RFFA priority identification will occur March to May 2025, and recommendations for project funding are expected June to July 2025.

Project Vicinity Map



Project Concept Visualization (for visualization purposes only)



Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue



CITY OF MILWAUKIE

Project purpose and need

Railroad Avenue is an efficient east-west route from commercial and industrial areas in Clackamas County to downtown Milwaukie, Milwaukie Marketplace, and the Ardenwald-Johnson Creek, Hector Campbell, and Linwood neighborhoods. Railroad Avenue is designed for the movement of motor vehicles, and lacks connected sidewalks and bike paths along the corridor. A multiuse path will improve physical and psychological safety along the corridor for those walking, rolling, and cycling by providing a designated area for all users of all abilities.

By improving the safety and connectivity of the route, the Railroad Avenue project will improve active transportation and reduce travel times in this area. On the east end of the project corridor, the multiuse path will connect to multi-modal facilities on Linwood Avenue, multi-modal access to Clackamas Community College and Clackamas Town Center, and to industrial areas on Harmony Road. On the west end, the multiuse path will connect to sidewalks on 37th Avenue, leading to the Monroe Street Greenway and Milwaukie Marketplace. Through the project corridor the multiuse path will connect to existing sidewalks along the route, on Home Avenue, and to the Stanley Greenway. Project corridor intersections will be assessed and improved for safety and ADA accessibility.

The Railroad Avenue multiuse path will decrease drive alone vehicle trips, reducing greenhouse gas emissions. Planted street trees and shrubs will reduce heat island effects, and improved stormwater management facilities will increase climate resiliency and surface water quality.

The Railroad Avenue multiuse path is a priority 1 Milwaukie SAFE project. Railroad Avenue borders the Cascade Heights Public Charter School, is in the walkshed of six additional K-12 schools, and the enrollment area of ten K-12 schools. The multiuse path will improve safe multi-modal access to existing transit, currently more than 0.25 mile from portions of the project area, and pave the way for a future bus route.

Proposed design

The Railroad Avenue project will construct a 12-foot multiuse path along the north side of Railroad Avenue from 37th Avenue to Linwood Avenue. The project will connect to sidewalks one block south of the Monroe Greenway on the west end, tie into sidewalks on Home Avenue and the Stanley Greenway, and connect to multiuse paths on Linwood Avenue on the east end.

The multiuse path will be separated from Railroad Avenue by a 5.5-foot planter strip, providing shade and protection to users. The existing open stormwater ditches will be replaced with updated stormwater management infrastructure, and retaining walls will be installed to accommodate steep slopes along the project corridor.

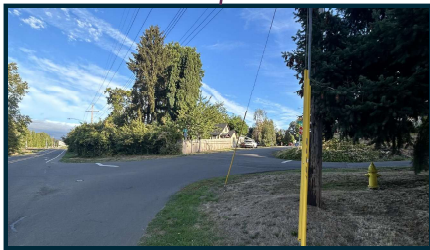
Conceptual Project Construction Cost:
\$8,866,375

Total Project Cost for Engineering Support:
\$3,017,070

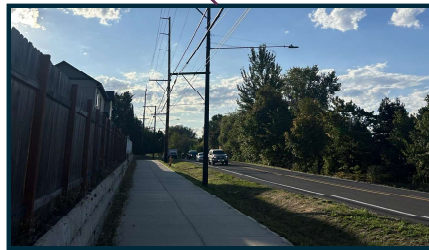
Requested RFFA Funds:
\$2,707,217

Local Match:
\$309,853

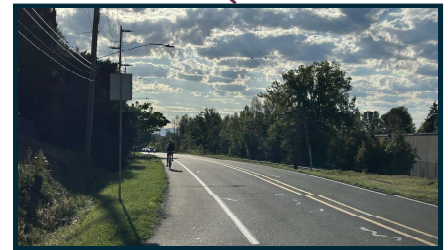
Project Map



Evaluate intersections for safety

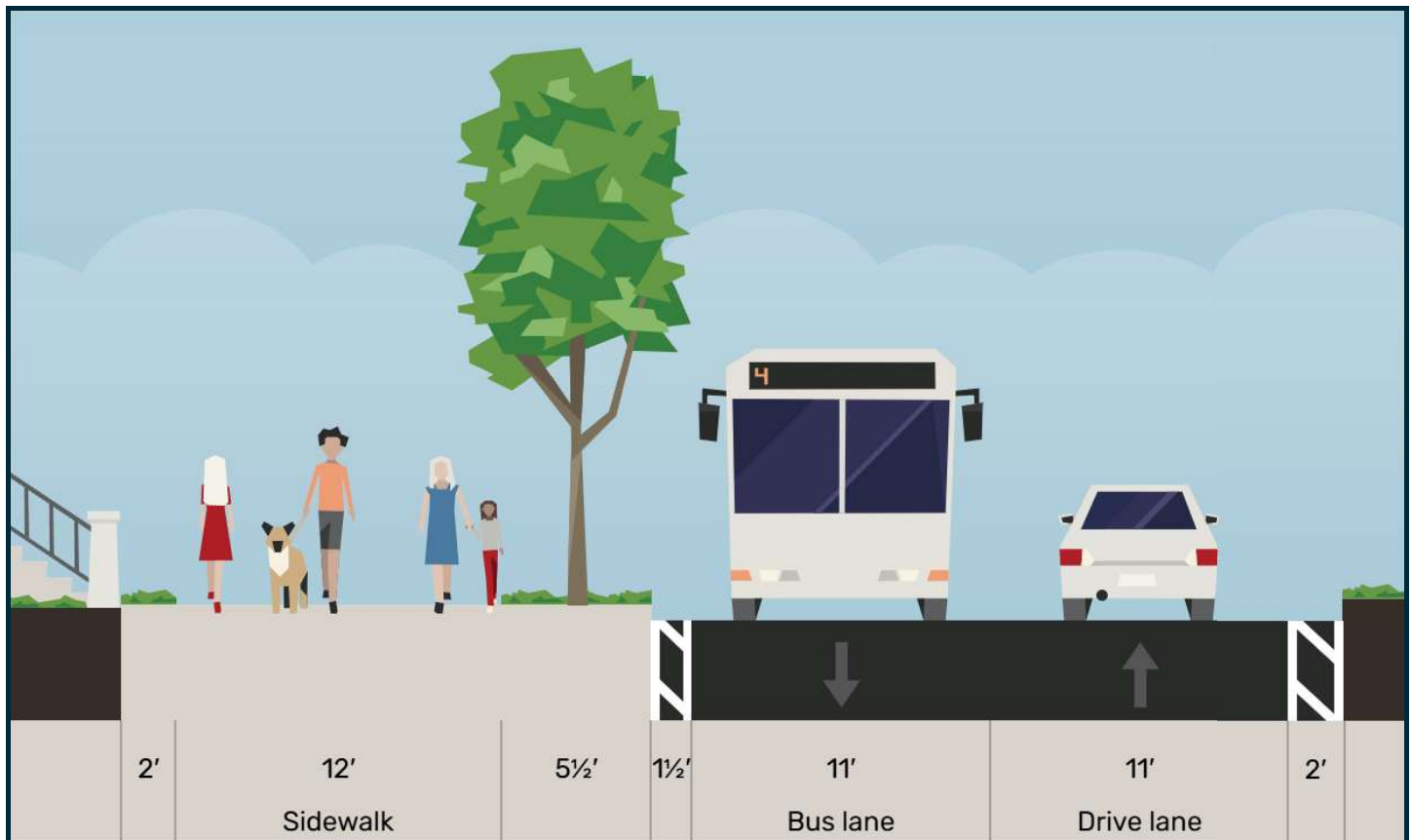


Connect to existing sidewalks/paths



Lower level of stress for all users

Cross-Section: Railroad Avenue Multiuse Path



RECONFIGURING Rock Creek Junction



PROJECT NEED

Happy Valley, Estacada, Sandy, and the unincorporated communities of east Clackamas County rely on Rock Creek Junction to access industrial lands within the Metro Urban Growth Boundary. However, increased housing production in East Clackamas County has caused significant traffic congestion, frequent accidents, and transit delays. As a result, the extended area has become a high-traffic, high-injury corridor.

To address these issues, the proposed Rock Creek Junction reconfiguration project will:

- ✓ Add a second eastbound right turn lane at the intersection and a corresponding southbound receiving lane
- ✓ Extend southbound receiving lanes 1,000 feet past the intersection, merging into a single lane
- ✓ Upgrade substandard bike and pedestrian facilities along the route
- ✓ Fill regional network gaps, providing safer non-motorized travel options

THE BOTTOM LINE

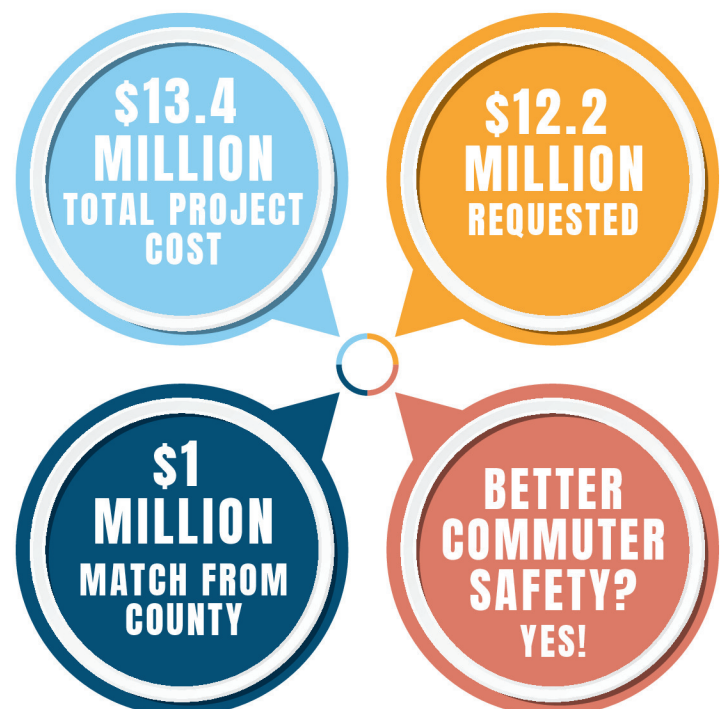
This project is essential to enhancing safety, improving transit reliability, and supporting further housing development in the region.

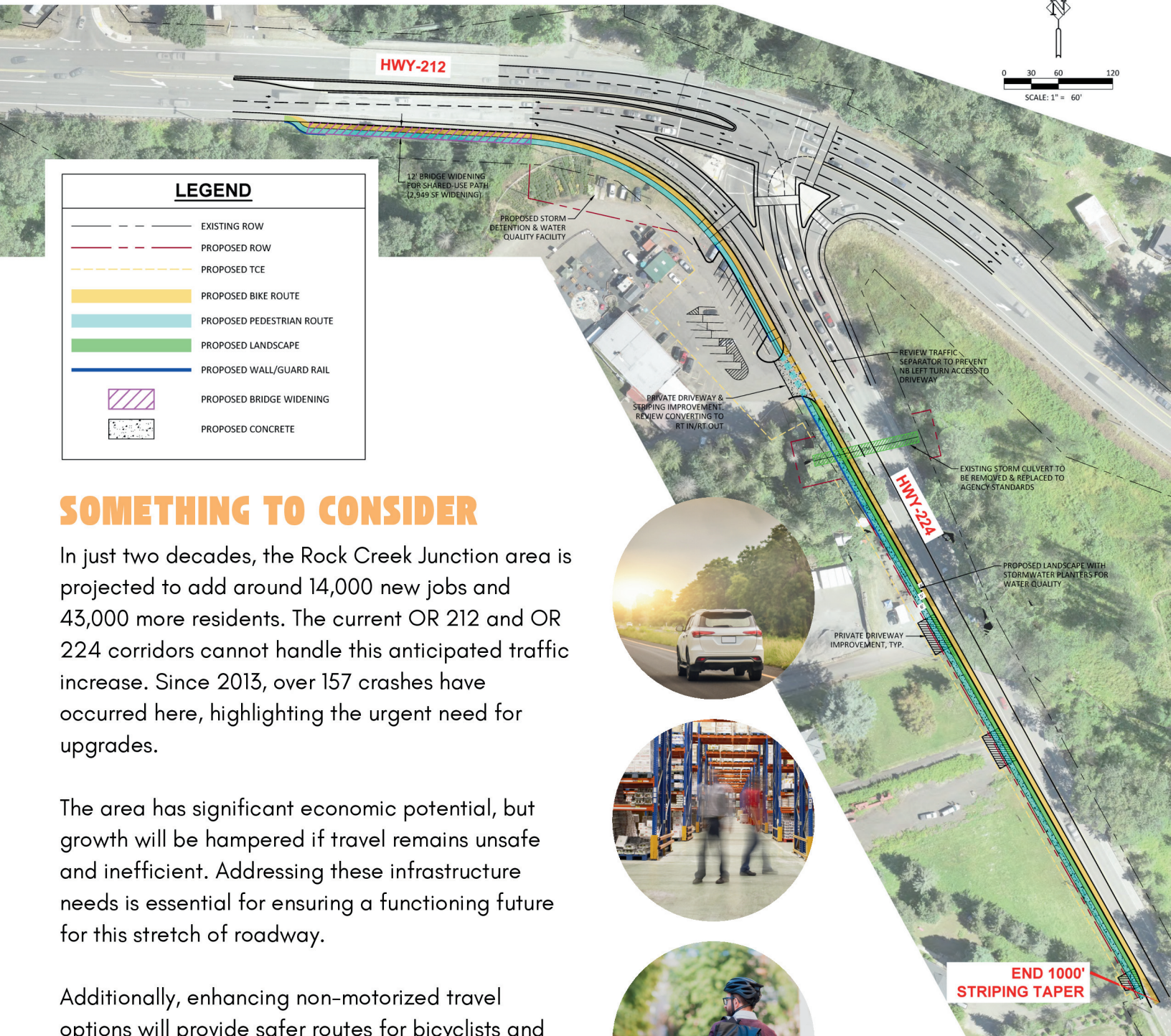
MAKING ROOM

Over the next 20 years, the Rock Creek Junction area is poised to experience substantial growth. As the region continues to develop, it is expected to attract numerous new jobs and an expanding population.

Unfortunately, OR 212 and OR 224 are not capable of handling the expected traffic increase predicted to occur. Infrastructure improvements are desperately needed to accommodate this projected influx.

FAST FACTS





SOMETHING TO CONSIDER

In just two decades, the Rock Creek Junction area is projected to add around 14,000 new jobs and 43,000 more residents. The current OR 212 and OR 224 corridors cannot handle this anticipated traffic increase. Since 2013, over 157 crashes have occurred here, highlighting the urgent need for upgrades.

The area has significant economic potential, but growth will be hampered if travel remains unsafe and inefficient. Addressing these infrastructure needs is essential for ensuring a functioning future for this stretch of roadway.

Additionally, enhancing non-motorized travel options will provide safer routes for bicyclists and pedestrians, promoting healthier and more sustainable commuting practices. This will not only improve individual safety but also support local businesses by making the area more accessible to employees and customers.

SECURE A SAFER, MORE PROSPEROUS FUTURE

The reconfiguration project at Rock Creek Junction is critical for enhancing safety, improving transit reliability, and fostering economic growth. These improvements will lay the foundation for a thriving, prosperous community for years to come.



OR 99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development

Amount requested: \$3,927,917.29

Total project cost: \$4,377,485

Project purpose and need:

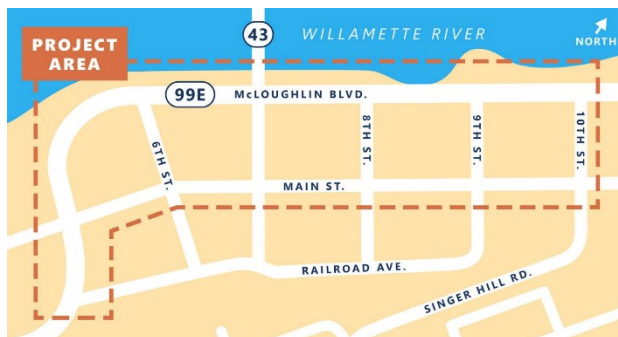
Connecting downtown Oregon City to the waterfront for people walking and biking is a dream that has been several decades in the making. Two segments of a waterfront path have already been built, connecting downtown Oregon City with the pathway along the Clackamas River. The last critical gap is McLoughlin Boulevard (OR99E) between 10th Street and Railroad Avenue.

The proposed project will deliver streetscape enhancements along McLoughlin Boulevard to invite more activity along the waterfront, encourage travel to downtown Oregon City and construct a new shared-use path that would fill a critical active transportation gap. This shared-use path is intended to contribute to the sense of place and community identity while providing recreational access and closing a critical gap in the region's active transportation network for people walking, biking, and rolling. It will allow people to visit the future Willamette Falls Riverwalk and tumwata village without having to mix with traffic. Within the project area, the following transportation needs have been identified by the project team to guide the development of an active transportation solution:

- **There is a gap in safe, comfortable, and accessible facilities for people of all ages and abilities who are walking and biking on McLoughlin Boulevard.** The cross-section along McLoughlin Boulevard between 10th Street and the proposed tumwata village and riverwalk consists of curb-tight sidewalks and four vehicle lanes. This cross-section does not meet the current ODOT Highway Design Manual or City of Oregon City design standards and creates an imbalance between how the needs of non-motorized and motorized users are being addressed in the corridor.
- **Oregon City's waterfront is currently disjointed and not seen as a contiguous amenity.** Locally, active transportation facilities along McLoughlin Boulevard are needed to provide connections to the planned tumwata village and riverwalk, historic downtown Oregon City, envisioned pedestrian and bicycle bridge, and recreation opportunities along the Willamette River. This active transportation connection will create additional opportunities for people to access, experience, and visually imagine the historic significance of the river, Willamette Falls, and adjacent lands, while honoring the indigenous connections to the land and acknowledging traditional ways of movement along waterways.
- **The chosen design will support Oregon City's tourism, economic, and community development goals by improving walking and biking facilities to better integrate and reorient the downtown area's relationship with the Willamette River.** Active transportation facilities are shown to improve economic conditions by creating attractive and walkable business districts and providing access to various destinations, local businesses, and jobs. Vehicle congestion and parking limitations discourage travel in downtown Oregon City and are therefore a barrier to businesses and expanded

economic development. A complete connection for people walking, biking, and rolling along McLoughlin Boulevard and to historic downtown Oregon City, Oregon City Transit Center, and the municipal elevator is needed to encourage mode shift support transportation demand management efforts, minimize impacts to adjacent residential areas, and support the Oregon City 2040 Comprehensive Plan policies related to multimodal connectivity and transportation demand management.

- **Vehicular congestion impacts the historical, cultural, and environmental aspects of the site.** Vehicular congestion creates noise and emissions that detract from the historic, cultural, and environmental aspects of the site. A continuous shared-use path connection is needed to create an opportunity for transportation mode shifts consistent with the region’s climate goals, and ensure that historical, cultural, and environmental resources are preserved for future generations.



Proposed Design:

The proposed project will complete a Type, Size, & Location report to refine the design of the proposed shared-use path on McLoughlin Boulevard between 10th Street and tumwata village. The preferred alternative for this shared-use path is an external long-span cable-supported structure connecting to McLoughlin Boulevard at 10th, 7th, and Water Streets. In addition, the proposed project will complete project development activities through the Design Acceptance Package (DAP) and National Environmental Policy Act (NEPA) environmental process for streetscape reconfiguration on McLoughlin Boulevard between 10th Street and Railroad Avenue. The Streetscape Enhancements will:

- Reconstruct a sidewalk on the south side of the roadway that meets Highway Design Manual guidance for sidewalk, frontage, and buffer zone widths for improved pedestrian comfort.
- Rehabilitate and upgrade existing deficient pedestrian crossings at Main, 7th, and 10th Streets with reflective backplates, high visibility crosswalks, and pedestrian friendly signal timing strategies.
- Construct curb extensions at Main Street, 6th Street, 8th Street, and 9th Street.
- Reconstruct driveway accesses at the McLoughlin Boulevard ‘elbow’.
- Explore opportunities to create new green, open spaces between 6th and 8th Streets and at the McLoughlin Boulevard elbow.



Proposed Cross-Section: 6th Street to 8th Street (Option A)



Clackamas Industrial Area Multimodal Improvements: SE Jennifer Street Multi-use Path

Metro RTP Project #11772 | Clackamas County TSP Projects #1015 and #3015

Area and context

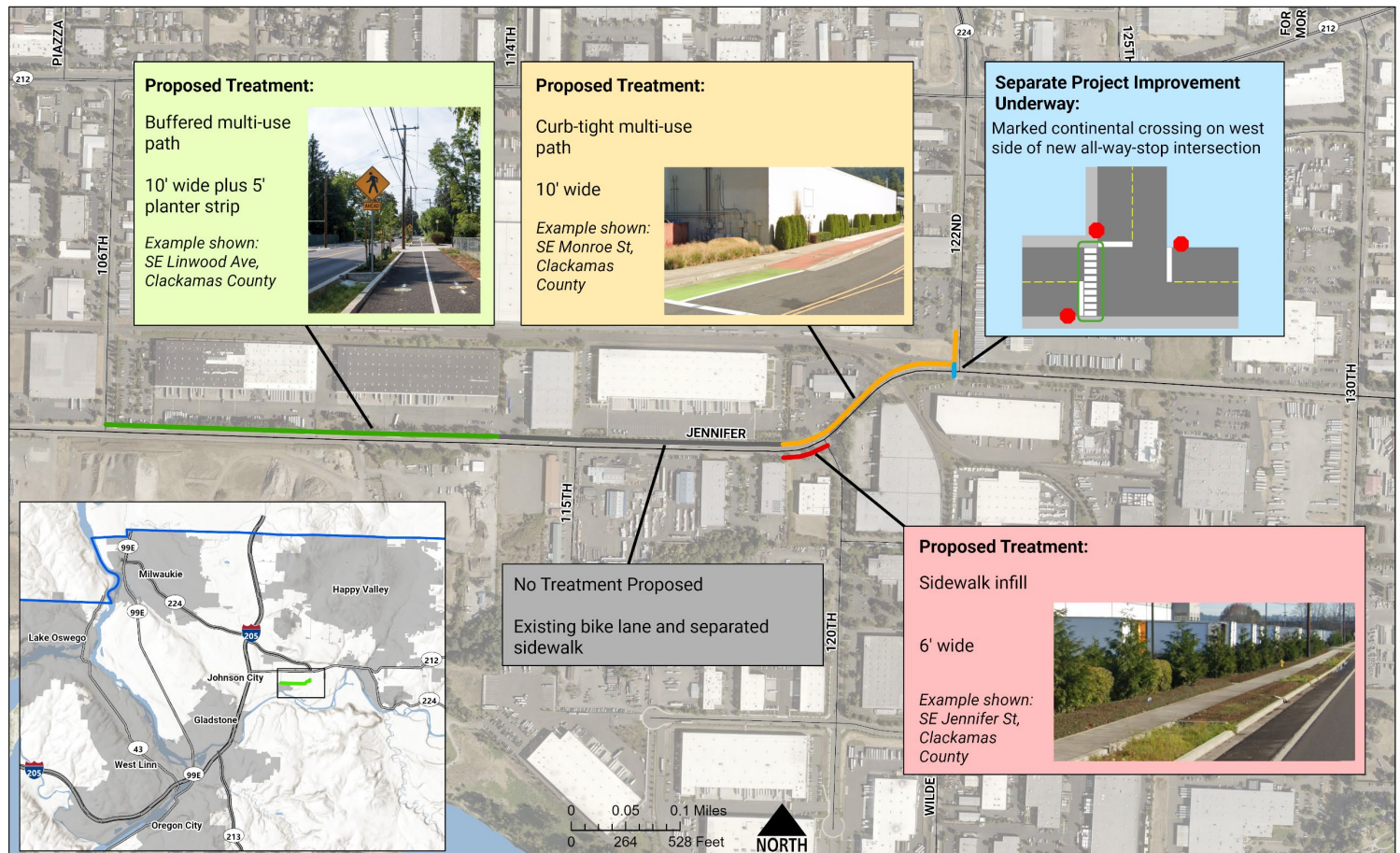
Located next to the major transportation routes of I-205, Hwy 212, and Hwy 224 in Clackamas County, the Clackamas Industrial Area has leveraged its strategic location into one of the busiest freight distribution centers in the region and state. This regional distribution, warehousing and wholesale trade center district was created in 1984 to support development of the area as a vital employment center and has transformed into an attractive commercial and residential service center that now boasts more than 7,500 jobs within 1,187 acres. Within this area, SE Jennifer Street is an east-west Minor Arterial that connects people to destinations of all types.

Project description

Design and construct sidewalks, ADA ramps, and multi-use paths to fill gaps along the northern side of Jennifer St between 106th Ave and 122nd Ave, a small gap along the western edge of 122nd Ave, and a small gap on the southern side of Jennifer St just west of 120th Ave. These proposed elements will improve access to jobs, transit bus routes and shuttles, shopping, eateries, and transitional housing communities in the Clackamas Industrial Area.

The proposed design treatments are context sensitive and respond to specific constraints along the corridor. Proposed treatments in each segment support Clackamas County design standards informed by recent best practices.

Total cost	Local match	RFFA 2028-2030 funding request
\$ 8,055,600	\$ 827,310	\$ 7,228,290



SE Jennifer St project location, major scope elements, and proposed design segments.

Clackamas Industrial Area Multimodal Improvements: SE Jennifer Street Multi-use Path

Existing conditions and challenges

Intermittent sidewalks and bike lanes on Jennifer Street force people walking, rolling, and biking to travel along narrow or nonexistent shoulders, creating unsafe conditions for all travelers.

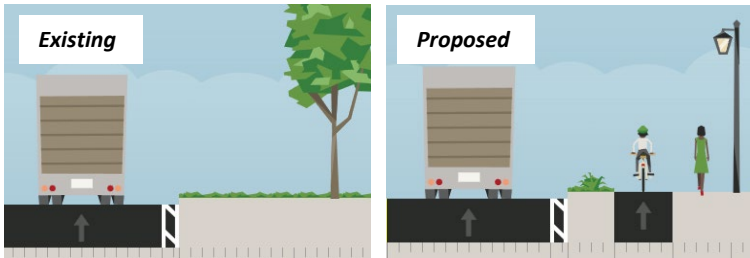
Two communities of concern reside in the area with specific transportation needs. These vulnerable populations rely on institutional supports to receive critical services. Reducing barriers in the built environment can have significant impact on the health and quality of life of our communities of concern and would be beneficial for all people who walk and bike to jobs in the immediate area, or for recreational use.



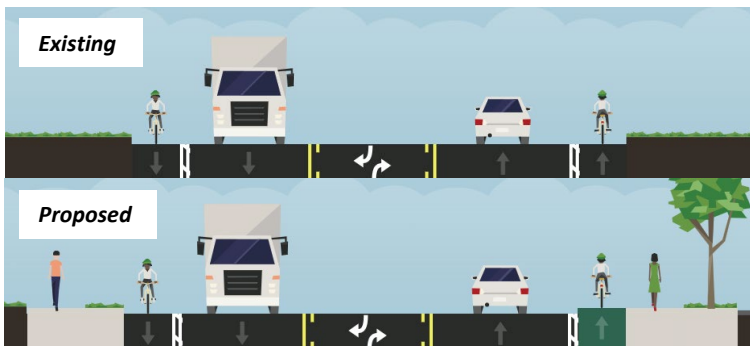
Existing conditions photos highlight gaps in the sidewalk and biking network, and non-compliant ADA curb ramps.

Proposed design treatments

The existing conditions vary along the corridor and include many gaps in the active transportation network. Portions of the proposed improvements shown below include a shared multi-use path with a landscaping buffer, pedestrian-scale lighting and new sidewalks and bike lanes.



Existing conditions between 106th Ave and 115th Ave at left, and proposed improvements at right.



Existing conditions immediately west of 120th Ave above, and proposed improvements below.

Connecting vulnerable residents to critical services

In the middle of the proposed project area near SE 115th Street, two important communities will benefit from the proposed multimodal improvements.

Since 2018, the Veterans Village has served as a transitional shelter and community space for up to 24 veterans at a time. Each person has a pod to sleep and store personal items. Residents access a shared kitchen, bathroom, showers, meeting spaces and other services onsite.

In 2025, the Clackamas Village will build on the Veterans Village transitional housing success and will provide even more supportive services for houseless adults including health care, housing and employment assistance, peer support, mental health and recovery services, counseling, life skills training, financial education, and more.



Residents of both communities will benefit from these proposed multimodal improvements, enhancing safe travel options to nearby destinations, transit services, and employment sites.

2028-2030 RFFA Project Descriptions

Project Name: Lakeview Boulevard Improvements

Applicant: City of Lake Oswego

Amount requested: \$1,046,000

Total project cost: \$1,166,000

Project purpose and need:

Lakeview Boulevard between Jean Road and McEwan Road separates one of the City's major employment areas and a residential neighborhood. Currently, the street contributes to barriers for both the businesses in the district and the local neighborhood with its limited pedestrian infrastructure, poor employment access, and little-to-no stormwater facilities. The safety of pedestrians, congestion at adjacent intersections, and the presence of large trucks using local neighborhood streets are common concerns raised by both neighbors and businesses in this area.

The City would like to pursue funding to assist with project planning, community outreach, and the development of 30% engineering design plans to advance the project to a position it can be further considered for construction funding. Based on prior planning efforts, the City believes that Lakeview Boulevard can be reconstructed to not only provide better access to businesses to improve the activity and diversity of the district, but also to provide a safer and more comfortable pedestrian facility to increase mobility options for both employees and nearby residents.

Proposed design:

The City's Transportation System Plan, the Southwest Employment Area Plan, and Metro's 2018 Regional Transportation Plan all describe reconstructing Lakeview Boulevard to include two 14-foot travel lanes (to be shared between vehicles and bicyclists), a separated pedestrian facility, and facilities to treat stormwater. Based on the Southwest Employment Area Plan, the area dedicated to sidewalks, landscaping, and stormwater facilities would vary depending on the available right-of-way; however, it is expected that residents on the south/east side and the businesses on the north/west side of Lakeview would receive a landscaped area and the north/west side of Lakeview would receive stormwater facilities and a sidewalk.

Since the Southwest Employment Area Plan was completed back in 2016, the City would like to conduct further planning efforts and community outreach to begin the design of a facility that will serve the needs of businesses and residents while increasing the livability of the streets in the area.

Memorandum

To: C4 Metro Subcommittee
From: **Team TPAC, Representing Clackamas County & Clackamas Cities**
Re: TPAC Highlights from May 2, 2025
Date: May 5, 2025

Overview

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

General Updates & Committee Updates from around the Region

- **Fatal Crash Update:** According to recent data available, Metro shared that there were approximately nine traffic deaths from the beginning of April until April 30 across Clackamas, Multnomah, and Washington counties. Of this total, two people died while walking, five while operating a motor vehicle, and two while operating a motorcycle. Five fatalities occurred in Clackamas County. Metro continues their commitment to a safe systems approach, advocating for safe streets, speeds, and people. Some of the actions regional partners are taking for safer streets include:
 - **Multnomah County:** Safety enhancements along SW 7th Avenue, including pedestrian and bike improvements. More information can be found [here](#).
 - **City of Tigard:** Mayor Heidi Lueb was selected to join the 2025 Mayor's Institute on Pedestrian Safety. More information can be found [here](#).
 - **ODOT:** Held a statewide Work Zone Awareness Week event and continues advancing corridor safety projects. More information can be found [here](#).
 - **PBOT:** Collaborated with Lents Youth Initiative to create an animated Vision Zero educational video with high school interns. More information can be found [here](#).
- **Transit Minute:** According to the data available for the month of March, Metro reported that ridership exceeded 6.2 million, a 3% increase year-over-year. This represents roughly 68% of pre-pandemic levels, or up to 90% when adjusted for telework. Metro highlighted new transit-oriented development (TOD) openings: "Short Stack" (72 affordable units) and "Glisan Landing" (137 units with wraparound services and a multicultural preschool).
- **Transportation System Management and Operations (TSMO) Program & TransPort Updates:** TransPort Subcommittee celebrated its 20th anniversary. Chair Kate Freitag (ODOT) and Vice Chair Bikram Raghubansh (PBOT) were re-elected in April. Ongoing projects include signalized intersection upgrades, pedestrian head starts, and cloud-based transit signal priority in Clackamas County, Portland, Beaverton and Gresham.
- **MTIP Amendment for Interstate Bridge Replacement Program (IBRP):** TPAC received an early notice of an upcoming MTIP amendment to fund engineering, right-of-way acquisition, utility relocation, and tolling infrastructure for the IBRP. Public comment is scheduled from May 12 to June 13, with formal action anticipated in July.
- **Minutes Approved:** The April 4 TPAC minutes were approved with no changes.

- MTIP Amendments Summary: TPAC recommended JPACT approval of MTIP Resolution 25-5493 for the purpose of amending two projects within the MTIP amendment, one cancelation and one new project. The following summarizes each project in the MTIP bundle:
 - 2028-30 RFFA Step 2 Awarded Project Development Scoping: (Key TBD, New Project) Provide technical assistance to complete Technical Scoping Sheet (TSS) and possibly some environmental prospectus work. The funding of this project comes from the \$3 million Metro prior approved from Resolution 25-5414.
 - SMART Senior and Disabled Program 2024: (Key 22196, Canceled Project) SMART no longer possesses the 5310 funds; the project needs to be removed from the MTIP and STIP. SMART and TriMet completed prior fund exchange.
- 82nd Avenue Transit Project LPA Presentation and Request for TPAC Recommendation: Metro and City of Portland Bureau of Transportation staff presented the Locally Preferred Alternative (LPA) for the 82nd Avenue Transit Project, which proposes rapid bus transit between Clackamas Town Center and NE Killingsworth Street. The project advances Metro’s High Capacity Transit Strategy and supports multimodal improvements in a historically underserved corridor. TPAC unanimously recommended the 82nd Avenue Transit LPA to JPACT.

2028-30 Regional Flexible Fund Step 2 Allocation Package Options – Illustrative Concepts Input

Overview:

Metro staff provided an overview of the process to develop Step 2 allocation package options for the 2028-30 Regional Flexible Funds program, presenting four illustrative concepts, each focused the following themes: (1) RTP Goal Areas and Design, (2) Safe System, (3) Thriving Economy and Mobility, and (4) Equitable Transportation, Safe System, and Climate Action and Resilience.

Discussion Highlights:

- Members noted less interest in elevating any particular RTP goal areas above any others to follow the initial program direction of treating all goal areas equally.
- Members expressed interest in having public comment summary results, still forthcoming, to inform further evaluation of potential packages.
- Some TPAC members noted the importance of identifying projects without viable alternative funding paths.
- Other committee members called for urgency and regional solidarity to secure federal investment amid increasing constraints.
- Several TPAC members encouraged Metro staff to balance regional investments with place-specific equity and delivery challenges.
- Metro staff confirmed that these concepts are illustrative only and will be refined using public comment, coordinating committee priorities, and technical evaluations.

Next Steps:

- RFFA public comment period closed April 30, and the results are anticipated by May 16.
- Metro will develop refined Step 2 allocation packages for review in June.
- Coordinating committee, sub-regional priorities and Portland priority submissions are due by June 3. Metro staff also acknowledged that because several standing committee dates occur just after, those will be accepted soon after the target date of June 3.

EPA Climate Pollution Reduction Grant: Carbon Reduction Strategies

Overview:

Metro staff presented the latest findings and draft strategies for the transportation sector component of the Comprehensive Climate Action Plan (CCAP), funded through the EPA's Climate Pollution Reduction Grant. The presentation focused on aligning greenhouse gas (GHG) reduction measures with existing local and regional transportation plans.

Discussion Highlights:

- Metro staff emphasized the importance of using grounded local plans to ensure cost and emissions assumptions are accurate.
- TPAC members raised questions about feasibility of certain measures under current funding limitations.
- One member flagged U.S. Congressional actions that may affect California's EV and truck emission standards, which could influence Oregon's trajectory.
- TPAC asked for further clarity on the phasing of strategies, particularly when measures are expected to be delivered.

Next Steps:

- TPAC members were encouraged to submit written feedback directly to Metro.
- A mid-June (June 17) Climate Partners Forum will present quantified GHG reductions and costs.
- Final CCAP scenarios will be reviewed by TPAC in July.

Montgomery Streetcar LPA

Overview:

The committee received a presentation from PBOT and Metro staff on the Montgomery Park Streetcar Locally Preferred Alternative (LPA), a 0.65-mile extension of the Portland Streetcar North-South (NS) line with an estimated total cost of \$195 million. The extension supports redevelopment of the Montgomery Park Area into a dense, mixed-use, transit-oriented district. The LPA includes significant capital investment in street design, bicycle and pedestrian infrastructure, and the purchase of twelve hybrid battery powered streetcar vehicles. TPAC is expected to take action on recommending the LPA to JPACT in June.

Discussion Highlights:

- TPAC members emphasized the value of integrating affordable housing, job access, and equity goals in the LPA.
- TriMet affirmed its role as grant applicant and partner in design and construction.
- No formal concerns were raised; TPAC members were encouraged to reach out with any additional questions.

Next Steps:

- The project team will present to MPAC, JPACT, and Metro Council in the next months.
- TPAC recommendation is scheduled for June; Council action is anticipated in July.

Metro Title VI Plan Update

Overview:

Metro staff presented an overview of the agency’s draft 2025 Title VI Plan Update, which documents how Metro ensures compliance with federal nondiscrimination laws across all agency activities. Although primarily compliance-oriented, the plan also demonstrates Metro’s commitment to equity, accessibility, and transparent public engagement.

Discussion Highlights:

- The plan includes updates to complaint handling, organizational charts, and signed assurances by Metro leadership.
- Metro staff explained that the plan will be reviewed by FHWA and ODOT and must be approved by JPACT and Metro Council.
- TPAC members discussed the plan’s relevance to agency-wide operations and its connection to transportation funding decisions.
- Committee members expressed interest in accessing early drafts to Metro’s Title VI Plan, if available, to allow for review and coordination by other agencies also preparing similar Title VI updates.
- Metro staff noted that they would attempt to circulate a draft ahead of the June TPAC meeting.

Next Steps

- TPAC will be asked to recommend the plan to JPACT at its June meeting.
- Final adoption by Metro Council is anticipated by late September.
- A draft will be included in the June TPAC packet; an earlier draft may be circulated informally.

Upcoming Agenda Highlights

JUNE 6	JUNE 11 – WORKSHOP (AGENDA STILL TBD)
<ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX Recommendation to JPACT • 2028-30 Regional Flexible Fund Step 1A.1 – Public Comment Considerations and Overview of Draft Bond Legislation • 2028-30 Regional Flexible Fund Step 2 – Allocation Package Options • TV Highway LPA Recommendation • Montgomery Park Streetcar LPA Recommendation 	<ul style="list-style-type: none"> • Regional Emergency Transportation Routes Phase 2: Tiering Methodology • 2027-30 MTIP Performance Measures Follow-Up and Milestone Timeline • MPO certification findings, corrective actions, and draft action plan. • Potential for additional RFFA items, still TBD.
JULY 11	AUGUST 1
<ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX Recommendation to JPACT • 2028-30 Regional Flexible Fund – Step 1A.1 & Step 2 Allocation <u>Recommendation to JPACT</u> • Community Connector Transit Study: Network Vision • EPA Climate Pollution Reduction Grant: Draft Comprehensive Climate Action Plan 	<ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX Recommendation to JPACT

For More Information, Contact Team TPAC

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Metro's Regional Housing Coordination Strategy (RHCS)

Clackamas County

Coordinating Committee

May 14, 2025

State requirements under OHNA

- HB 2003 established the Oregon Housing Needs Analysis (OHNA) framework
- Cities and unincorporated counties with populations over 10,000 are required to create Housing Production Strategies every six years
- Metro is required to create a Regional Housing Coordination Strategy (RHCS) within one year of UGB decision (by Dec 2025)

What is the Regional Housing Coordination Strategy?

List of actions Metro will take to promote housing development and access

- Coordinate with local production strategies
- Fill regional gaps (resources, capacity, tools)

Project vision statement

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

This will be achieved by lifting up best practices, coordinating and aligning local strategies, and addressing critical gaps that can be filled at the regional level.

What outcomes are we trying to achieve?

Development and maintenance of needed housing

- Diverse housing types
- High quality
- Physically accessible
- Affordable

Housing with access to economic opportunities, services and amenities

Affirmatively furthering fair housing

State role vs. Metro role

- Rulemaking
- Approve local housing strategies
- Housing target allocations
- Accountability Office

- Coordination at the regional level
- Align with local efforts and existing regional programs
- Update the RHCS every 6 years

Overview of the RHCS process

- Engagement
- Technical analysis
- Evaluation
- Adoption

Ideas and feedback compiled from a variety of engagement activities result in a preliminary list of potential strategies

An evaluation framework is developed, based on relevant technical analysis work

The potential list of strategies is assessed through the evaluation framework

Final RHCS

Engagement approach

- **Implementers Work Group**
 - 18 cities required to complete HPSs
 - Counties – planning and fair housing staff
 - Housing authorities/divisions
- **Member meetings and focus groups**
 - Market rate developers
 - Affordable housing developers
 - Housing advocacy organizations and service providers
 - Tribes

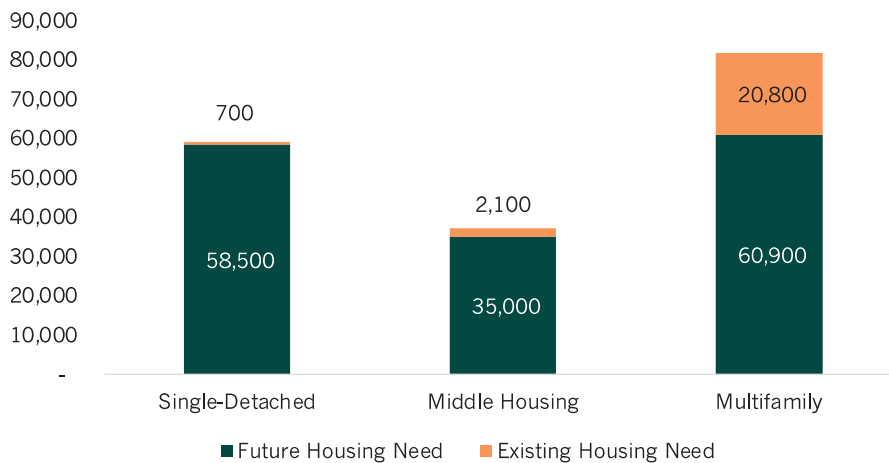
Schedule

2024		2025											
Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sep	Oct	Nov	Dec	
Scoping ⚡				⚡		⚡		⚡					
		Draft strategies					Continued engagement						
		Analysis											
				Evaluation									
		★			★		★		Review + approval			★	

⚡ Equity framework check-in ★ Council briefings

The region needs more housing

Current and Future Housing Needs for Metro UGB (2024-2044)



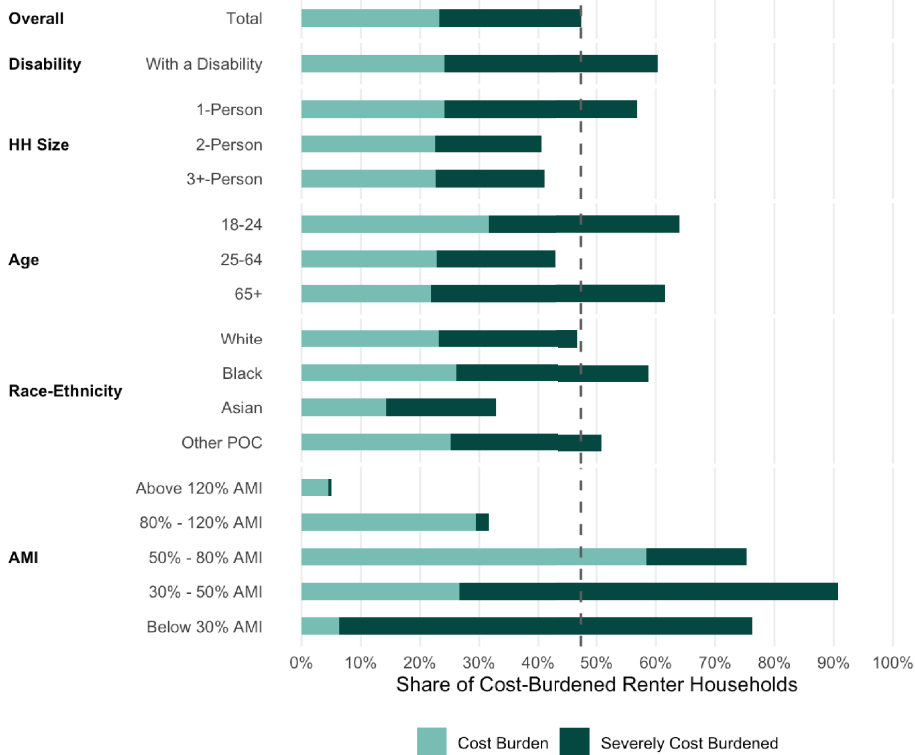
The Region will need **178,000** new units by 2044

Existing Need: **23,600 units**

Future Need: **154,400 units**

Source: Metro 2024 Urban Growth Report

Cost Burden by Group



Source: 2023 ACS PUMS 5-year data

Some groups are struggling more than others to afford their homes

Market and financing barriers

- **Rising costs of land, materials, and financing** are straining project feasibility
- **Funding for income-restricted affordable housing is limited**
- **Limited funding sources for developing homes for moderate-income (80%-120% MFI) households**
- **Fragmented land ownership, absentee owners, and challenges assembling parcels** make it difficult to develop affordable housing

Regulatory and systems barriers

- **Some locations still have restrictive regulations** that add cost and limit housing types
- **Infrastructure gaps** make land harder to develop affordably
- **Lack of coordination across housing, health, and social services** makes it hard to deliver integrated support to residents and developers
- **Some cities have limited staff capacity and expertise** to implement housing programs
- **Public concerns** can delay or block projects

Equity and housing choice barriers

- **Limited housing types:** Few options for accessible, multigenerational, or culturally appropriate housing
- **Complex requirements:** Application rules, credit history, and ID requirements exclude households
- **Underserved groups:** Marginalized residents often lack stable, tailored housing support
- **Risk of displacement:** Rising costs push out low and middle-income households
- **Lack of amenities and services near housing:** Affordable housing built far from transit, jobs, schools, and community resources

Developing RHCS actions

Address identified needs and barriers related to housing production and access, based on Metro's roles

Regulation & Regional Policies

Legislative Advocacy

Partnerships & Collaboration

Convening

Communication & Public Engagement

Technical Assistance

Best Practices & Research

Data & Analysis

Funding & Investment

Questions and discussion

- Do you have questions about the RHCS?
- Are there additional barriers to housing production that we need to consider?
- What actions do you think we should include in the RHCS, considering Metro's roles in housing?

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Metro's Roles in Housing Coordination, Production and Access

Role	Definition	What are examples of what Metro is already doing?
Regulation and Regional Policies	Develop policies that establish requirements for local jurisdictions related to land use, planning, or housing outcomes. Can include regulatory frameworks and mandates. Create long-range plans and frameworks that set a shared vision for housing outcomes and guide local implementation. These plans shape priorities and align regional goals.	<ul style="list-style-type: none"> • Urban Growth Management Functional Plan • Regional Framework Plan • 2040 Growth Concept • Strategic Plan to Advance Racial Equity, Diversity and Inclusion
Legislative Advocacy	Advocate at the state or federal level for laws, funding, or policies that support housing and urban development goals.	<ul style="list-style-type: none"> • Metro has participated in OHNA program, both on rulemaking advisory committees and several TACs
Partnerships and Collaboration	Collaborate with local jurisdictions, housing providers, nonprofits, and others to implement housing strategies. Emphasizes shared implementation over information exchange.	<ul style="list-style-type: none"> • Construction Career Pathways Program • Southwest Equitable Housing Strategy
Convening	Facilitate spaces for dialogue, coordination, and shared problem-solving among jurisdictions and partners. Focuses on building alignment and momentum across sectors.	<ul style="list-style-type: none"> • Brownfields Coalition • Build Small Coalition
Communication and Public Engagement	Inform and engage the public and stakeholders about housing needs, solutions, and Metro's role. Can include public education, outreach campaigns, or regional messaging strategies.	<ul style="list-style-type: none"> • Metro News stories • Social media
Best Practices and Research	Identify, research, and share innovative practices and models related to housing development, finance, and equity.	<ul style="list-style-type: none"> • Parcelization Study • Equitable Housing Framework
Technical Assistance	Deliver training, tools, and implementation support to help jurisdictions address housing needs.	<ul style="list-style-type: none"> • Supportive Housing Services Training & Technical Assistance initiative
Data and Analysis	Collect, compile, and analyze data to inform housing decisions. Share data in usable formats and address gaps in information for local jurisdictions.	<ul style="list-style-type: none"> • Social Vulnerability Explorer • Distributed Forecasts • Residential Development Indicators
Funding and Investment	Provide direct financial resources to support housing, including capital projects, planning activities, and services. Can include bonds, grants, or dedicated funding streams.	<ul style="list-style-type: none"> • 2040 Planning and Development Grants • Transit-Oriented Development Program • Affordable Housing Bond • Supportive Housing Services fund
Others?		

Memorandum

To: C4 Metro Subcommittee
From: **Team MTAC, Representing Clackamas County & Clackamas Cities**
Re: April 16, 2025 MTAC Highlights
Date: April 18, 2025

Overview

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

General Updates

- The Oregon Department of Land Conservation and Development (DLCD) will host webinars in May to introduce new tools supporting Climate Friendly and Equitable Communities (CFEC) rules. These include an Equitable Engagement Toolkit and GIS-based Community Explorer. Registration information for the two webinars offered can be found at the following links: [May 8 Webinar](#); [May 20 Webinar](#).
- Clackamas County announced the formal completion of the Sunrise Corridor Community Visioning project, highlighting its 18-month co-creation process. The Clackamas County Board of Commissioners is scheduled to review the recommendation for resolution on April 29, followed by consideration of resolution by the Happy Valley City Council on May 6.
- Regional Pedestrian Safety Improvements: Metro staff shared that new pedestrian safety upgrades are being implemented across the region, including:
 - Rapid flashing beacons installed at crossings in Portland, Tigard, and along TV Highway to improve pedestrian visibility and safety at high-traffic intersections.
 - ADA ramp upgrades and prioritized crossings in Milwaukie to support accessibility and compliance with federal standards.
 - These projects are being advanced in collaboration with local jurisdictions and are designed to address key areas identified through crash data and community feedback.
- Approval of March MTAC Meeting Minutes: the March MTAC meeting minutes were approved with two abstentions and no opposition.

Community Connector Transit Study: Policy Framework

Metro presented a regional policy framework for community connector transit, focusing on how to improve transit access in low-density, suburban, and exurban areas. The study prioritizes access to jobs, recreation, and non-peak hour service and includes mobility hub development strategies tailored to each area's characteristics. The work also builds toward inclusion into the 2028 Regional Transportation Plan (RTP) and is aligned with Metro's broader Future Vision planning.

[Discussion Highlights & Next Steps:](#)

- Committee members emphasized the importance of underserved populations, outdoor recreation access, and transit for shift workers.
- Some members suggested mapping walksheds and clarifying public communication to manage expectations for the study.
- MTAC members gave support for integrating shuttle service data (e.g., Ride Connection) and mobility hub best practices.
- The committee acknowledged funding challenges; Metro staff said that upcoming phases would explore governance and financing.
- Next Steps: Metro will host a regional workshop in May with MTAC, TPAC, and county coordinating committees to vet opportunity area maps and refine framework elements.

Future Vision Update

Metro introduced the 2025 to 2026 Future Vision planning process, which will update Metro’s long-range regional vision for the first time since 1995. The updated document aims to serve as a non-regulatory but influential guide for the next 50 years of planning in the region. It will align with existing tools like the RTP, 2040 Growth Concept, and Climate Smart Strategy. A Future Vision Commission will be appointed in June to steer this effort.

Discussion Highlights & Next Steps:

- Committee members advocated for the vision to focus on actionable implementation components and steer away from becoming a static document.
- MTAC members emphasized aligning land use with transit investments while incorporating climate, equity, and regional identity in the visioning process.
- Some committee members raised concerns about outreach fatigue, especially in underserved communities, and the need to build from existing visioning efforts.
- Some committee members suggested clarifying prioritization of investment of the planning process, as well as integration with growth management and CFEC frameworks.
- Next Steps: Metro will finalize a work plan for Council review in May and appoint the Future Vision Commission in June. The Commission will guide engagement and draft a new regional vision through 2026.

Montgomery Park Streetcar LPA Discussion

Metro and the Portland Bureau of Transportation (PBOT) presented the Montgomery Park Streetcar project, focused on extending Portland Streetcar service into the Northwest Industrial area. The project supports the Montgomery Park Area Plan (MPAP) and has been adopted as the Locally Preferred Alternative (LPA) by Portland City Council. It includes a public-private benefits agreement, ensuring affordable housing and the development of a new park in the area.

Discussion Highlights & Next Steps:

- Committee members and Metro discussed and confirmed that a \$30 million dollar Portland Clean Energy Fund grant for electric vehicles can be matched through FTA Small Starts due to the inclusion of vehicles in the project scope.

- The Northeast Portland segment (to Hollywood) is currently not advancing, but remains a future possibility.
- MTAC members discussed potential for broader regional funding alignment and upcoming RTP amendments.
- **Next Steps:** Metro will return to MTAC on June 18 to request a formal recommendation of the LPA to MPAC. Council endorsement is scheduled for July 31. RTP amendments for this and two other projects (TV Highway and 82nd Avenue) will be bundled in late 2025.

Upcoming Agenda Highlights

MAY 21 – VIRTUAL	JUNE 18 – VIRTUAL
<ul style="list-style-type: none"> • Metro Cooling Corridors Study Update • Regional Housing Coordination Strategy: Preliminary list of strategies, draft evaluation • Comprehensive Climate Action Plan (draft transportation and land use measures) – information and discussion • 82nd Avenue Transit Project 	<ul style="list-style-type: none"> • Regional Housing Coordination Strategy: Technical analyses • Montgomery Park Streetcar LPA Recommendation • TV Highway LPA Recommendation • Flood Storage Mitigation Banking Under NFIP Revisions • Flood Storage Mitigation Banking Under NFIP Revisions
JULY 16 -- HYBRID	AUGUST 20 – VIRTUAL
<ul style="list-style-type: none"> • Community Connector Transit Study: Network Vision • Regional Housing Coordination Strategy: Evaluation framework results, final draft RHCS • Feedback on draft Comprehensive Climate Action Plan 	<ul style="list-style-type: none"> • TBD

For More Information, Contact

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