



Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**
Date/time: Wednesday, February 19, 2025 | 9:00 a.m. to 10:05 p.m.
Place: Virtual meeting via Zoom

Members Attending

Aquilla Hurd-Ravich
Bret Marchant
Brett Morgan
Carol Chesarek
Dakota Meyer
Erika Fitzgerald
Eryn Kehe, Chair
Gery Keck
Glen Bolen
Harrison Husting
Jamie Stasny
Jessica Pelz
Joseph Edge
Katherine Kelly
Kevin Cook
Laura Kelly
Laura Terway
Manuel Contreras, Jr.
Mike O'Brien
Preston Korst
Rachel Loftin
Terra Wilcoxson
Tom Armstrong
Victor Saldanha

Affiliate

Second Largest City in Clackamas County: Oregon City
Public Economic Development Organizations
Environmental Advocacy Organization
Multnomah County Community Representative
Multnomah County: Other Cities
Private Economic Development Organizations
Metro
Service Providers: Parks
Oregon Department of Transportation
Clark County
Clackamas County
Washington County
Clackamas County Community Representative
City of Vancouver
Multnomah County
Oregon Department of Land Conservation & Development
Clackamas County: Other Cities
Service Providers: Water & Sewer
Green Infrastructure, Design & Sustainability
Residential Development
Housing Affordability Organization
Largest City in Multnomah County: Gresham
Largest City in the Region: Portland
Washington County Community Representative

Alternate Members Attending

Craig Sheahan
Dan Rutzick
Faun Hosey
Fiona Lyon
Greg Schrock
Kerry Steinmetz
Leah Fisher
Max Nonnamaker
Miranda Bateschell

Affiliate

Green Infrastructure, Design & Sustainability
Largest City in Washington County: Hillsboro
Washington County Community Representative
Service Providers: TriMet
Commercia/Industrial
Residential Development
Public Health & Urban Form, Clackamas County
Public Health & Urban Form, Multnomah County
Washington County: Other Cities

Call to Order, Quorum Declaration and Introductions

Chair Eryn Kehe called the meeting to order at 9:03 a.m. A quorum was declared. Introductions were made.

Comments from the Chair and Committee Members

- Chair Kehe followed up on two items that had recently come to MTAC. MTAC's recommended change to Urban Growth Management Functional Plan (UGMFP) Title 4 Map, which is needed to allow Portland's plans for Montgomery Park to move forward, was also recommended by MPAC and then approved by the Metro Council in January. MTAC's recommendation to amend UGMFP Title 6 to comply with Climate Friendly and Equitable Communities (CFEC) requirements for local adoption of boundaries for 2040 Growth Concept centers was similarly supported by MPAC and ultimately approved by the Metro Council.
- Chair Kehe noted that Metro is working to understand the new federal direction and impacts on grants. There is not a lot of information to share at this point, but future information will be shared as quickly as possible.
- Glen Bolen announced that Region 1 ODOT is hiring for a senior planner to work in their transportation growth management grant program and posted [the link](#) in the chat.
- Fiona Lyon announced that TriMet has a number of summer internship opportunities posted on their website and posted [the link](#) in the chat.
- Michael O'Brien commented that it's important to share information and requested that Metro continue to keep MTAC updated on limitations that come up in terms of public funding and the ability to get things done. Chair Kehe said they'd bring as much information as possible to the next meeting.

Public Communications on Agenda Items

None given.

Consideration of MTAC minutes December 18, 2024 meeting

Chair Kehe moved to accept as written minutes from MTAC December 18, 2024, meeting.

ACTION: Motion passed with no objections, four abstentions.

2024 Functional Plans Compliance Report *(Glen Hamburg, Senior Regional Planner, Metro)*

Glen Hamburg appeared before the committee and provided a presentation on Metro's annual report on local jurisdictions' compliance with the UGMFP and the Regional Transportation Functional Plan (RTFP). The report shows that, as of the end of 2024, all jurisdictions in Metro are in compliance with the UGMFP, with the exception of a few still working to complete Title 11 requirements for comprehensive planning of previous urban growth boundary (UGB) expansion areas. The report shows that all jurisdictions in Metro are in compliance with their current respective RTFP requirements.

The City of Beaverton came into full compliance with the UGMFP in 2024 by completing comprehensive planning for the Cooper Mountain area added to the UGB in 2018. Beaverton, Hillsboro, King City, and Wilsonville have completed their expansion area planning work and have planned for nearly 2,000 more housing units than Metro required.

Appendix D, a report on changes that were made in the last calendar year to that Title 4 Map, shows no amendments to the Title 4 Map in 2024. Amendments to the Title 4 Map that were made for the Sherwood West UGB expansion area and Montgomery Park will be noted in the 2025 compliance report.

Questions: no questions.

82nd Avenue Transit Project (*Melissa Ashbaugh, Senior Transportation Planner, Metro; Kelly Betteridge, Investment Areas Manager, Metro; Brian Harper, Principal Regional Planner, Metro; Jesse Stemmler, Project Manager, TriMet*)

Kelly Betteridge, Melissa Ashbaugh, and Brian Harper appeared before the committee to present an update and project overview on the 82nd Avenue Transit Project, the Locally Preferred Alternative (LPA), and next steps.

Brian provided an update on the Equitable Development Strategy (EDS), which will help ensure project-related policies and investments in this corridor would assist in stabilizing communities and business against exiting displacement pressures.

The strategy will be made available to the committee.

The team thanked the committee and asked if there were any questions. Melissa asked the committee to consider what information they'd like to get before the project comes back for a recommendation in the spring.

Questions:

Joseph Edge inquired why the northern terminus at Cully and Killingsworth was chosen instead of the Park Rose Transit Center and if there were any impacts on projected ridership as a result of that decision. Joseph asked how many buses that transfer at the Park Rose Transit Center terminus won't be directly connected to for riders by choosing the Cully terminus instead of Park Rose Terminus.

Melissa acknowledged that the northern terminus decision was a big one for the steering committee. Four options were identified: the airport, Cascade Station, Park Rose Transit Center, and the Cully neighborhood. The steering committee's evaluation framework included connection to jobs, connection to where people were living, cost of the project, and reliability of the project. Cully was selected due to more people living near and more affordable housing close to that terminus. Outreach showed that it was important to keep the connection for McDaniel High School students living in the Cully neighborhood. Engagement around the Cully terminus showed that people were excited and felt like a terminus facility could fit into that neighborhood. Melissa offered to provide a summary of the criteria that the steering committee used.

Ridership projections are fairly similar between the two, but slightly higher for Cully. Melissa offered to get back to Joseph about the number of buses available to transfer at Park Rose, but noted that there are more transfer connections at Park Rose. A portion of the existing line 72 would still run, but will terminate that Park Rose Transit Center, so there will be additional connections for riders trying to get to their transfers at Park Rose.

Jessica Pelz inquired about the funding and financing plan for the project.

Melissa responded that the project is costing at around \$320 million, but they are still working out the scope of the project. The finance plan currently slightly exceeds that amount and includes \$30 million fully committed to project development and some other sources for the construction funding. An estimated \$48 million Portland Clean Energy Fund grant is expected in December. Grants, including the Capital Investments Grant, are still being worked on and they're hoping to receive \$149.9 million.

Michael O'Brien inquired about what amenities will be at the end of the line on the north side and whether it will be similar to a transit center. Michael advocated for green infrastructure for shade, comfort, and climate for equity and climate resilience.

Jesse Stemmler responded that they are looking at two options for the Cully terminus, one entirely on-street and one bringing some of the infrastructure off-street. Engagement feedback requires either option be thoughtful, intentional, and complementary to the investments already in the neighborhood. There is interest in integration of public art, streetscape investments, and trees. For the transit investment they're looking at layover facilities for buses, a pickup station similar to the FX on Division, as well as shelters, lighting, real-time signage, and seating.

Fiona Lyon inquired whether they are thinking about barriers to zoning that could be addressed in tandem with this project to encourage more investment, development, and housing. Fiona also asked how conversations are being coordinated with project partners regarding the tax increment financing (TIF) district that was created and how the team is making sure that the corridor has continuity as the project evolves through design.

Melissa responded that they are looking at land uses happening along the corridor as they select the general station locations, near places that people lived, near affordable housing, near places like grocery stores. People also travel on this line to jobs. The team will keep aware of changes that happen to land uses as the design process progresses. The equitable development strategy working in tandem helps focus on things like affordable housing within the corridor. The new TIF district in Portland will likely bring new affordable housing and conversations will continue with the 82nd Avenue Coalition and with equitable development strategy as the project moves along.

Brian responded that there is no plan to do zoning changes as of right now. The general feeling is that the zoning is good along the corridor, but they are open to discussions if there were places to rethink the zoning.

Jesse responded that there will be the same level of investment through all the stations and the navigation, access, and amenities will be consistent. Station locations are places people want to be, shop, and access services; station designs should recognize the context and make sure to connect to the urban fabric in specific locations.

Carol Chesarek inquired about the project's safety considerations for the stops and upgrades for crossings and intersections along 82nd Avenue.

Jesse responded that there will be investments in intersections at select locations to improve accessibility, make ADA improvements, and do signal upgrades necessary for transit signal priority, as well as make sidewalk investments. There will be a site-specific approach to understanding how the stations connect to the intersections and what improvements need to be made. They are coordinating

with the City of Portland to find the overlap and gaps in the safety investments between the projects. Melissa noted that they are coordinating with Clackamas County and ODOT for the improvements on the Clackamas County portion of the line.

Miranda Bateschell inquired whether there were specific equitable housing concerns or things related to community development that were heard through the process. Miranda also asked if strategies were being based on what was heard and, if so, who is leading them (e.g., community organization partners, Metro, or TriMet).

Brian responded that it depends on the corridor and what the community is looking for. On the 82nd Avenue corridor, the community wants to enhance community leadership opportunities, community gathering spaces, and organizing opportunities. So, less on the development side. On the equitable housing side, there's been some investment along this corridor, but there's more that's needed. What was heard in different sections of the corridor was not to concentrate affordable housing in one spot, to spread along the corridor and mix affordable housing with market rate units.

In the TIF district, money will come to the Portland Housing Bureau through the TIF to do affordable housing. The coalition will work to make sure that projects are happening in the right places. The same when it comes to how Metro's investing its \$5 million from the state. The equitable development strategy helps to identify leadership among different strategies and in many cases it is community leading the strategies to push for things to occur, but a lot happens at the government level. There may not be funding for some things now, but it's agreed that it's being worked on to find a way to make things happen. Who is leading parts of the strategy will vary, but it is fully written by community.

There were no more questions. The committee was reminded that the team would be back in the spring to ask that MTAC recommend Metro Council endorse the LPA.

Adjournment

There being no further business, Chair Kehe thanked the committee and adjourned the meeting at 10:08 a.m.

Respectfully submitted,
Miriam Hanes, MTAC Recorder

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

| Item | DOCUMENT TYPE | DOCUMENT DATE | DOCUMENT DESCRIPTION | DOCUMENT No. | |
|------|---------------|------------------------|----------------------|--|------------|
| * | 1 | Agenda | 2/19/2025 | 2/19/2025 MTAC Meeting Agenda | 021925M-01 |
| * | 2 | 2025 MTAC Work Program | 2/12/2025 | 2025 MTAC Work Program as of 2/12/2025 | 021925M-02 |
| * | 3 | Draft Minutes | 12/18/2024 | Draft minutes from 12/18/2024 MTAC meeting | 021925M-03 |
| * | 4 | Memo | 2/11/2025 | To: MTAC and interested parties From: Eliot Rose, Senior Transportation Planner Re: Portland-Vancouver area Comprehensive Climate Action Plan: progress update and recommended targets | 021925M-04 |
| * | 5 | Report | 1/13/2025 | 2024 Compliance Report | 021925M-05 |
| * | 6 | Map | 1/15/2025 | 82 nd Avenue Transit Project Locally Preferred Alternative | 021925M-06 |
| ** | 7 | Agenda | 2/19/2025 | Updated Agenda | 021925M-07 |
| ** | 8 | Presentation | 2/19/2025 | 82 nd Avenue Transit Project Transportation Policy Alternatives Committee | 021925M-08 |
| ** | 9 | Document | 2/19/2025 | 82 nd Ave Equitable Development Strategy | 021925M-09 |

**materials included in meeting packet*

***materials distributed at or after meeting*