



Meeting minutes

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

Date/time: Wednesday, March 19, 2025 | 9:00 a.m. to 11:45 a.m.

Place: Virtual meeting via Zoom

Members Attending

Anna Slatinsky
Aquilla Hurd-Ravich
Brendon Haggerty
Bret Marchant
Carol Chesarek
Erik Olson
Eryn Kehe, Chair
Fiona Lyon
Glen Bolen
Jamie Stasny
Jessica Pelz
Joseph Edge
Katherine Kelly
Kevin Cook
Laura Terway
Laura Kelly
Manuel Contreras, Jr.
Mike O'Brien
Natasha Garcia
Rachel Loftin
Tom Armstrong
Victor Saldanha

Affiliate

Second Largest City in Washington County: Beaverton
Second Largest City in Clackamas County: Oregon City
Public Health & Urban Form: Multnomah County
Public Economic Development Organizations
Multnomah County Community Representative
Largest City in Clackamas County: Lake Oswego
Metro
Service Providers: TriMet
Oregon Department of Transportation
Clackamas County
Washington County
Clackamas County Community Representative
City of Vancouver
Multnomah County
Clackamas County: Other Cities
Department of Land Conservation and Development (DLCD)
Service Providers: Water & Sewer
Green Infrastructure, Design & Sustainability
Service Providers: School Districts, Portland Public Schools
Housing Affordability Organization
Largest City in the Region: Portland
Washington County Community Representative

Alternate Members Attending

Craig Sheahan
Dakota Meyer
Dan Rutzick
Erin Reome
Faun Hosey
Jerry Johnson
Kamran Mesbah
Martha Fritzie
Mary Phillips
Max Nonnamaker
Miranda Bateschell
Neelam Dorman
Ryan Ames
Theresa Cherniak

Affiliate

Green Infrastructure, Design & Sustainability
Multnomah County: Other Cities
Largest City in Washington County: Hillsboro
Service Providers: Parks
Washington County Community Representative
Private Economic Development Organizations
Clackamas County Citizen Alternate Member
Clackamas County
Largest City in Multnomah County: Gresham
Public Health & Urban Forum, Multnomah County
Washington County: Other Cities
Oregon Department of Transportation (ODOT)
Public Health & Urban Forum, Washington County
Washington County Alternate Member

Call to Order, Quorum Declaration and Introductions

Chair Eryn Kehe called the meeting to order at 9:01 a.m. A quorum was declared. Introductions were made.

Comments from the Chair and Committee Members

- Chair Kehe announced that the Metro [Regional Barometer](#), an online tool, will be discontinued April 30, 2025. The data will be preserved for a limited time and will be available upon request. The team shared a [survey](#) for users and the feedback will be used to update new tools. In response to a question of why it was being retired, program staff referred the committee to a memo in the meeting packet that goes in more detail, and said priorities have shifted, it hasn't been updated since 2020 and is no longer high-quality, current data.
- Neelam Dorman announced that the Transportation Growth Management Program is accepting pre-applications for their 2025 cycle through March 31, 2025 and posted a [link](#) in the chat.
- Natasha Garcia with Portland Public Schools announced that a bond measure for modernization projects and general construction will be on Portland ballots.

Public Communications on Agenda Items

None given.

Consideration of MTAC minutes February 19, 2025 meeting

Chair Kehe moved to accept as written minutes from MTAC February 19, 2024, meeting. There were two corrections:

- page 1, Miriam Hanes requested that Faun Hosey, Washington County Citizen Alternate, be added to the attendance list.
- page 1, Carol Chesarek requested that the official names for the community positions be updated from "Citizen" to "Community Representative." Chair Kehe noted that the bylaws said "Citizen" but "Community Representative" could be used in the meeting minutes going forward.

ACTION: Motion with corrections passed with no objections, one abstention.

TV Highway Transit Project update

TV Highway and Regional Housing Coordination Strategy switched spots on the agenda and Chair Kehe introduced Kate Hawkins, Senior Transportation Planner at Metro to present the TV Highway Transit Project which aims to enhance transit service along Tualatin Valley Highway (TV Highway) between Beaverton and Forest Grove. The project seeks to replace the existing TriMet Line 57 with a high-capacity Frequent Express (FX) bus service. This project addresses safety concerns in the corridor, where fatal crashes and pedestrian accidents are a significant issue. The project will improve safety, reliability, and rider experience by installing better infrastructure, including bus shelters, lighting, seating, and real-time arrival information.

The Locally Preferred Alternative (LPA) was approved by the project steering committee in February and outlines the mode of service, station locations, and the overall route alignment. The estimated cost is \$300 million, with funding from federal, local, and state sources. The project will now proceed

through approval processes with local councils, boards, and regional transportation agencies like TriMet, Metro, MPAC, JPACT, and the Metro Council. Final design work is expected to start in summer 2025, with construction to begin in 2027 and service anticipated to open in 2030.

Michael O'Brien inquired when the RFP will be released, and whether will TriMet be the lead agency in charge of design. Kate Hawkins and Dave Aulwes responded that the RFP is expected to be released in mid-April and TriMet will be the lead agency responsible for the design contract.

Joseph Edge inquired whether any alternative terminus points or deviations from the route were considered, such as Washington Square instead of Beaverton Transit Center. Dave Aulwes responded that there was no specific consideration for Washington Square as a terminus, but there was some exploration of modifications at Hillsboro Transit Center. Cost was a consideration. A two-way transit center in Hillsboro could reduce out-of-direction travel by about six blocks. The steering committee ultimately went with the current alignment based on strong ridership across the route, and it was determined that splitting the line or adding alternative terminus points would not be feasible.

Dan Rutzick inquired whether there were any controversies regarding stop locations in the urban unincorporated area between Beaverton and Hillsboro. Dave Aulwes from TriMet responded that there hasn't been much controversy over the stop locations in unincorporated areas. The planning mainly focused on stops in areas with higher ridership or potential for future growth. The locations are informed by the existing urban grid, with a focus on connecting to key cross streets and destinations. For example, in areas with low ridership but potential for future development, efforts are being made to improve pedestrian infrastructure like sidewalks.

Dan Rutzick inquired whether there were challenges with stop locations in the urban unincorporated areas between Beaverton and Hillsboro. Dave Aulwes responded that the primary concern in the urban unincorporated areas was low ridership and the need for pedestrian infrastructure like sidewalks to make stops accessible. There has been input from small business owners and residents, but the focus has been on areas where the grid allows for easier access and future growth, with minimal controversy over specific stops.

Michael O'Brien inquired how the current political climate could affect federal funding and the timeline of the project. Kate Hawkins responded that while the project is reliant on federal funding, about 50% of the budget, the design work will proceed regardless of potential political changes. The project is planning on local partners to come together to fund the remaining portion and the design phase should be completed after midterms by which time the federal funding landscape may have changed. The project team is preparing backup plans to move the project forward even with possible changes, because it's a huge priority for the region.

The team will be back at MTAC in a few months.

Regional Housing Coordination Strategy: Scope of work and engagement plan

The Regional Housing Coordination team was introduced to present the Regional Housing Coordination Strategy: Summary of Work and Engagement Plan. Presenters included Laura Combs, associate regional planner at Metro, focusing on engagement work and Emily Lieb, Policy Director at Metro, leading the coordination strategy. The Regional Housing Coordination Strategy (RHCS) aims to support local housing production strategies in the Metro region by creating a six-year action plan. The strategy will focus on supporting diverse, high-quality, physically accessible, and affordable housing. Metro's role is to coordinate and align local efforts, support jurisdictions, and provide resources like funding, technical support, and data. The first RHCS is due by December this year.

The roles are broken out that the State is responsible for rulemaking, methodology, and allocating targets to cities and counties, as well as overseeing approval of local housing production strategies. Metro acts as a regional coordinator, supporting local efforts, fostering collaboration among jurisdictions, and filling gaps not addressed by local or state levels. Key objectives of the strategy are to create a coordination framework to enhance local housing production and access, foster collaboration between jurisdictions and stakeholders, and ensure that future housing production strategies are aligned with state requirements, including equitable distribution and affordability. Engagement and analysis will include collecting input through a variety of channels, including engagement with local jurisdictions, developers, and service providers. The evaluation framework strategies will be evaluated based on factors like cost, impact on fair housing, and timeline. Metro will help local jurisdictions with technical support, data, and funding to accelerate housing production.

The engagement plan includes the Implementers Work Group, a key group of planners and housing staff from local cities, counties, and fair housing leaders who will meet four times to provide input on strategies and evaluation; specific focus groups for different housing professionals, including home builders, affordable housing developers, and service providers; and additional interviews with groups like tribal governments to ensure comprehensive outreach. There will be regular internal meetings with Metro staff to ensure alignment with organizational equity goals and housing work as well as continued engagement with Metro's committees, such as the Committee on Racial Equity, to ensure that equity is embedded throughout the project. Metro is embedding equity through the project, with four equity check-ins planned to ensure the project aligns with organizational and fair housing goals, continuously refining and adjusting to meet equity objectives.

The team plans to kick off engagement activities in April and May with ongoing updates and discussions with MTAC and other stakeholders around analysis, engagement feedback, and evaluation criteria. The final strategy will be presented to the Metro Council for adoption by year-end. The team invited feedback on potential strategies and actions that Metro could include.

Michael O'Brien inquired whether Metro's strategy includes engagement outside of the Portland metro area, particularly looking at models from other regions or countries, particularly Europe and Asia, that could offer new strategies for housing development. Emily Lieb responded that Metro has done some scanning of West Coast models, but hasn't expanded much beyond that. Chair Kehe pointed out that Metro's position is unique in the world, and agreed it's a good strategy to explore examples from other places and find the most applicable strategies for our region. Metro is focused on local strategies, but the team welcomes recommendations of models from other regions or countries that could be useful examples.

Manuel Contreras advocated for early engagement of groups providing ongoing services like sanitation, stormwater, and drinking water.

Anna Slatinsky brought up the importance of having a toolkit of best practices and ideas to help local jurisdictions meet housing needs, given the complexities of state-level regulations and suggested that Metro could play a role in advocating for tools that local jurisdictions could use. Not just focusing on removing barriers to housing production, but creating the kinds of communities that will be healthy, complete, equitable communities into the future. Chair Kehe responded that Metro acknowledged the importance of a toolkit and suggested this could be part of the coordination strategy. Metro would look at best practices from beyond Oregon to help local jurisdictions navigate regulatory challenges.

Aquila Hurd-Ravich inquired about Metro's role in the housing production strategy compared to cities. Specifically, whether Metro will adopt codes that cities must follow. Emily Lieb responded that Metro is

not creating new requirements for cities. Metro's role is to support cities through coordination, providing resources like a housing bond or tools for planning, not imposing new regulations.

Laura Terway agreed with including service providers and suggested including lenders and a matrix of shared strategies for coordination among cities and agencies. Chair Kehe appreciated the practical ideas and acknowledged that a regional approach to shared resources would be very helpful.

Rachel Loftin was concerned about lack of communication and inconsistencies in how different jurisdictions interpret building codes, which causes delays and risks to projects. Chair Kehe thanked Rachel for highlighting the importance of coordination, particularly in improving communication between jurisdictions to streamline housing development.

Joseph Edge inquired how the counties can better plan for housing in climate-friendly areas, particularly where infrastructure is already in place but not well-managed, especially in unincorporated areas of Clackamas County. Jamie Stasny noted that Clackamas County is ready to collaborate and engage in discussions to improve housing outcomes in the region.

Fiona Lyon inquired about the potential for using tools like Senate Bill 8 (SB8), which allows conversion of industrial or commercial land to housing, and whether a map could identify areas eligible for such conversion. Chair Kehe responded that Metro acknowledged the practicality of using SB8 and suggested this could be a useful tool to help identify areas for housing development inside the urban growth boundary.

Dan Rutzick suggested focusing on middle-income housing (60-120% AMI) as part of the regional housing strategy, emphasizing its complexity and importance. The presenters agreed and suggested that a subgroup could focus on cities that have already completed their Housing Production Strategies (HPS) to dive deeper into this issue.

Chair Kehe noted that she was responding to questions in her capacity as the Land Use lead on the Regional Housing Coordination Strategy team.

Draft Comprehensive Climate Action Plan Inventory, Projections and Target Discussion

Elliot Rose, senior transportation planner at Metro, was introduced to present an update on Metro's Comprehensive Climate Action Plan (CCAP) project, funded by the Climate Pollution Reduction Grant from the U.S. Environmental Protection Agency (EPA). The grant aims to produce three deliverables: a priority climate action plan (completed in March 2024), a comprehensive climate action plan (currently in progress), and a third deliverable. The comprehensive plan focuses on reducing emissions from all sources across all communities in the region, with a long-term view spanning the next 20 years. The CCAP aims to reduce carbon emissions and improve coordination across various sectors (buildings, transportation, waste, etc.) through actions that may require minimal cost or policy changes. Unlike adaptation-focused plans, this is centered on reducing emissions and meeting ambitious climate goals.

The updated emissions inventory revealed that emissions primarily come from buildings (homes, businesses, industrial properties) and transportation, with waste also contributing. However, emissions from upstream production processes, particularly in food and goods, are not fully captured in this inventory, but Metro is working to include these in the plan. Oregon and Washington have set state-level emissions reduction goals, but the targets differ slightly. The plan proposes using Washington's more ambitious goals as a basis for the CCAP to align with updated climate science and future legislative trends in Oregon.

Feedback from the public and regional partners is critical in shaping the plan. Two open houses have been held to gather public input, and the most popular actions identified include improving public transit, retrofitting homes for energy efficiency, reducing food waste, and increasing energy efficiency in buildings. There is also a focus on engaging community members and partners through various channels, including online open houses and the Climate Partners Forum. For next steps, in May and June 2025, a draft list of emission reduction measures will be shared with both the public and technical committees for further feedback, followed by a final draft in July 2025.

The next phase involves refining the list of reduction measures based on public and expert feedback, emissions analysis, and feasibility assessments. The final plan will integrate these inputs and outline a comprehensive strategy for achieving the region's climate goals.

Jamie Stasny asked about the participants in the technical workgroup and how the work will align with the upcoming update of the Regional Transportation Plan (RTP) and FutureVision. Elliot Rose responded that there are various agencies involved, and organizations can send multiple representatives to the forum if you're an eligible member. Kim Ellis responded that the work will inform both the RTP and the Climate Smart strategy, with future updates tied to climate goals and transportation planning.

Michael O'Brien was concerned about making policy decisions based on input from non-experts, preferring decisions driven by science and expert analysis. Elliot Rose responded that expert input is central to the project, with quantitative analysis and guidance from experienced professionals involved. Michael also commented that there is more cost savings in replacing windows and doors versus replacing heating systems and hot water heaters. Elliot noted that it is a good point and they'd heard similar comments from other parties.

Fiona Lyon brought up AI and its potential impact on emissions, suggesting that the carbon footprint of AI infrastructure should be considered in the climate planning process. Elliot Rose acknowledged the challenge of accounting for such factors, highlighting the importance of considering external factors like AI and forest management, which are beyond regional control but can significantly impact the effectiveness of local climate goals.

Elliot Rose will return to MTAC in May.

Draft Comprehensive Climate Action Plan Inventory, Projections and Target Discussion

Kim Ellis, Climate Program Manager at Metro, was introduced to present the 2023 Regional Transportation Plan (RTP) Implementation and Local TSP Support Update. She provided an overview of key activities following the RTP adoption in November 2023, including work on transit projects and policies that align with the RTP's goals.

Transit projects include ongoing work on the Tualatin Valley Highway Transit Project, 82nd Avenue LPA, Montgomery Park, and visioning for the Sunrise Corridor in Clackamas County. These projects are part of the RTP and will be reflected in future updates. Supporting programs include the Community Connector Transit Study led by Ally Holmqvist focusing on improving transit in areas underserved by fixed-route transit; the Regional Transportation Demand Management Strategy that expands beyond the existing Regional Travel Options program, focusing on demand management across the region; the Regional Emergency Transportation Routes Project managed by John Merman, in partnership with the Regional Disaster Preparedness Organization, will improve transportation routes for emergencies; and the Cooling Corridor Study explores strategies to help the region adapt to climate change.

Metro is supporting local governments with resources for updating Transportation System Plans (TSPs) that include safety data, guidance on transportation system management, and a toolbox to prepare for high-capacity transit projects. Metro is also developing a methodology for calculating vehicle miles traveled (VMT) per capita, a requirement under new state rules.

Upcoming work includes the Climate Friendly Equitable Communities Rules Report in which Metro will report annually to the Oregon Department of Land Conservation and Development (DLCD) on regional progress and includes major amendments and updates to local system plans and codes. The Climate Smart Strategy Update will be based on the Comprehensive Climate Action Plan and will align with state-level conversations about transportation pricing policies. Metro is working on updating the Regional Transportation Functional Plan Update, which has not been revised since 2012. It will incorporate new policies from the RTP. Metro has been gathering input from local governments through a survey and will convene a regional TSP coordination group to provide resources and support for those updating their plans.

Jessica Pelz inquired about the delay in the Regional Mobility Policy work, particularly related to vehicle miles traveled (VMT) per capita methodology. Kim Ellis noted that Metro is working closely with ODOT to refine the methodology and expects to have it ready soon.

Faun Hosey voiced concern about the environmental impacts of plastic packaging and data centers. Elliot Rose appreciated the concern, acknowledging that they may have more impacts than originally thought, and confirmed that packaging and the environmental impact of data centers were being addressed through foods, goods and services in the Comprehensive Climate Action Plan.

Kim Ellis encouraged attendees involved in updating their local government TSP to fill out the survey sent by André Lightsey-Walker at the end of February. Metro will be convening a regional TSP coordination group to support the updating or scoping of their transportation system plans and help work through some of the bigger questions being raised.

Adjournment

There being no further business, Chair Kehe thanked the presenters and committee and adjourned the meeting at 11:45 a.m.

Respectfully submitted,
Miriam Hanes, MTAC Recorder

Attachments to the Public Record, MTAC meeting March 19, 2025

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
* 1	Agenda	3/19/2025	3/19/2025 MTAC Meeting Agenda	031925M-01
* 2	2025 MTAC Work Program	3/7/2025	2025 MTAC Work Program as of 2/12/2025	031925M-02
* 3	Draft Minutes	2/19/2025	Draft minutes from 2/19/2025 MTAC meeting	031925M-03
* 4	Memo	3/19/2025	Regional Barometer Retirement	031925M-04
* 5	Document	3/19/2025	Regional Housing Coordination Strategy – Scope of work and timeline	031925M-05
* 6	Document	3/19/2025	TV Highway Steering Committee Recommendation Elements	031925M-06
* 7	Memo	2/11/2025	Comprehensive Climate Action Plan update	031925M-07
* 8	Memo	3/11/2025	2023 Regional Transportation Plan Implementations Activities	031925M-08
** 9	Presentation	3/19/2025	Introducing Metro’s state-mandated Regional Housing Coordination Strategy	031925M-09
** 11	Presentation	3/19/2025	TV Highway Transit and Safety Project	031925M-10
** 12	Presentation	3/19/2025	Comprehensive Climate Action Plan	031925M-11
** 10	Presentation	3/19/2025	Update on 2023 Regional Transportation Plan Implementation	031925M-12

**materials included in meeting packet*

***materials distributed at or after meeting*