



# Meeting minutes

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

Date/time: Wednesday January 18, 2023 | 9:00 a.m. to 12:00 p.m.

Place: Virtual video conference call meeting via Zoom

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## **Members Attending**

Eryn Kehe, Chair  
Carol Chesarek  
Tom Armstrong  
Aquilla Hurd-Ravich  
Anna Slatinsky  
Laura Terway  
Katherine Kelly  
Jamie Stasny  
Adam Barber  
Chris Deffebach  
Gary Albrecht  
Neelam Dorman  
Laura Kelly  
Manuel Contreras, Jr.  
Gery Keck  
Cindy Detchon  
Nina Carlson  
Tom Bouillion  
Bret Marchant  
Preston Korst

## **Affiliate**

Metro  
Multnomah County Citizen Representative  
Largest City in the Region: Portland  
Second Largest City in Clackamas County: Oregon City  
Second Largest City in Washington County; Beaverton  
Clackamas County: Other Cities, City of Happy Valley  
City of Vancouver  
Clackamas County  
Multnomah County  
Washington County  
Clark County  
Oregon Department of Transportation  
Department Land Conservation and Development  
Clackamas Water Environmental Services  
Tualatin Hills Park & Recreation District  
North Clackamas School District  
NW Natural  
Port of Portland  
Greater Portland, Inc.  
Home Builders Association of Metropolitan Portland

## **Alternate Members Attending**

David Berniker  
Steve Koper  
Martha Fritzie  
Sarah Paulus  
Theresa Cherniak  
Kelly Reid  
Fiona Lyon  
Aaron Golub  
Craig Sheahan  
Ryan Ames

## **Affiliate**

Multnomah County: Other Cities, City of Troutdale  
Washington County: Other Cities, City of Tualatin  
Clackamas County  
Multnomah County  
Washington County  
OR Dept. of Land Conservation & Development  
TriMet  
Portland State University  
David Evans & Associates, Inc.  
Public Health & Urban Forum, Washington Co.

## **Guests Attending**

Charles Safley  
Elin Michel-Midelfort  
Jacqui Treiger  
Jessica Pelz  
Marc Farrar

## **Affiliate**

CBRE  
Metropolitan Land Group  
Oregon Environmental Council  
Washington County  
Metropolitan Land Group

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### **Guests Attending**

Max Nonnamaker  
Schuyler Warren  
Stacie Sanders  
Two unidentified phone callers

### **Affiliate**

Multnomah County  
City of Tigard  
Housing Oregon

### **Metro Staff Attending**

Al Mowbray, Ally Holmqvist, Cindy Pederson, Clint Chiavarini, Daniel Audelo, David Tetrick, Eliot Rose, Glen Hamburg, Jihoon Son, John Mermin, Kim Ellis, Marie Miller, Matt Bihn, Serah Breakstone, Ted Reid, Thaya Patton, Tom Kloster

### **Call to Order, Quorum Declaration and Introductions**

Chair Eryn Kehe called the meeting to order at 9:00 a.m. TPAC Chair handed off the role of MTAC Chair to Kehe, who introduced herself with the role she filled at Metro. A quorum was declared. Introductions were made. Zoom logistics and meeting features were reviewed for online raised hands, renaming yourself, finding attendees and participants, and chat area for messaging and sharing links.

### **Comments from the Chair and Committee Members**

- **Updates from committee members around the Region** (all) none

### **Public Communications on Agenda Items** - none

### **Consideration of MTAC minutes November 16, 2022 meeting**

Approval of the November 16, 2022 MTAC meeting minutes was given by the committee by majority vote with no corrections.

### **High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers** (Ally Holmqvist, Metro)

The presentation described the work done to date with partners to revise the draft policy framework, re-envision the network, and identify corridor investment priorities – milestones for this key policy focus area for the 2023 Regional Transportation Plan (RTP) Update. Applying refined High Capacity Transit policy framework resulted in a refined network vision including new and stronger high quality transit connections along north-south and east-west corridors in Multnomah, Clackamas, Washington and Clark Counties.

The scale is consistent with the regional history of success with the Federal Transit Administration’s Capital Investment Grant Program and the scale of investment of prior plans and also considers network design and character. This stronger backbone would better support compact land development, create broader travel connections and mobility options, provide better alternatives to driving that encourage new ridership in support of our climate goals, and prioritize those who depend on transit or lack travel options, particularly communities of color and other historically marginalized communities.

Transit corridors were evaluated for near readiness prioritized to planned regional investment priorities. Measures used to evaluate readiness criteria was noted on Table 1, page 15 of the packet. Together, these measures indicated where there is the greatest need for and most potential benefits

in making high quality transit investments today versus where there are other opportunities to make these types of investments in the future. Based on the assessment results, the team grouped the corridors by readiness into tiers also indicating the location and a representative mode for modeling.

Focusing on Level 2 readiness, maps were shown corridor scores regarding land use supportiveness, current ridership, car to transit travel time ratio, equity benefit and key destinations, and physical conditions. Proposed levels 2-4 tiers were presented. Next steps on the project include engagement meetings and events with stakeholders and public, and draft report for the High Capacity Transit (HCT) Strategy update.

Comments from the committee:

- Carol Chesarek asked if consideration of the effects of proposed tolling were included in the travel pattern analysis. It was also asked that, with corridor analysis of Highway 26 to Evergreen and increasing congestion leading to travel diverging on rural roads, has this been captured in analysis with high capacity transit strategies. Ms. Holmqvist noted that regarding tolling staff is doing additional modeling for the RTP. Some of the work is just for the HCT strategy, with other work on tolling assumptions in partnership with ODOT with deeper studies included in the RTP. ODOT is now working on their public transportation strategy for tolling modeling, which can give Metro direction on planning investments for HCT strategies and routes. Future amendments to the RTP on this can be considered later.

Regarding Highway 26 to Evergreen, travel patterns showed these high demands on routes in the area. The Westside Multimodal Improvement Study was noted where more information and analysis was being done. The link to this was shared:

<https://www.oregon.gov/odot/umo/pages/wmis.aspx>

Two links were shared regarding the HCT Storymap shared in the presentation:

[www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

<https://storymaps.arcgis.com/stories/299c611ee8ae46c6ad7bae62535cca76>

- Nina Carlson noted a concern with the last 4 and potentially fifth corridors listed lower than 2 in the SW corner of the Metro region that may increase in the Urban Growth Boundary area. Currently not many transportation investments are there. Clarification was asked on the modeling used for UGB updates for this strategy. Ms. Holmqvist noted the 2018 RTP model was used, but the 2040 plan was looked at, and the 2023 RTP update will use the 2045 update.

Concern was noted that with the UGB increase without more transit planned this does not seem to be tracking on what is being seen on the construction side for planned growth, noting employment travel and other travel behaviors. It hasn't shown high on the tier levels with the evaluation criteria. Ms. Holmqvist agreed the growth on the westside is being seen, but in this project high capacity transit with higher ridership and meeting eligibility for federal investment criteria is the focus. Further corridor planning can incorporate transit planning that involve other types of transit and modes of travel.

- Jamie Stasny noted a lot of growth happening across Clackamas County with known gaps in transit service, and together with the tolling proposed on I-205 it was asked how all this ties in with the transit strategy. From documents and maps shown, there appears to be no near-term solutions that will help to plan for reliable transit alternatives. Currently we do not have a viable transit alternative for I-205 yet.

Ms. Holmqvist noted we have more work to do on tolling impacts and implementation planning. This is early work from ODOT yet. TriMet has planned corridors with Forward Together programs and other corridor planning. More work is being developed to make sure we are making high capacity a priority and benefit where needs are. We plan to find and fill transit service gaps with prioritized investments. There are challenges to Federal funding criteria eligibility with certain ridership thresholds required. It may be possible to build on success from near-term corridors tiers that can show why further investments are needed. It was added that staff is looking into developing regional centers to be a focus beyond known town center connections on corridors.

Ms. Stasny noted concern that we are working off dated transportation and land use plans when many changes and updates have been made since. It was asked when Federal regulations have changed and to what, as mentioned in the presentation. It is a challenge to know what current regulations and policies are, and what will apply and when for planning. It would be helpful to have residents move into areas where transportation choices are known and planned for with changes that incorporate Federal changes. It was noted we seem to be prioritizing high capacity transit routes, but there are basic transit service routes missing. It makes supporting and planning prioritized high capacity when basic service needs are not considered.

Ms. Holmqvist agreed that the 2040 growth concept needs updating. But many plans and data with current updates have been looked at when developing this strategy. It was noted that Federal changes were not so much regulations but grant requirements making it more competitive with the emphasis on current ridership.

- Chris Deffebach noted the gaps in transit service in the region comes on top of the TriMet Forward Together proposal plan which shows the significance of these investments in the region. It appears the list of projects for HC are not coming together to show the transit vision to grow ridership in the region. It was asked when in the process will these investments be modeled together, noting tolling has not been modeled yet. Ms. Holmqvist noted right now staff is doing a run of the network building the model for the 2023 RTP. This is preliminary, with the tolling assumptions in the broader modeling run that looks beyond HCT with a possible amendment to the RTP update in 2024. Clarification was noted on modeling now having only the projects listed in the financial constrained network, but the broad spectrum with modeling will be added later and shared with the workgroup.
- Fiona Lyon described the TriMet Forward Together program for those not familiar with this. With changes to ridership over the past few years, TriMet is proposing plans for more frequent service and changes to ridership. More was shared in chat: Forward Together Plan:

<https://trimet.org/forward/> Revisions were made in December and are open for comment right now. Board Approval is anticipated in March or April. Just a reminder that this is a revision to our system wide service enhancement plan. TriMet Tabling events for 2023 Annual Service Plan were also shared: <http://trimet.org/betterbus/servicechanges-fy24.htm>

- Carol Chesarek looked at the Multimodal Improvement Study webpage noted earlier in the meeting. The rural roads that drivers are using to escape Highway 26 are outside this study area and listed as not a problem. There is concern escaped traffic not being considered with this study will add to the burden of traffic on rural roads.

**Urban Growth Boundary (UGB) Decision; background and history** (Ted Reid, Metro) The presentation provided background and history of the Urban Growth Boundary decision, with work planned toward the next Urban Growth Management Decision by end of 2024. Before expanding the UGB, basic premises of growth management laws were applied to determine whether more land is needed because of household and employment growth.

The importance of land readiness was explained. UGB expansions only produce jobs or housing when governance, infrastructure and market are addressed. Past UGB decisions that did not emphasize readiness have been slow to produce housing. Metro has improved its growth management process to focus on readiness.

Elements in the Urban Growth Report include population and employment range forecast, peer review, buildable land inventory, analysis of employment trends, industrial land readiness, employment site characteristics, land demand estimates (aspirations and forecasts), and housing development trends, displacement trends, and housing needs analysis. The 2024 Urban growth management approach will:

- Focus on readiness of cities
- Urban growth report will not provide “the answer”; it will be a support tool.
- Differentiate between:
  - housing needs and land needs
  - employment forecasts and economic development aspirations

New in the 2024 Urban Growth Report are HB 2001 middle housing predictions, focus on housing needs by income group, existing and future housing needs, and consideration of economic aspirations and forecasts. The 2024 growth management decision work program review will be coming back to the committee for input at meetings this year.

Comments from the committee:

- Manuel Contreas asked for information regarding the Governor Executive Order on HB 2001. Mr. Reid noted a lot of our studies under HB 2001 are now called housing production strategies which will be used in planning. We are going to differentiate between housing needs and land needs. As all regions around the county there are housing needs. Metro has a shortage of land that is ready for housing.
- Fiona Lyon noted being at a loss to communicate the UGB on presentations without better graphics. It was suggested this be part of the update. Senate Bill 8 with conversion of commercial land to affordable housing is being looked at, with legislative talk about sending

this to a workforce housing in the future. It was asked if consideration of this be included in the UGB. It was noted that in terms of land already developed UGB potential for downtown centers with land sitting empty might have consideration for concept planning for cities in the UGB. Chair Kehe noted current Metro grant programs where concept planning is part of economic development to centers, corridors and employment areas. Mr. Reid added staff is looking at Senate Bill 8 now. It was thought decisions would be dependent on circumstances and design specific buildings. More will be discussed on this topic.

- Jamie Stasny appreciated the new approach to readiness. Several key issues have made growth planning challenging. The Clackamas County Board have discussed the UGB expansion exchange process and are opposed to this, not because they do not support affordable housing, but oppose the process Metro is using to bring the proposed land inside UGB. Having noted the UGB is a support tool is appreciated. If the 2040 plan is to give us direction on where we grow, this is not a UGB discussion by itself. When it's time to update the 2040 plan, what will this process look like and is there opportunity for visioning where changes can be made in terms of land available and readiness.

Mr. Reid noted that all these issues mentioned, and more are being discussed in the Urban Growth Management plan. We think of this decision to act as a clearing house, for a gathering of topics to see addressed. They will be part of the work program. Asked when the process is planned to start, Chair Kehe noted Metro Council has not given a specific date for the decision, but staff are eager to start on this work upon completion of the 2040 UGB growth report.

- Preston Korst, on behalf of the Home Builders Association was supportive of the UGB proposed exchange. It was noted that in this instance with the housing crisis the exchange was justified, but further considerations should be discussed moving forward. It was asked, with expected updates coming, what the take on state legislative measures and bills would impact Metro's plans. Mr. Reid agreed on this being a bit of a moving target at the moment. Metro recognized things may change with possible subsequent growth decisions. Asked if engagement sessions with the committee and public were planned on the legislative session discussions, it was noted Metro's Government Affairs team will be contacted and asked to present information for committee discussion.
- Anna Slatinsky noted in HB 289 provisions allowing for revisions to direction of cities holds significant impacts and should have further discussion. The basic requirements of planning currently are exhausting with funding and resources. Readiness to the UGB plan and expectations from the plan should be weighed against regional issues required. It was suggested Metro think about the relationship between producing housing and paying for infrastructure. The issue is not just about boundaries but what it takes to grow efficiently. Infrastructure pieces in planning have been underestimated, and there is a need to better understand what readiness means. As the UGB process moves forward it was suggested the Metro policy level be reviewed to not be in conflict with other goals and strategies being developed.
- Preston Korst noted that as a region we need to explore innovative and supplemental funding strategies for infrastructure installation. Without a clear funding path, it will be more and more difficult to manage growth.

- Bret Marchant noted that small cities in the UGB considering expansion may not have the resources and capacity for planning, and that's where we are seeing demand for industrial sites. It was asked what Metro planned with expansions to ensure timelines match city plans. Mr. Reid noted the expectations from cities for a concept plan are listed in the Urban Growth Management Functional Plan. The immediate timeline for concept plan proposals will be by spring of 2024. Mr. Marchant extended an invitation to attend and present to the Greater Portland Small City Consortium on this information.
- Chris Deffebach agreed on the challenge with financing infrastructure. It was noted that in Title 11 of the Urban Growth Management Functional Plan cities and counties need to work together on concept plan with service agreements, but the concept level details are not pinned down yet. More attention at the concept phase regarding infrastructure financing strategy is suggested. Transit service expectations is not always known or immediately planned. Asked if the Buildable Land Inventory update was planned, Mr. Reid concurred. It was suggested to know the conversion rate when commercial land was converted to residential when it wasn't zoned residential before.
- Nina Carlson asked what Metro's thoughts were on the state of rural reserved areas. It was noted that what was farmland is now agri-tourism. Questions are being raised on production per acre and what is really viable to consider with agricultural land, or find another designation for the land. Mr. Reid noted we don't have a legal right to change the rural reserved designations. These were set by counties a part of the rural reserved process, initially in 2010, with a 50-year time plan. Carol Chesarek added that when she asked the end date of the current rural reserve plan in 2022, this was given as 45 years from that year.

### **Adjournment**

There being no further business, meeting was adjourned by Chair Kehe at 11:04 a.m.

Respectfully submitted,



Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting January 18, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	1/18/2023	1/18/2023 MTAC Meeting Agenda	011823M-01
2	MTAC Work Program	1/10/2023	MTAC Work Program as of 1/10/2023	011823M-02
3	Minutes	11/16/2022	Draft minutes from November 16, 2022 MTAC meeting	011823M-03
4	Memo	1/18/2023	TO: MTAC and interested parties From: Ally Holmqvist, Senior Transportation Planner RE: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers	011823M-04
5	Fact sheet	N/A	High capacity transit vision & corridor investment priorities	011823M-05
6	Handout	December 2022	Key Meeting Dates and Engagement Activities for Project Milestones – High Capacity Transit Strategy	011823M-06
7	Memo	11/17/2022	TO: Ally Holmqvist, Metro From: Ryan Farncomb, Kirsten Pennington (KLP Consulting), Oren Eshel (Nelson\Nygaard) RE: Approach to assessing HCT corridor readiness, modes, and tiering	011823M-07
8	Report	December 2022	HCT Policy Framework – Regional Transit Network Policy Review	011823M-08
9	Memo	11/17/2022	TO: Ally Holmqvist, Metro From: Chad Tinsley, Parametrix Ryan Farncomb, Parametrix Kelly Betteridge, Parametrix Oren Eshel, Nelson/Nygaard Tomoko Delatorre, Nelson/Nygaard Paul Lutey, Nelson/Nygaard RE: HCT Corridor Analysis Approach to Identify “Big Moves”	011823M-09
10	Presentation	1/18/2023	HCT Strategy Update: Vision & Corridor Readiness Tiers	011823M-10
11	Presentation	1/18/2023	Context for the 2024 Urban Growth Management Decision	011823M-11