



Meeting minutes

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

Date/time: Wednesday May 17, 2023 | 9:00 a.m. to 12:00 p.m.

Place: Virtual video conference call meeting via Zoom

Members Attending

Eryn Kehe, Chair
Carol Chesarek
Tom Armstrong
Terra Wilcoxson
Aquilla Hurd-Ravich
Laura Terway
Katherine Kelly
Jamie Stasny
Adam Barber
Gary Albrecht
Laura Kelly
Manuel Contreras, Jr.
Gery Keck
Cindy Detchon
Tom Bouillion
Tara O'Brien
Bret Marchant
Nora Apter
Rachel Loftin
Preston Korst
Erik Cole
Mike O'Brien
Andrea Hamberg

Affiliate

Metro
Multnomah County Community Member
Largest City in the Region: Portland
Largest City in Multnomah County: Gresham
Second Largest City in Clackamas County: Oregon City
Clackamas County: Other Cities, City of Happy Valley
City of Vancouver
Clackamas County
Multnomah County
Clark County
Department Land Conservation and Development
Clackamas Water Environmental Services
Tualatin Hills Park & Recreation District
North Clackamas School District
Port of Portland
TriMet
Greater Portland, Inc.
Oregon Environmental Council
Community Partners for Affordable Housing
Home Builders Association of Metropolitan Portland
Schnitzer Properties & Revitalize Portland Coalition
Mayer/Reed, Inc.
Multnomah County Public Health & Urban Forum

Alternate Members Attending

Colin Cooper
Dan Rutzick
Jean Senechal Biggs
Brian Martin
Martha Fritzie
Theresa Cherniak
Glen Bolen
Kelly Reid
Jerry Johnson
Craig Sheahan
Brendon Haggerty
Ryan Ames

Affiliate

Largest City in Washington County: Hillsboro
Largest City in Washington County: Hillsboro
Second Largest City in Washington County: Beaverton
Second Largest City in Washington County: Beaverton
Clackamas County
Washington County
Oregon Department of Transportation
Oregon Department of Land Conservation & Dev.
Johnson Economics, LLC
David Evans & Associates, Inc.
Public Health & Urban Forum, Multnomah Co.
Public Health & Urban Forum, Washington Co.

Guests Attending

Joseph Edge
Kamran Mesbah
Victoria (Vee) Paykar
Faun Hosey
Jessica Pelz
Barbara Fryer
Becky Hewitt
Bruce Coleman
Bryan Robb
Camden McKone
Cassera Phipps
Cody Meyer
Elin Michel-Midelfort
Ethan Stuckmayer
Greg Malinowski
Guy Benn
John Charles
Karen Buehrig
Kevin Young
Mari Valencia Aguilar
Marc Farrar
Max Nonnamaker
Schuyler Warren
Sean Edging
1 unidentified phone caller

Affiliate

Clackamas County Community Member (incoming)
Clackamas County Community Alt. Member (incoming)
Multnomah Co. Community Alt. Member (incoming)
Washington Co. Community Alt. Member (incoming)
Washington County Member (incoming)
City of Cornelius
ECONorthwest
City of Sherwood
Washington County

Clean Water Services, Water & Sewer Alt. Member (in)
Oregon Department of Land Conservation & Dev.
Metropolitan Land Group
Oregon Department of Land Conservation & Dev.

TriMet
Cascade Policy Institute
Clackamas County
Oregon Department of Land Conservation & Dev.
Oregon Department of Land Conservation & Dev.
Metropolitan Land Group
Multnomah County
City of Tigard
3 J Consulting

Metro Staff Attending

Al Mowbray, Ally Holmqvist, Cindy Pederson, Clint Chiavarini, Daniel Audelo, Eliot Rose, Eryn Kehe, Glen Hamburg, John Mermin, Kim Ellis, Laura Combs, Marie Miller, Matt Bihn, Matthew Hampton, Melissa Arnold, Ted Reid, Thaya Patton

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) Chair Kehe announced the recent MTAC community member recruitment provided a large pool of applicants. Following interviews, nominations to fill these positions on MTAC have been submitted to MPAC for approval. Their terms will begin July 1.

Public Communications on Agenda Items none received

Consideration of MTAC minutes March 15, 2023 meeting

Approval of the March 15, 2023 MTAC meeting minutes was given by the committee by majority vote with no corrections. Three abstentions: Terra Wilcoxson, Glen Bolen, Gery Keck.

2024 Urban Growth Management Decision: middle housing potential (Ted Reid, Metro/ Becky Hewitt, ECONorthwest) Ted Reid began the presentation, noting the work program that leads to Metro's Urban Growth Management Decision will be reported on and discussed which ends with the final decision by the end of December 2024. Becky Hewitt was introduced from EcoNorthwest who presented on middle housing potential in the region to help us understand the growth capacity over the next 20 years.

Becky Hewitt provided an overview on updates to development capacity and the supply model of middle housing potential in the region. Changes in zoning potential in response to HB 2001 (2019) showed many Metro jurisdictions went beyond minimum requirements. Local decisions about regulating detached middle housing matter to the market including allowed number of detached plexes and cottage sizes.

Information on what makes middle housing infill/redevelopment feasible was given. Adding middle housing in existing neighborhoods can happen in multiple ways: Redevelopment- Low-value structure compared to (re)development potential, Infill- enough room to build around existing structure or Conversion- Structure can be retrofitted to add units. The model captures redevelopment and infill on sites large enough to be part of the Metro Buildable Land Inventory.

An overview of Metro's approach to estimating Middle Housing Capacity was given. Middle housing types were described. Examples of other estimates of Middle Housing Capacity was described. Why developers include middle housing in greenfield areas was described. They capture different market segments, offer lower price points, where financially viable, and increase sales volume.

Middle Housing Pricing & Rents was summarized:

- Market data on middle housing is limited
- Housing type is not identified in detail in sales listings, and is not categorized consistently
- Rent data is aggregated most consistently and broadly for larger, professionally managed apartment buildings, with limited data for smaller rental properties
- There is little new middle housing development compared to other housing types, especially outside the City of Portland
- Small multifamily development, townhouses, and compact detached housing can offer a proxy
- New construction tends to be expensive, but middle housing may be less expensive
- New Middle Housing/Small Multifamily pricing examples for rent were given.

Take aways from the analysis:

- Middle housing broadly allowed in existing and new neighborhoods ~20-30 du/ac
- Many jurisdictions go beyond minimum requirements
- Many allow housing types that resemble single-unit detached
- Prior analysis suggests substantial middle housing development potential:

- 1-10% of existing homes may be financially feasible to redevelopment middle housing, and others may allow for infill while retaining the existing unit
- 25-50% of housing on vacant land in low-density residential areas could develop as middle housing
- New middle housing likely affordable at 80-120% of AMI in many cases (except large luxury units)
- Markets in transition (moderate value existing homes, but growing demand for housing) may have greatest potential for infill/redevelopment

Comments from the committee:

- Joseph Edge asked is the BLI formula based on redevelopment potential for single-detached dwellings, or based on the ability to divide a lot to create new parcels that meet the average lot size? Clint Chiavarini noted they are based on both, depending on the redevelopment stream in the BLI, if something is already there based on overall property value and redevelopment planned and zoning capacity. Larger lots look at average minimum lot size that would be required and divides that against the constrained portion of the lot. A link to further information was shared:
https://www.oregonmetro.gov/sites/default/files/2018/12/03/Appendix2-BuildableLandsInventory_12032018.pdf
- Colin Cooper noted per square foot cost/rent price would be important to do an apples to apples comparison. Jerry Johnson noted the location pricing is also an important variable. How are middle housing units prices relative to other options with the same locational characteristics.
- Kevin Young asked if the thinking that this analysis might be provided as "quantifiable validation" to assume a greater than 3% efficiency, per ORS 197.296(6)(b)? Ted Reid noted we're not quite there yet in terms of knowing what all of this adds up to, but the idea is that the modeling can give us a sense of feasibility.
- Jessica Pelz asked for clarification on if you mean the analysis is based on the title 11 comprehensive plans for areas already added to the UGB vs title 11 concept plans? Mr. Reid noted I believe that when concept plans were referenced, they meant areas previously added to the UGB that do not yet have urban zoning (as opposed to urban reserve concept planning, which we don't count as capacity since they are not yet in the UGB).

Ms. Hewitt note it is a challenge to find the balance between market demands and land requirements for development. Housing infrastructure costs are spread between housing types and feasibility factors. Jerry Johnson added the funding solution for these communities, including SDC formulas, can have a significant impact on the final mix determination.

- Greg Malinowski noted one of the issues in the past is many concept plans are brought forth by folks who do high end (\$1M, to 2\$M homes) They tend to suggest that ground they have under option, is lower density, so how do you work Middle housing into concept plans? Chair Kehe noted one example is in Tigard. The River Terrace II concept plan works in middle housing. This area recently came into the UGB.

- Andrea Hamberg noted it was very hopeful about the possibility of supporting the creation of more affordable housing, especially as number of units increase. I'd like to see more focus on development which adds 4+ units to available parcels.
- Rachel Loftin asked when doing the analysis, how much consideration was given to permitting time frames and holding costs with the jurisdictions. Mr. Johnson noted the modeling provides this information which is relevant to development planning and costs.

High Capacity Transit Strategy Update: Draft Report (Ally Holmqvist, Metro) With the pipeline of corridor investments for the region established, this presentation with the final milestone for the High Capacity Transit Strategy looked backward to document how we got there and forward to create the roadmap for putting the pipeline to use in implementing the vision. Described in the presentation was the work done to finalize the corridor investment priorities, outlined the actions and recommendations included in the draft report document, and reviewed next steps for the report and for the strategy as the update merges with the 2023 RTP Update process.

The report made the following recommendations moving corridors forward:

Tier 4 Future Corridors

- Develop land use and transit-oriented development plans for corridors & centers.
- Reassess against the readiness criteria to identify additional areas of action.
- Establish project champions, partnerships and political leadership.

Tier 3 Developing Corridors

Tier 4 actions +

- Update TSPs: functional class, design standards, HCT designation
- Update land use plans to focus growth and density in key corridors.
- Work with community to develop corridor problem statements, identify needs/constraints, and look for opportunities (e.g., anti-displacement).
- Build a coalition of stakeholders to support continued corridor work.

Tier 2 Emerging Regional Priority Corridors

Tier 3 actions +

- Align high density designations and zones with corridors and consider transit supportive development code changes.
- Begin refinement planning, coordinate on improvements beyond the project, and establish a shared vision. Begin alternatives analysis and pre-NEPA.
- Begin conceptual design, clarify cost, and identify funding commitments.
- Begin establishing the stakeholder coalition supporting corridor planning work.

Comments from the committee:

- Sean Edging noted it'd be great to see some numbers on passenger capacity and how that compares to equivalent auto infrastructure (e.g., number of lanes to move the same capacity). My advice from the housing perspective - transit follows density. Serving a wide area of low density development requires the transit network to forego the things that make transit function well - frequency, reliability, and speed. The best way to address this and make transit function is ensure you are getting as many people as possible on transit corridors.

- Andrea Hamberg noted transit density and street network connectivity are both really important for optimizing physical activity and reducing chronic disease. Where does street connectivity planning take place for the tier 3 & 4 corridor areas? Ms. Holmqvist note these include the six key areas that support transit environment and discuss street connectivity and access to transit to make it easy to get to transit which are safe and reliable connections to transit. This is part of the recommendations access to transit brought into tier 3 & 4. More specific details are in the report.
- Jamie Stasny noted concerns with the HCT plan that intends to create a pipeline for the backbone of our transit system. However, people living in the SE section of the map area won't have access to that backbone. We need coverage and service. This plan appears to duplicate other transit lines before it starts to list supporting access to transit service and coverage in other areas. How can we work with everyone to make a better transit future for this area and create viable transit options to driving?

Ms. Holmqvist noted some regional balance considerations were where most needs are for connections in the region now and moving forward via 2040 planning and changes in travel patterns. Readiness access elements in the region show need to strengthen connections via transit modes with priorities. The market expectations haven't shown as much increase yet. We are looking at other types of improvements near-term for readiness criteria for future investments and priorities. It was noted partnerships and coalitions to build upon for future growth is important in the long-term.

- Colin Cooper commented on the letter the mayor of Hillsboro sent to Metro regarding prioritization of tiers and desire to seek additional consideration of tiers with TV Highway and SW Corridor. It was noted job centers in these corridors are continuing to grow.
- Vee Paykar noted in chat, sorry I missed the key term from the first question - was it transit connectivity? My question is related: Are intersections identified as "high crash intersections" along these transit corridors, being prioritized to fix safety issues ASAP so people feel more comfortable (or not risking their lives) accessing transit via walking/rolling/biking?
- Schuyler Warren noted, right - Transit-Supportive Development, the analog to Transit-Oriented Development. TOD follows fixed-route service and fills in density around it. TSD leads fixed-route service and provides the density and destinations that make transit service fiscally sustainable.
- Glen Bolen added TriMet's Pedestrian Plan analyzed all of the pedestrian projects from everyone's TSPs. It then ranked them within each jurisdiction based on Safety, Equity and Demand.
- Kim Ellis added yes, high crash corridors and intersections are identified as priorities for investment in the RTP, particularly in the near term.
- Tara O'Brien noted access to transit was one of the many factors analyzed at looking at readiness and suitability to future HCT in terms of sidewalk gaps and high crash corridors and when people could access in these existing locations. In terms of prioritizing HCT where access was more built-out that was part of the analysis but the RTP analysis gets more into how well we are meeting our goals.

There was a meeting break for 8 minutes.

TriMet's Transit Oriented Development (TOD) Regional TOD Plan (Guy Benn, TriMet) Mr. Benn explained that Transit Oriented Development (TOD) is the creation of compact, walkable, pedestrian-oriented mixed use communities centered around high quality transportation systems to facilitate shorter trips, better lifestyles, and a more efficient use of resources. A brief history of TOD in Portland and project examples was shown. A regional TOD plan builds on the TOD guidelines, gives transparency to the program and process, outlines engagement guidelines, site inventory, evaluation and prioritization framework, implementation framework, and provides clarity, continuity, and structure for all stakeholders in a way that supports equitable TOD.

The plan contents and chapters were described. Community-Focused TOD projects were shown. The presentation ended with acknowledgements from agency, jurisdictions and stakeholders' contributions to the plan.

Comments from the committee:

- Jamie Stasny had questions around the methodology of the plan and asked if this was considered comprehensive if working with other partners. It was noted Clackamas County works with service providers such as SMART where they recently received a TOD earmark that doesn't show up in this plan. Mr. Benn noted the TOD projects are a collaborative effort with agencies. The TriMet plan is more patterned as a business plan, avoiding individual sites but using case studies. TriMet is working with C-Tran and the City of Wilsonville on a shared parking agreement and were part of the project assessment proposal on the site. The website shows detailed information on projects underway or planned for the future.

Ms. Stasny noted it would be helpful to show a comprehensive plan that lists project in a way that can show how we're doing and where to make improvements. It sounds that more opportunities are available to showcase the projects in regional development. Mr. Benn noted the dynamics of development and being careful not to raise expectations with required changes. The website is the best way to show what's under development in pre-planning and future planning. Part of the sub-regional planning work is going towards corridors and site that could be useful for identifying TOD development.

- Andrea Hamberg noted two things: 1) We'd like to see you including metrics to assess impacts to air quality, walkability, and traffic safety on the transportation side so that we can maximize public health benefits of TOD. 2) We're also interested in understanding how you're considering gentrification-displacement potential prior to development and what methods you would/will use to mitigate risk.

Mr. Benn noted our data-based screening that we use to prioritize TOD sites looks at all of these metrics (walkability, air quality, traffic safety) in its assessment of sites. The dynamic screening allows us to filter results if a particular element is disproportionately impacting the score for a TOD site. The model is designed to identify the TOD projects that will have the biggest positive impact on the community, which includes public health and environmental benefits. We also assess all sites using the Regional Social Vulnerability Index so we can identify

displacement and gentrification risks. We have minimum thresholds for affordable housing on TriMet sites that are made available for residential development, but it's worth noting that in the last 5-years we have dramatically exceeded this threshold with 66% of the 718 housing units delivered being protected affordable unit (477 in total). There are also an additional 224 affordable units under development at Hollywood.

- Joseph Edge noted the TriMet park & ride at the Park Ave MAX station is slated for expansion; shouldn't we look at that for a TOD project? Mr. Benn noted the Park Ave parking garage is being expanded using residual funding from the Orange Line (PMLRT) construction project. Before the pandemic, this garage was full by 7.30 am every morning and still has high usage which we are forecasting will increase. We are looking at supporting TOD at Park Ave and have had several conversations with the adjacent Elks Lodge about additional development on its site, but nothing is currently planned at the moment. Should the Elks advance with development, TriMet has to support this by providing a connection to the MAX station through the green space immediately west of the garage.

2023 Regional Transportation Plan (RTP): Draft System Analysis Results (Eliot Rose, Metro) Draft results were presented from the 2023 Regional Transportation Plan (RTP) system analysis. The system analysis was conducted on the draft financially constrained project list. The analysis helps to understand and demonstrate the RTP's impact on meeting regional goals related to mobility, safety, equity, climate and economy. The RTP uses several different performance measures to capture the region's progress in each of these goal areas and compares the results to targets that are established through the state and federal rules that govern the RTP or that are included in policies adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

Highlighted draft results per regional goal:

Mobility – Almost all of the RTP projects include design elements that support travel by transit, foot or bike. However, slightly under a third of the RTP spending goes toward projects that close gaps

Opportunity for improvement: Increase the share of RTP capital spending dedicated to projects that help fill regional network gaps (currently 29%).

Safety – The region is not on track to meet its target of reducing fatal and serious injury crashes to zero by 2035.

Opportunity for improvement: Accelerate projects on the high injury network and ensure that projects on this network include safety features.

Equity – The RTP achieves mixed results on equity – it invests equitably, but these investments do not lead to more equitable outcomes, nor do they undo longstanding transportation inequities in safety and access to jobs.

Opportunity for improvement: Accelerate projects that invest in EFAs – and particularly in transit access, transit service, and safe, complete streets.

Economy – The RTP achieves mixed results on regional economic goals. It reduces transit travel times along the corridors that connect the region's centers, but driving times along these corridors increase, particularly in 2045, due to increased congestion. Even with the investments planned in the RTP, the pedestrian and bicycle networks – particularly the former – are not nearly as complete in employment

and industrial areas that are home to many of the region's manufacturing and transportation jobs as it is in the rest of the region.

Opportunity for improvement: Consider a variety of investments to increase access to employment and industrial areas.

Climate – The factors in analyzing climate are variable with transit service, parking pricing, land use, demand management, and planned lane miles that provide estimated results to measure assumptions for obtaining climate goals.

Opportunity for improvement: Proactively plan for the implementation of new transportation revenue sources.

It was noted there are further analysis still underway:

- Travel speed reliability on throughways
- Freight-related measures
- Criteria pollutants and air toxics
- Households near transit / active transportation facilities
- Impact of tolling on system performance
- Transit system performance

Comments from the committee:

- Jamie Stasny noted the graph results reported on climate scenarios toward reaching the 2045 targets. Clarification was asked on these lines. Mr. Rose noted some of the additional mechanisms being contemplated to add transportation revenues are toll pricing, road user charges, changes to how the gas tax is levied, and change to how insurance is paid for vehicles. These considerations are still being discussed with state plans.

It was noted the analysis looks at pricing options but doesn't show analysis on how different transportation investments could reduce climate impacts more clearly tied to situations and circumstances. Is data on this planned? Mr. Rose noted that given the work put into the RTP project list and that the RTP needs to be a fiscally constrained plan it's late in the game to explore changes in the project list that aren't feasible.

Kim Ellis noted we know from the Climate Smart Strategies what will get the best results from investments from the context in the RTP. Results show we can't just get there from investments alone. Other policies will need to be thought about as a region and likely include some form of pricing. Ms. Stasny added it feels like we're putting all our eggs in the pricing basket. It was suggested to figure out a way to articulate other opportunities to meet these goals in addition to what has been analyzed to date.

- Manny Contreras commented on the equity focus with the Federal bipartisan investment funds adding to statewide wastewater services that will increase, develop and expand services as needed. Data on these issues that could be shared between agencies and create a line of communication would be welcome.
- Rachel Loftin noted pricing looking at transportation investments, but how much of this will be able to be written off for those in low-income. In particular, affordable housing and transit

connections. Mr. Rose noted the pricing mechanisms that are specified did not go into that level of analysis but appreciate the different ways these investments and plans impact or system. We have an equitable financing study and did look at different ways that impact driving. Ms. Loftin suggested looking at the long-term impacts for communities to understand where families are outpriced for affordable housing.

- Glen Bolen noted ODOT's tolling equitable advisory group committee that provides input and data on equity issues. A program that was based on income was developed but sadly most in the areas of the program did not take advantage of it. Better marketing is planned.
- Joseph Edge asked can we start showing Total VMT alongside VMT per capita? Mr. Eliot noted the reason we focus on per capita is because those targets from the state are discussed and framed for the RTP. We can share both sets of data and welcome further inputs and feedback on the draft plan.

Adjournment

There being no further business, meeting was adjourned by Chair Kehe at 11:54 a.m.

Respectfully submitted,



Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting May 17, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	5/17/2023	5/17/2023 MTAC Meeting Agenda	051723M-01
2	MTAC Work Program	5/10/2023	MTAC Work Program as of 5/10/2023	051723M-02
3	Minutes	3/15/2023	Draft minutes from March 15, 2023 MTAC meeting	051723M-03
4	Presentation	5/17/2023	Metro Residential Readiness Middle Housing Potential	051723M-04
5	Memo	5/10/2023	TO: Metro Technical Advisory Committee Members and interested parties From: Ally Holmqvist, Senior Transportation Planner RE: High Capacity Transit Strategy Update: Report and Recommendations	051723M-05
6	Attachment 1	N/A	HIGH CAPACITY TRANSIT STRATEGY UPDATE Key Meeting Dates and Engagement Activities for Project Milestones	051723M-06
7	Attachment 2	4/19/2023	Recap on HCT Vision and tiering, overview of Draft HCT Strategy Update report, next steps for the project and interaction with the ongoing RTP update	051723M-07
8	Attachment 3	4/26/2023	HIGH CAPACITY TRANSIT Strategy Update	051723M-08
9	Attachment 4	April 2023	DRAFT High Capacity Transit Strategy Update	051723M-09
10	Attachment 5	April 2023	Public and stakeholder engagement and consultation summary High Capacity Transit Strategy Update 2023 Regional Transportation Plan	051723M-10
11	Report Plan	Spring 2023	TriMet TRANSIT-ORIENTED DEVELOPMENT PLAN	051723M-11
12	Presentation	5/17/2023	Transit-Oriented Development TriMet Regional TOD Plan	051723M-12
13	Memo	5/17/2023	TO: MTAC and interested parties From: Eliot Rose, Senior Transportation Planner RE: Draft 2023 Regional Transportation Plan system analysis results	051723M-13
14	Handout	5/11/2023	Briefing Book for JPACT and Metro Council for workshop on May 11, 2023	051723M-14
15	Fact Sheet	Feb. 2023	2023 Regional Transportation Plan	051723M-15

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
16	Report	5/5/2023	2023 Regional Transportation Plan Draft System Analysis Findings	051723M-16
17	Fact sheets	N/A	2023 Regional Transportation Plan Update needs assessments	051723M-17
18	Handout	May 2023	2023 Regional Transportation Plan Draft project list overview and maps	051723M-18
19	Handout	May 4, 2023	2023 Regional Transportation Plan Community input on investment priorities – Preliminary summary	051723M-19
20	Presentation	May 17, 2023	Metro Residential Readiness Middle Housing Potential, final	051723M-20
21	Presentation	May 17, 2023	HCT Strategy Update: Report & Actions	051723M-21
22	Presentation	May 17, 2023	2023 draft RTP system analysis results	051723M-22