



Meeting minutes

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

Date/time: Wednesday March 15, 2023 | 9:00 a.m. to 12:00 p.m.

Place: Virtual video conference call meeting via Zoom

Members Attending

Eryn Kehe, Chair
Erik Olson
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
Bret Marchant
Nora Apter
Rachel Loftin
Erik Cole
Mike O'Brien
Andrea Hamberg

Affiliate

Metro
Largest City in Clackamas County: Lake Oswego
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
Greater Portland, Inc.
Oregon Environmental Council
Community Partners for Affordable Housing
Schnitzer Properties & Revitalize Portland Coalition
Mayer/Reed, Inc.
Multnomah County Public Health & Urban Forum

Alternate Members Attending

Mary Phillips
Dan Rutzick
David Berniker
Miranda Bateschell
Theresa Cherniak
Raihana Ansary
Fiona Lyon
Aaron Golub
Craig Sheahan
Brendon Haggerty
Ryan Ames

Affiliate

Largest City in Multnomah County: Gresham
Largest City in Washington County: Hillsboro
Multnomah County: Other Cities, City of Troutdale
Washington County: Other Cities, City of Wilsonville
Washington County
Portland General Electric
TriMet
Portland State University
David Evans & Associates, Inc.
Public Health & Urban Forum, Multnomah Co.
Public Health & Urban Forum, Washington Co.

Guests Attending

Becky Hewitt
Cassera Phipps
Chris Faulker
Jessica Pelz

Affiliate

ECONorthwest
Clean Water Services
Clean Water Services
Washington County

Guests Attending

Ken Rencher
Marc Farrar
Max Nonnamaker
Schuyler Warren

Affiliate

Washington County
Metropolitan Land Group
Multnomah County
City of Tigard

Metro Staff Attending

Ally Holmqvist, Andrea Pastor, Clint Chiavarini, Daniel Audelo, David Tetrick, Kadin Mangalik, Kim Ellis, Lake McTighe, Laura Combs, Liam Frost, Marie Miller, Matt Bihn, Matthew Hampton, 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. 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 Max Nonnamaker announced during public health week Multnomah County was holding a networking event on April 6 for professionals and students focused on health and the environment. His email was shared in chat for questions and interest.

Consideration of MTAC minutes January 18, 2023 meeting

Approval of the January 18, 2023 MTAC meeting minutes was given by the committee by majority vote with no corrections. One abstention: Mary Phillips.

2024 Urban Growth Management Decisions: development outcomes in urban centers and past Urban Growth Boundary (UGB) expansion areas (Ted Reid, Metro/ Becky Hewitt, ECONorthwest) Ted Reid provided background and overview of the presentation. As it prepares data focused on land readiness for building and jobs, the consultation team is looking at development outcomes in the urban growth boundary expansion areas and urban centers.

Becky Hewitt reviewed the factors with the Metro Residential Readiness Project that were researched and analyzed to guide Metro's 2024 Urban Growth Management Decision, and update development capacity and supply model. The goal is to illuminate the circumstances under which housing and employment land development has or hasn't happened in past UGB expansion areas and identify typical barriers to mixed-use development in urban locations inside the UGB Development Readiness Analysis.

Major urban expansions over past years were reviewed. The estimated housing units planned and completed lags substantially behind, noting tax lot data tend to lag construction completions. Key factors that influence development outcomes were described in detail per 'What's the issue' and 'What's working'. These factors included parcel size and developability, market alignment, infrastructure serviceability, costs, and funding plans, and governance and local leadership. Timing considerations with UGB expansion areas were reviewed.

Conclusions from this analysis included:

- Changes to rules and process are helping
- Developer interest and participation supports development readiness
- Pro-active City leadership can move development forward faster
- Metro can guide growth, but can't create a market where it doesn't exist or overcome topographic, ownership, or resource barriers to development

Development outcomes in 2040 centers looked at residential development trends in 2040 Centers and the common regulatory, procedural, and market barriers to residential development in 2040 centers. Common barriers observed with what has helped in overcoming these barriers were discussed.

Comments from the committee:

- Manny Contreras asked if anything can be changed in the model that would address areas of gaps to approve actual conclusions to have impacts and show improvements based on caveats mentioned. Will more information shift any of the conclusions? Mr. Reid noted the data was rearranged for better decision making around growth management for reasons based in the presentation. There was a need to change the order of things with cities presenting their planning upfront, which Metro believes will have different outcomes and provide a clear sense of what's required to take the land to turn into housing and jobs. The focus in the 2018 UGM Decision and driven by city proposals are the methods we are now following as the approach for the 2024 Decision as well.
- Michael O'Brien noted it seems Metro is trending the right direction in how we bring areas in to the UGB. Experience with the former City of Damascus was noted with a massive swap of land but virtually no development there. It was asked why this is still part of the UGB and could we not swap that for more land this more development ready. Mr. Reid agreed on the land added in the UGB in 2002. Metro Council recently exchanged some of the former Damascus area (500 acres of it) to enable bringing in other areas to reflect the focus on readiness. Jamie Stasny added that in reference to Damascus there are political challenges when moving lands in the UGB. It was appreciated this technical analysis covered great detail on the data and information presented.
- Dan Rutzick noted the City of Hillsboro was in the process of residential buildable land and other updates. Was it possible to get this data to help inform the work we're doing. Ms. Hewitt noted most of the data regarding the expansion areas came from Metro but anticipates no issues with sharing summaries. Mr. Reid concurred and will follow up.

One differential that would be helpful to get clarity on is when you looked at the analysis there are areas that have been in the UGB a while, and some don't have infrastructure yet and will take a long time to build out. Most UGB areas are large in size, so you could have half of it coming online with housing. But the other half is part of the sequence of bringing a larger area forward to urbanization. How did you distinguish between the areas that haven't started yet and will take time to be underway and those already built. Ms. Hewitt noted this was looked at broadly with existing land use patterns in the mix for expansion areas. There is a lag in the data. Knowledge from regional planners help to inform where development is underway. Segments of the data show trends and current status.

Regarding the no build parking requirement, it was asked how this was factored in looking at opportunities in town centers. Ms. Hewitt noted our pipeline of information is based on what the centers have submitted or applied for. It's not our own assessment of what is possible in these areas. Work from jurisdictions contributed to the data to help understand the challenges and barriers with parking. Depending on where the parking requirements are at a given time, development plans may change.

- Chris Deffebach noted past study done on current development in corridors in areas of Washington County. This was offered to Metro and consultant team for additional information. The reference in the presentation with city and county responsibilities was noted. It was suggested to see the role of Counties responsible for more of the planning in partnership with cities, particularly in issues with infrastructure. There is a need to have a network to connect the infrastructure. City partnerships are valuable to connect the entire region and share costs where possible. It was suggested to have the data presented by counties with development planned. The size of the former Damascus may be skewing the UGB area when it's an outlier of the data.
- Nora Apter noted the funding streams coming from the Federal infrastructure bill. The Climate Pollution Reduction Grant was noted and link shared in chat: <https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants> It was asked if this was under consideration with the upcoming deadline and potential use of these funds. Ms. Hewitt noted it was not considered with initial sources of funds as part of this work. Kim Ellis added the grant program has Multnomah County and Metro involved. It requires developing near-term action plans by next March with participants that help develop that action plan eligible with the \$4.6 billion for the implementation grants, focused for greenhouse gas reduction in our region.

2023 Regional Transportation Plan (RTP) Preview of Draft Chapter 3 (policy) (Kim Ellis, Metro) The presentation began with an overview of the Regional Transportation Plan (RTP), timeline for the 2023 RTP update, sections of the document, and how outcomes-based framework, and coordinated planning and decision-making create vision and goals for the 2023 RTP.

Draft Chapter 3 Policies (detailed in the meeting packet and presentation) included:

- New policies related to pricing, mobility and transit
- Updates to climate and motor vehicle policies related to new policies and state Transportation Planning Rules
- Minor updates/reformatting to transportation equity, freight, design, transportation system management and operations (TSMO) and transportation demand management (TDM) policies
- No changes to safety, bike, pedestrian and emerging technology policies

Comments recently heard at the Transportation Policy Alternatives Committee (TPAC) were shared: Support for changes to transportation equity policies. No comments on safety, design, bike, pedestrian, freight, TDM, TSMO and emerging technology policies. More discussion needed on specific climate, pricing, motor vehicle, transit policies. Recognition of remaining work on mobility policy measures post-RTP system analysis. More discussion needed on prioritization of investments in policies and which policies support thriving economy goal.

Other Chapter 3 policies highlighted were reviewed. These included:

Climate Policy 3 and 9 and Resilience

Pricing Policy 4

Terms and definitions – Diversion

Motor Vehicle Policies 6 and 9

Terms and definitions – Capacity

Comparison of draft 2023 RTP and draft 2023 Oregon Transportation Plan (OTP) Policies

Transit Policy 5

Prioritization alignment with CFEC prioritization framework and JPACT/Council priorities

Comments on the policies and draft Chapter 3 were requested by March 24. On April 19 MTAC and TPAC will hold a workshop discussion of revised draft policies.

Comments from the committee:

- Neelam Dorman noted some concerns that ODOT had regarding strikeouts in the motor vehicle policy 9. There were questions on what the deficiencies mean and how the region defines “complete” freeway and arterial network. Another concern was the knockout of “beyond the planned system”, with impacts to projects that have been approved possibly being reconsidered and changes with UGB expansions. Ms. Ellis noted these strikeouts in the draft regarded prior to adding new capacity in the system that requires evaluation requirements.
- Andrea Hamberg asked if specific targets have been specified for bike, pedestrian and transit targets. Ms. Ellis noted they were listed in several of the policies and will be reviewed again involving targets regarding safety, climate and mode-share policies. Ms. Hamberg asked if more information was known following discussions on air quality targets modeling. From a public health standpoint reducing all transportation related emissions is important. The more information on reducing these emissions will result in easier tracking progress.
- Jamie Stasny supported comments noted by Ms. Dorman. These could create limitations to additional analysis on projects. It was noted a great concern was with the pricing policies with a lot of unknowns now and trying to draft policies with work under development challenging.
- Chris Deffebach noted there is a lot to think about on how we can efficiently go through these steps and approaches. It was noted the definition of diversion may not be related only to tolling or pricing.

Adjournment

There being no further business, meeting was adjourned by Chair Kehe at 10:57 a.m.

Respectfully submitted,



Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting March 15, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	3/15/2023	3/15/2023 MTAC Meeting Agenda	031523M-01
2	MTAC Work Program	3/8/2023	MTAC Work Program as of 3/8/2023	031523M-02
3	Minutes	1/18/2023	Draft minutes from January 18, 2023 MTAC meeting	031523M-03
4	Handout	N/A	Construction Career Pathways Framework A CASE STUDY IN JOB CREATION FOR A JUST SOCIETY	031523M-04
5	Handout	N/A	Construction Career Pathways Project (C2P2) Regional Framework	031523M-05
6	Fact Sheet	December 2022	2023 Regional Transportation Plan	031523M-06
7	Handout	3/8/2023	2023 REGIONAL TRANSPORTATION PLAN UPDATE Project Timeline and Schedule of Planned Engagement and Metro Council and Regional Advisory Committees' Discussions and Actions for 2023	031523M-07
8	Memo	3/1/2023	TO: MTAC and interested parties From: Kim Ellis, AICP, RTP Project Manager RE: 2023 Regional Transportation Plan – Draft Chapter 3 (System Policies) for TPAC and MTAC Review	031523M-08
9	Draft Chapter	3/1/2023	Chapter 3 System Policies to Achieve Our Vision 2023 Regional Transportation Plan	031523M-09
10	Presentation	3/15/2023	Metro Development Readiness Assessment	031523M-10
11	Presentation	3/15/2023	2023 Regional Transportation Plan Draft Chapter 3 – System Policies	031523M-11