



Meeting minutes

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

Date/time: Wednesday November 17, 2021 | 9:30 a.m. to 12:00 p.m.

Place: Virtual video conference call meeting via Zoom

Members Attending

Tom Kloster, Chair
Carol Chesarek
Raymond Eck
Tom Armstrong
David Berniker
Colin Cooper
Anna Slatinsky
Laura Weigel
Katherine Kelly
Adam Barber
Chris Deffebach
Glen Bolen
Shelly Parini
Cindy Detchon
Nina Carlson
Tom Bouillion
Brett Morgan
Ramsay Weit
Ryan Makinster
Dr. Gerald Mildner
Mike O'Brien
Andrea Hamberg

Affiliate

Metro
Multnomah County Citizen Representative
Washington County Citizen Representative
Largest City in Region: Portland
Largest City in Multnomah County: Gresham
Largest City in Washington County: Hillsboro
Second Largest City in WA County: Beaverton
Clackamas County Other Cities: Milwaukie
City of Vancouver
Multnomah County
Washington County
Oregon Department of Transportation
Clackamas County Water Environmental Services
North Clackamas School District
Service Providers: Private Utilities, NW Natural
Service Providers: Port of Portland
Land Use Advocacy Organization: 1000 Friends of OR
Housing Affordability Organization
Home Builders Association of Metropolitan Portland
Commercial/Industrial: Portland State University
Green Infrastructure, Design/Sustainability: ESC
Public Health & Urban Forum: Multnomah County

Alternate Members Attending

Dan Rutzick
Chris Damgen
Martha Fritzie
Kevin Cook
Theresa Cherniak
Anne Debbaut
Brendon Haggerty

Affiliate

Largest City in WA County: Hillsboro
Multnomah County: Other Cities, Troutdale
Clackamas County
Multnomah County
Washington County
Department of Land Conservation and Development
Public Health & Urban Forum: Multnomah County

Guests Attending

Barbara Fryer
Will Farley
Schuyler Warren
Tom Markgraf
Mike Weston
Austin Barnes

Affiliate

City of Cornelius
City of Lake Oswego
City of Tigard
TriMet
City of King City
Marion County

Miranda Bateschell

Aliza Whalen

Dan Pauly

Mandy Putney

Christina Robertson-Gardiner

Garet Prior

Marc Farrar

City of Wilsonville

WSP

City of Wilsonville

Oregon Department of Transportation

City of Oregon City

Oregon Department of Transportation

Metro Staff Attending

Lake McTighe, Transportation Planner

Kim Ellis, Principal Transportation Planner

Ted Reid, Principal Transportation Planner

Marie Miller, TPAC & MTAC Recorder

Molly Cooney-Mesker, Communications

Tim O'Brien, Principal Transportation Planner

Matthew Hampton, Sr. Transportation Planner

Call to Order, Quorum Declaration and Introductions

Chair Tom Kloster called the meeting to order at 9:30 a.m. Introductions were made. A quorum was declared. Zoom logistics and meeting features were reviewed for online raised hands, finding attendees and participants, and chat area for messaging and sharing links.

Comments from the Chair

- **Committee member updates from Metro and Region** (all) Glen Bolen announced that with President Biden signing the Infrastructure and Jobs bill this week, over the next five years \$1.2 billion will come to the State of Oregon for funding in various categories. A flyer on this will be sent to the committee following the meeting.
- **Fatal crashes update** (Lake McTighe) An updated report on the number of fatal crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year was provided. As of 10/26/21, 99 people have died in car crashes (an average of 10 people a month) in the three counties. Of the people killed, 26 percent have been people walking, 17 percent have been people riding a motorcycle, and 57 percent have been people driving or riding in a motor vehicle (including commercial vehicles. Sixty-two percent of the fatal crashes have been in Multnomah County. It was noted from participation at peer exchanges these are national trends reported by similar cities across the country as programs are being developed on issues of safety and prevention of crashes.

Glen Bolen noted that recently two ODOT crew members had been hit by a vehicle, and encouraged everyone to keep their speeds down on roads, and participate in blood donations as ODOT is doing honor of those seriously hurt from this incident.

- **Update on Climate Friendly Equitable Rulemaking** (Kim Ellis) Upcoming meetings were noted for participation and input with the draft Climate Friendly Equitable Rulemaking proposed by the Department of Land Conversation and Development (DLCD). MTAC and TPAC are holding a joint workshop on the subject Dec. 15; committees will be sent invitations. Planning directors are also invited and encouraged to attend with other staff in the region. It was noted that in December these are draft rules being discussed, not the proposed rule changes yet.

Tim O'Brien added that from meetings attended, there were differences on approaches to some rule issues, concern on local staff resources regarding parking mandates and ability to

manage this, and different levels of transit with regulations and requirements. More on these issues can be discussed with Mr. O'Brien and Ms. Ellis.

Barbara Fryer asked if there was a status update on negotiations between Metro and DLCD on town centers, station communities' designations and system planning. Ms. Ellis noted discussions are ongoing with suggested language around these issues working with local planning, as part of the ongoing rule drafts.

Committee and Public Communications on Agenda Items - none

Consideration of MTAC minutes September 15, 2021 meeting

MOTION: To approve minutes from September 15, 2021 meeting

Moved: Carol Chesarek

Seconded: Shelly Parini

ACTION: Motion passed with no abstentions.

Title 11 Concept or Comprehensive Planning project updates (Tim O'Brien, Metro) Mr. O'Brien provided introductions to Dan Rutzick, City of Hillsboro and Dan Pauly, City of Wilsonville who would present their city comprehensive planning expansion areas with identity to land use, transportation networks and infrastructure systems. For relation to Metro land use plans Mr. O'Brien or Ted Reid can be contacted.

Hillsboro Witch Hazel Village South Comprehensive Planning (Dan Rutzick, City of Hillsboro) Mr. Rutzick started the presentation with background on the project. In December 2018, Metro Council voted to expand the Urban Growth Boundary (UGB) adjacent to Hillsboro's southern edge for an area referred to as "Witch Hazel Village South". The 150-acre Witch Hazel Village South (WHVS) is located immediately south of the existing Witch Hazel Village neighborhood, east of River Road, west of The Reserve Golf Club and South Hillsboro neighborhood.

The City of Hillsboro was awarded a grant by Metro to complete Comprehensive Planning work for WHVS. Building upon the WHVS Concept Plan finalized in 2018, the Planning Division is now undertaking required long-term planning for the urbanization of Witch Hazel Village South. In November 2021, the City of Hillsboro Planning Division released the [Witch Hazel Village South Draft Community Plan](#), a guide for the growth and development of WHVS that includes information on transportation infrastructure, utilities, public services, and natural resources will be coordinated within WHVS and the surrounding community.

The WHVS Draft Community Plan envisions a well-designed community with a range of housing options, a high level of connectivity for people walking, biking, and driving; and ready access to regional parks, schools, jobs and retail services.

The WHVS Community Plan aims to:

- Create a **vibrant community** that reflects the aspirations and priorities identified by community members through the planning process.
- Pursue **diverse and meaningful community engagement** and apply an **equity lens** to all land use planning policies and decisions.

- Provide a range of **housing choices**, including middle housing, in all neighborhoods that meet the needs and preferences of households of all sizes, ages, abilities, cultures, and incomes.
- Integrate **small-scale, locally serving commercial services** within residential neighborhoods.
- Build upon the **strengths, opportunities, and lessons learned from South Hillsboro** urbanization and design work.
- Implement **innovative architectural and site design** to enrich the lives and health of community members.
- Create a **high-quality public realm** of parks, open spaces, trails, streetscapes, and community gathering spaces.
- Preserve and enhance **natural resources and wildlife corridors** to effectively balance the built and natural environments.
- **Limit the impacts of development on climate change and increase climate change resiliency** through an emphasis on public realm trees and development that considers land, energy, water and material resource efficiency.
- Develop a safe, interconnected, and efficient **multimodal transportation** system.
- Encourage **active, healthy lifestyles** by providing for comfortable and convenient travel and recreation on sidewalks, bikeways, open spaces, paths, and trails.
- Ensure that development adequately contributes to **funding** necessary transportation infrastructure, public utility, and public facility improvements.
- **Coordinate planning** for a low and high range of efficient transportation infrastructure, public utility, and public facility improvements within and beyond Witch Hazel Village South.

Various maps of the area and project timeline noted with the entire project length covering just 15 months. Mr. Rutzick can be contacted directly with questions and comments on the plan.

Comments from the committee:

- Cindy Detchon noted that school designs around new developments and housing are sometimes challenging to have structure that eliminates the need for multi buses and neighborhood boundaries around school properties and development. Mr. Rutzick noted they have asked their urban plan consultants for concepts that offer off street paths that promote walkability in areas of schools and residential areas, especially with access safely to schools.
- Carol Chesarek asked about the flood plain close to the Tualatin River location was of concern. Mr. Rutzick noted they are studying the slope/grade of the river and include this plan as part of critical evaluation.

Wilsonville Frog Pond East & South Comprehensive Planning (Dan Pauly, City of Wilsonville) Mr. Pauly presented information on the Wilsonville Frog Pond East and South comprehensive plan with a background of where the project started and where in the process they are now. This long-term plan is informed by analysis of area housing trends and existing inventory in order to ensure the development of residences that meet the community's future needs and provide home-buying opportunities for a broad cross-section of people who wish to live in Wilsonville.

The master plan identifies the types and locations of the homes, parks, open spaces, streets, trails and neighborhood amenities to be built over the next 10-20 years. The extensive process also identifies water, sewer, stormwater, and transportation infrastructure needs and funding sources.

Various maps were shown identifying major corridors, neighborhoods and planned residential development in the area. The City of Wilsonville is working with the Department of Land Conservation and Development and Metro in planning the new neighborhoods, and building on their equitable housing strategic plan.

Next steps in the project timeline include land use and community design outreach to provide input and ideas to help shape the plan. The plan is expected to be adopted by City of Wilsonville Council as the official guiding document for development in the Frog Pond East and South Neighborhood at the end of 2022.

Comments from the committee:

- Gerald Mildner asked for more information on the Equitable Housing Strategic Plan and how affordable housing opportunities are being funded, such as taxpayer general funds or subsidized by market rates on this site. Mr. Pauly noted the Strategic Plan offered methodologies to planning, with funding still being explored in urban areas. The cost of land in these areas makes it challenging for strategies to be known. There are no committed public funds at this point. It is expected to find opportunities to different housing types for affordability. Mr. Mildner suggested to try to avoid new required development to somehow subsidize below market units because the risk would slow down the usefulness of this UGB expansion for purposes of affordable housing supply.

Ordinance No. 21-1467 2018 Regional Transportation Plan (RTP) Amendment I-205 Toll Project (Preliminary Engineering) (Kim Ellis, Metro/ Mandy Putney and Gareth Prior, Oregon Department of Transportation) Kim Ellis began the presentation with an introduction to the RTP amendment. The requested amendment will add the preliminary engineering phase for the I-205 Toll Project to the RTP financially constrained project list, and clarify the financial connection of the I-205 Toll Project to the I-205 Improvement Project in Chapter 8 of the RTP.

Approval of the amendment will allow the I-205 Toll Project to continue to move forward in the National Environmental Policy Act (NEPA) review process that is underway. The committee was reminded that the RTP is a land use and transportation plan, and requires amendment approval by committee and Metro Council. MTAC will take action on this amendment at their January 2022 meeting.

Gareth Prior and Mandy Putney with ODOT presented information on the proposed I-205 toll project amendment. Mr. Prior noted the increasing challenge with transportation due to rising congestion on roads that impact the region. ODOT's Regional Mobility Pricing Project & I-205 Toll Project are addressing these issues that will manage congestion while generating revenue with an equitable toll rate. Along with regional partner agencies, areas to address for equity and coordination include diversion impacts to neighborhood health and safety, transit and multimodal transportation, and impacts to affordability.

Mandy Putney provided information on why this amendment is being requested now. It will align the federal documentation (NEPA analysis) for I-205 Toll Project and I-205 Improvements Project, this is a

FHWA requirement to have NEPA be completed under a programmed preliminary engineering phase, and the RTP needs to be updated so that the MTIP can be amended.

During this PE phase, funding will help provide answers to questions:

1. How will income-based toll rates be established?
2. What are the transit and multimodal investments?
3. Where are diversion impacts located and what will be done to address them?

The area where tolling is proposed was shown on a map, noting the levels of modeling and studies that will be done for evaluation. The I-205 toll project will have limited transportation options so importance to partner with transit providers to guide ODOT's commitments for transit and multimodal improvements on this project will be key.

Comments from the committee:

- Michael O'Brien asked what type of engagement from tolling is expected on I-205 and if this is the same for the I-5 tolling. Ms. Putney noted the schedules for the projects are not quite the same. The I-205 section tolling would begin later in 2024. The Interstate Bridge Replacement project construction is planned for 2025, but tolling between the two states has not become finalized yet. Noting the strain on freeways with different tolling projects causing travel options to avoid tolls, system approaches to tolling on both are being studied. It was asked what mitigation approaches were being planned regarding equity issues and geographic challenges for those with limited resources to reach destinations. Specific locations on freeway entrances, levels of service options, and identifying benefits and impacts in locations are being evaluated.
- Colin Cooper asked for clarification on the sections of I-205 and I-5 being tolled. Ms. Putney noted the first 7 mile section on I-205 of the project would start, then the next project of the Regional Mobility Pricing Project which covers the remaining sections of I-205 and I-5 from Boone Bridge to the start of the proposed Interstate Bridge Replacement project section in Oregon. Asked what the time gap was between projects, it was noted as one year.

The importance to scoping and modeling to show impacts on systems was noted. Concerns on regional freight transportation and congestion was noted. Current and future transit modeling is expected to be challenging especially regarding those disadvantaged with resources, housing and economic limitations.

A series of links were shared in the chat:

Toll project performance measures:

https://www.oregon.gov/odot/tolling/Documents/I205_PerformanceMeasures_Updated%2010-7-2021.pdf

I-205 Toll Project User Corridor Analysis:

<https://www.oregon.gov/odot/tolling/Documents/I205%20Corridor%20User%20Analysis%20Final.pdf>

Here's ODOT's research of how others have addressed affordability:

https://www.oregon.gov/odot/tolling/Documents/AffResearch_Aug25_remediated.pdf

Here is the link to the Jobs-Housing article in JAPA.

<https://www.tandfonline.com/doi/full/10.1080/01944363.2021.1880961>

- Ramsey Weit supported the study and the need to identify a generic approach to congestion pricing where we can learn what the barriers are, and what possible tools we can use to support it. Issues such as the sales tax problem, access to jobs, learning of best practices found elsewhere in US cities, and community engagement to learn how others have dealt with these issues was noted. It was suggested to raise the expectations beyond the study.
- Gerald Mildner noted that the improvements on the system to help address diversion challenges be stressed. Four ways to avoid tolls was mentioned; Changing the time of travel, changing mode to travel, changing routes taken, and change where you live. It was asked what the legal constraints were how toll revenues can be used. Mr. Prior noted the constitutional constraints where revenues can be funded and used can be addressed in agreements between partner agencies, and then learning what the needs are to advance equity so these needs can be funded.
- Chris Deffebach asked if the NEPA analysis was looking at the sequence of tolling projects and how to mitigate queuing for tolling. Ms. Putney noted the NEPA analysis did not include this, but current planned phases of tolling sections would provide some of this data for better long-term planning and study. Discussion on this issue will continue.

2023 Regional Transportation Plan (RTP) Update – Kick-off Scoping (Kim Ellis, Metro) Kim Ellis noted that Metro is initiating a major update to the Regional Transportation Plan (RTP). The purpose of this initial discussion is to begin identifying what is most important for the update to address and hear ideas for how the region should work together to update the plan. The discussion is part of a series of engagement activities that will inform development of a work plan and engagement strategy for consideration by the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) in early 2022.

Background information on the RTP was provided. The RTP is a key tool for implementing the 2040 Growth Plan and Climate Smart Strategy and connecting people to their jobs, families, school and other important destinations in the region. The current RTP establishes four overarching priorities – equity, safety, climate and congestion relief – and eleven goals and supporting objectives, performance targets and policies that together guide planning and investment priorities to meet current and future needs of our growing and changing region. The plan identifies local, regional, state and federal transportation funds the region expects to have available to pay for those investments.

The Metro Council and JPACT must adopt an updated RTP every five years to maintain compliance with federal and state requirements. The next plan update is due by December 6, 2023. During 2022 and 2023, Metro will engage the public and local, regional, and state partners to update the RTP through the year 2045.

Planned engagement activities for the scoping phase for the RTP update (from Oct. 2021 to March 2022) include stakeholder interviews culturally-specific focus groups, a community leaders forum, briefings to regional policy and technical advisory committees and county coordinating committees, and consultation activities with tribes, resource agencies and other stakeholders. A draft work plan and engagement strategy will be presented to the Metro Council and JPACT for further direction in early 2022. An overview of the scoping schedule:

- **October to December 2021** – Metro Council and regional advisory committees discuss values, priorities and desired outcomes for update.
- **November 2021 to January 2022** – Outreach to further shape work plan and engagement strategy, including stakeholder interviews, culturally-specific focus groups, a community leaders forum, briefings to county coordinating committees, online survey and consultation activities with tribes, resource agencies and other stakeholders.
- **January to February 2022** – Metro Council and regional technical and policy advisory committees discuss draft work plan and engagement strategy.
- **March 2022** – JPACT and Metro Council consider approval of work plan and engagement strategy (by Resolution).

Comments from the committee:

- Michael O'Brien noted on the climate issue, resiliency should be part of that issue as well as equity and reduction of carbon. With the increase to weather disturbances this will put a burden on our transportation system moving forward. It was noted the work done in the Parks & Nature department with outreach and centering on racial equity, with the link shared: <https://www.oregonmetro.gov/tools-partners/guides-and-tools/planning-parks-communities-color> Ms. Ellis noted connecting with the department to build on their resources and tools.
- Shelly Parini appreciated the presentation and information. Adding to the climate planning strategies it was suggested to add watershed help. As we think about the infill with affordable housing and impacts to land use with more water events and impacts to our watersheds, including this in strategies along with resiliency impacts is important.
- Brendon Haggerty noted past project level analysis in RTP updates. What levels are planned this time? Ms. Ellis noted the front end of the work with the current project list is looking at impacts on locations, safety issues, local resources that may crossover, the freight network and other issue, and the capacity to do analysis. Metro Council and other policymakers have asked for better connections with project outcomes to advance priorities. This will be the first time congestion pricing will appear in the RTP. More on equity strategies need to be addressed and finding ways to improve as also a priority.
- Colin Cooper noted the cross format with JPACT and MPAC committees engagement that can provide collective advise to Metro Council. More interaction/discussion between the committees could be helpful. More questions on the next UGB expansion impact with the RTP, shifting modes of travel and how best to plan for them, and travel tools will be sent to Ms. Ellis for further answers. Ms. Ellis added that city leaders, businesses and elected officials have been added to outreach and engagement this RTP update, and more coordinating committee input is being gained for a more robust engagement.

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 12:00 p.m.

Respectfully submitted,

Marie Miller

Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting November 17, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/17/2021	11/17/2021 MTAC Meeting Agenda	111721M-01
2	MTAC Work Program	11/3/2021	MTAC Work Program, as of 11/03/2021	111721M-02
3	Memo	11/4/2021	TO: MTAC members and interested parties From: Lake McTighe, Regional Planner RE: Monthly Fatal crash update for 2021	111721M-03
4	Slide	11/17/2021	Oct. 2021 traffic deaths in Clackamas, Multnomah and Washington Counties	111721M-04
5	Meeting minutes	09/15/2021	Draft minutes from MTAC Sept. 15, 2021	111721M-05
6	Memo	11/10/2021	TO: MTAC members and interested parties From: Kim Ellis, Principal Transportation Planner RE: I-205 Toll Project (Preliminary Engineering Phase): Requested Amendment to the 2018 Regional Transportation Plan (RTP)	111721M-06
7	Ordinance 21-1467	N/A	Draft ORDINANCE NO. 21-1467	111721M-07
8	Attachment 1 Public Review Draft	N/A	Attachment 1. PUBLIC REVIEW DRAFT 2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT	111721M-08
9	Attachment 2 I-205 Toll Project Regional Transportation Plan Amendment	09/22/2021	Attachment 2: I-205 Toll Project Regional Transportation Plan Amendment	111721M-09
10	Attachment 3 Coordinated Timeline for Proposed I-205 Toll Project Amendments	10/1/2021	Attachment 3: Coordinated Timeline for Proposed I-205 Toll Project Amendments September 2021 to February 2022	111721M-10
11	Attachment 4 Oregon Toll Program Public Comment Summary	N/A	Attachment 4: Oregon Toll Program, Public Comment Summary, I-205 Toll Project RTP Amendment	111721M-11
12	Memo	10/26/2021	TO: MTAC and interested parties From: Kim Ellis, Principal Transportation Planner RE: 2023 Regional Transportation Plan (RTP) Update – Kick-off Scoping Process	111721M-12
13	Memo	11/04/2021	TO: Kim Ellis, Project Manager From: Karen Buehrig, Clackamas County TPAC Member RE: Input into RTP Scoping and RTP Vision and Values	111721M-13

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
14	Presentation	11/17/2021	2023 Regional Transportation Plan update	111721M-14
15	Flyer	N/A	INFRASTRUCTURE INVESTMENT AND JOBS ACT OF 2021 A big investment in Oregon's transportation system	111721M-15
16	Presentation	11/17/2021	Witch Hazel Village South, Hillsboro	111721M-16
17	Presentation	11/17/2021	Frog Pond East and South Master Planning, Wilsonville	111721M-17
18	Presentation	11/17/2021	I-205 Toll Project RTP Amendment & Oregon Toll Program update	111721M-18