



Meeting minutes

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

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

Place: Virtual video conference call meeting via Zoom

Members Attending

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

Affiliate

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

Alternate Members Attending

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

Affiliate

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

Guests Attending

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

Affiliate

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

Metro Staff Attending

Lake McTighe, Transportation Planner
Jeff Raker, Investment Planner

Chris Johnson, Research Manager
Tim Collins, Transportation Planner

1. Call to Order, Quorum Declaration and Introductions

Chairman Tom Kloster called the meeting to order at 10 a.m. Introductions were made. Zoom logistics and meeting features were reviewed for online raised hands, finding attendees and participants, and chat area for messaging and sharing links.

2. Comments from the Chair

- **COVID-19, racial equity and committee updates from Metro and Region** (all) Chairman Kloster noted that Metro staff have been offered additional furlough schedules for work hours the next several months, to help balance family commitments. Regular work schedules on projects are expected.
- **Fatal crashes update** (Lake McTighe) Ms. McTighe noted her memo in the meeting packet addressing the monthly fatal crash update, which covered all of 2020. There were 132 fatal traffic deaths in Clackamas, Multnomah and Washington Counties, and 480 in Oregon. The trend in fatal crashes is rising. Planned reports on safety are performance measures, and a progress report on safety strategies that will provide more quantitative data on what systems in safety are working or not working. In addition, there will be Safety Forum planned this spring to discuss safety issues and coordination of strategies in the region.

3. Committee and Public Communications on Agenda Items - none

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

5. Development of site readiness toolkit presentation (Alex Joyce, Cascadia Partners/ Jeffrey Raker, Metro) Mr. Raker began the presentation by describing the project. The Employment Land Site Readiness Toolkit project was designed to help find tools to move challenged industrial and commercial employment sites within the Metro urban growth boundary to development-readiness to accommodate projected population growth. The project is a follow-up from the Regional Industrial Site Readiness Lands inventories completed in 2011, 2014 and 2017 that tiered industrial sites based on time to market and highlighted seven key site readiness challenges limiting market development of these sites.

Mr. Joyce noted the toolkit contained four separate task reports that provide new ideas and important refinements to existing tools that, if implemented and funded, can give local leaders greater ability to ready employment lands for the development and job growth needed to support the economy of the Portland region. This set of reports also provides some preliminary considerations for how to incorporate issues of equity into both the approach and tools deployed to address employment land readiness. Equity has not traditionally been considered within the context of employment land policy and this report is intended to serve as an initial guide for how to meaningfully consider equity in such projects.

The Task 1 Report identifies national best practices and innovative tools for addressing key employment land readiness challenges and equitable development. The Task 2 Report details two new real estate and finance tools that could make a significant impact on site readiness. The Task 3 Report summarizes recommended modifications to existing economic development tools in Oregon. The Task 4 Report outlines site readiness roadmaps for three sites in the region and tests several of these tools to help demonstrate the impact of individual tools and the layering of tools needed to achieve financial feasibility for each of these sites.

The conclusion from the reports led to strategies for championing state action through advocacy. Many of the most effective strategies for unlocking employment lands require changes to existing tools or legislation to create new tools and funding sources. Making headway requires local and state level champions to identify legislative priorities for the short term and long term and sustain advocacy on an ongoing basis. Coalition building with stakeholders statewide will be critical to turning these ideas into reality.

A second conclusion is taking local action on employment lands. Moving the region's employment lands to development-ready status requires the focus of local and regional interests. Many of these sites face significant site readiness challenges and will require creative approaches to bring them to market. Integrating equitable development outcomes in employment land planning and development is vital.

Recommendations for Local and State Action

1. Secure greater flexibility and funding for existing tools
2. Secure administrative and legislative support for a prioritized set of new tools
3. Develop a plan of action and next steps for 3 city roadmap sites
4. Explore ways to secure equitable development outcomes in employment land policies, programs and projects.

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

Comments from the committee:

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

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

Staff from the City of Portland Bureau of Transportation and Bureau of Planning and Sustainability presented the Naito Main Street and South Portland Area Planning project. The bureaus are working with community members to develop transportation and land use plans in South Portland. South Portland is roughly the area just south of downtown, surrounding the Ross Island Bridgehead and including the Lair Hill neighborhood.

Reconfiguring the Ross Island Bridgehead is a once-in-a-lifetime opportunity to reconnect a divided neighborhood with improvements to SW Naito Parkway, land uses that contribute to a healthy connected community, and preservation of Portland’s first historic district. Historic photos were shown where proposed changes will be made.

Background of the area was described. Auto-oriented infrastructure projects, land use regulations, urban renewal and real estate practices shaped the growth in – and harmed – South Portland for generations. Investments in projects like OR 99-W, Harbor Drive widening, I-5, and the Ross Island Bridge highway access ramps split the Lair Hill neighborhood once home to many Southern European immigrant and Jewish households, depressing home values and exposing residents to pollution.

In addition, the City's urban renewal program demolished more than 400 homes in the 1950s and 60s. As well, redlining of the neighborhood and racially restrictive covenants in surrounding neighborhoods contributed to fewer lower income households and people of color living in Southwest. Those who did move in were concentrated along the more dense and unhealthy corridors.

The City is obligated to ensure new transportation infrastructure, land use plans and housing investments redress these past harms to low-income people and communities of color. PBOT’s transportation improvements will stitch together the neighborhood and better connect residents and workers to downtown Portland and the region. Other plans will support more affordable housing, commercial services and jobs that meet the needs of low-income residents and communities of color. Community engagement will be designed to improve the capacity of the community to advocate for their goals.

Moving Forward: Issues to Address

Transportation

- SWC FEIS coordination, then SWC pause
- Regional project funding discussions
 - Federal funding opportunity could take years
 - SWC and RIB may/may not be highest priority
- When funding secured, restart ODOT discussions about Naito Parkway jurisdictional transfer, traffic modelling

Land Use

- Racial equity analysis informs opportunity site development concepts
- Zoning changes & public benefits
- Street classifications

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

7. Adjourn

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

Respectfully submitted,

A handwritten signature in cursive script that reads "Marie Miller".

Marie Miller, MTAC Recorder

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

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