

# Metro

600 NE Grand Ave.  
Portland, OR 97232-2736  
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Metro

## Minutes

Tuesday, July 23, 2024

10:30 AM

Metro Regional Center, Council Chamber,  
<https://zoom.us/j/615079992> Webinar ID: 615 079 992 or  
888-475-4499 (toll free)

[https://www.youtube.com/live/3dsXSA2yggq0?](https://www.youtube.com/live/3dsXSA2yggq0?si=uz59iLvPAQFPfU2x)

[si=uz59iLvPAQFPfU2x](https://www.youtube.com/live/3dsXSA2yggq0?si=uz59iLvPAQFPfU2x)  
**Council work session**

**10:30 Call to Order and Roll Call**

Deputy Council President Hwang called the Work Session to order at 10:30 a.m.

**Present:** 6 - Councilor Gerritt Rosenthal, Councilor Mary Nolan, Juan Carlos Gonzalez, Duncan Hwang, Christine Lewis, and Ashton Simpson

**Excused:** 1 - Lynn Peterson

**10:30 Work Session Topics:**

10:35 City of Portland planning for Montgomery Park redevelopment and Metro UGMFP Title 4 land use restrictions in the area

Attachments: [Staff Report](#)  
[Attachment 1](#)  
[Attachment 2](#)  
[Attachment 3](#)

Deputy Council President Hwang introduced Glen Hamburg (he/him), Associate Regional Planner, Metro and Patricia Diefenderfer, Chief Planner, City of Portland to present on the City of Portland Planning for Montgomery Park 24-6101 Redevelopment and Metro UGMFP Title 4 Land Use Restrictions in the Area.

*Presentation Summary*

The presenters discussed the vision for Montgomery Park. They shared the objectives including integrating affordable housing and commercial spaces, increasing job access, improving climate resilience, and supporting a proposed streetcar extension. The plan focuses on a small area to the west of Highway 30 where land uses are already changing. The presenters summarized how the land use of the Montgomery Park area plan complies with Metro's regulations. They explained that residential developments

are not prohibited, but other land uses like schools, community, and retail center are restricted. They explained the public engagement processes and asked the Councilors if they had any questions.

*Council Discussion*

Councilor Nolan requested clarification about an apparent discrepancy between the number of individuals versus families who would be housed under the area plan.

The presenters stated that they relied on census data about household numbers, which does not always count individuals.

Councilor Nolan inquired why the affordable housing percentage was only at 5% and how the city will assure that the full housing capacity is delivered.

The presenters clarified that the affordable housing percentage is 10% and explained that a combination of the public benefits agreement and the zoning code would ensure the plan met its goals.

Deputy Council President Hwang asked the presenters to speak about the process of using a public benefits agreement in comparison to the Broadway Corridor project, who the signatories might be, and the levels of enforceability the plan provides.

The presenters responded that a public benefits agreement is developed and signed by the city, and the two property owners participating in the agreement are also signatories. The presenters elaborated that the agreement is legally enforceable, with multiple avenues for compliance to create

flexibility.

Deputy Council President Hwang wondered if the 200 affordable housing units would be publicly subsidized through a partnership with the housing bureau.

The presenters stated that public funding would not be used for the project. Instead, the property owners will fund the affordable housing, though they may receive federal tax credit for doing so.

Councilor Rosenthal asked what areas the removal of the Title IV restrictions would apply to and how the decision would be made.

The presenters replied that the removal of those restrictions could apply to specific areas or to larger portions of Montgomery Park, with the latter providing more planning flexibility to the city. They stated that the decision to expand the land uses would depend on how best to integrate the industrial, residential, and commercial areas.

Councilor Simpson conveyed that he was generally supportive of easing the land use restrictions. He questioned whether the 2,000 units provided by the plan would be sufficient to support new businesses, such as a grocery store.

The presenters responded that the 2,000 units are new and add to a much larger neighborhood. They clarified that the overall resident density would seem to support new development, as would incentives included in the zoning.

Councilor Nolan questioned how a walkable neighborhood would reconcile with residents who choose to drive.

The presenters answered that there is no minimum parking allotment but there is a parking maximum in the zoning requirements. They added that there is a high proportion of households without cars in the area and, historically, streetcar use has been successful at reducing the use of individual cars.

Councilor Nolan inquired about what tools will be used to keep car use down.

The presenters replied that transportation demand management is included in the area plan. They provided an example that building managers will be required to share information about walking, bicycling, and transit options. Low-cost transit passes, car-share memberships, and other financial incentives will be made available. Metered parking and restrictions on parking lots are also included.

Councilor Gonzales asked whether the plan for Montgomery Park will resemble the layout of Slabtown.

The presenters confirmed that the area will be similar, but with the added opportunity for inclusionary housing.

Councilor Gonzalez wondered how the plan will impact industrial land supply from a regional perspective and its effect on job availability.

The presenters referenced a statistic that the industrial land in question is only 3% of the available industrial area, which would have a low impact.

Councilor Gonzalez and Councilor Lewis remarked that the Montgomery Park area plan is thoughtful and

well-developed.

Deputy Council President Hwang inquired about the future-proofing elements of the planned community.

The presenters replied that the mixed-use nature of the neighborhood and the required green features, such as eco roofs, will make it resilient.

Deputy Council President Hwang confirmed general support among the councilors to draft an ordinance.

There being no further discussion, Deputy Council President Hwang moved onto the next agenda item.

#### 11:30 Recycling Modernization Act update

Attachments: [Staff Report](#)

Deputy Council President Hwang introduced Marta McGuire (she/her), WPES Director, Metro; Thomas Egleston (he/him), Policy and Program Development Manager Metro; and Jill Hrycyk (she/her), Program Manager, Metro to provide updates on the Recycling Modernization Act.

Staff pulled up the Recycling Modernization Act PowerPoint to present to Council.

#### *Presentation Summary*

The presenters reviewed the 2021 Plastic Pollution and Recycling Modernization Act, highlighting changes effective July 1, 2025, impacting packaged paper items and similar recyclables, and creating producer responsibility programs. Producers will fund service expansions and enhance transparency in plastic recycling. The presenters stated that

an Oregon Recycling System Advisory Council will be established under DEQ, with two lists for recyclables: curbside and items for 43 drop-off locations in the metro area. The presenters added that PROs, including the Circular Action Alliance, will set up recycling depots by July 1, 2025 and have two years to meet regional convenience standards.

#### *Council Discussion*

Councilor Rosenthal asked if there are any mechanisms to consolidate waste collection into complete service facilities as opposed to PROs opening multiple smaller facilities.

The presenters responded that the act requires PROs to coordinate or offer to work with existing facilities before establishing a new facility. However, the presenters shared that the act will still help establish 43 new sites to meet regional needs.

Deputy Council President Hwang inquired about the fiscal impacts to the WPES budget and how the added services will be funded.

The presenters stated that they were not presently able to answer the question in full. They added that PROs will be required to cover start-up costs and work with existing facilities to limit costs.

Deputy Council President Hwang wondered how large the depots would be.

The presenters replied that drop-off locations could include retail stores, collection events, and community recycling spots. They stated that the depots will be free and available

to the public with consistent hours, including one weekend day. They also shared that WPES plans to consolidate multiple types of recycling into each drop-off location when possible.

Councilor Gonzalez expressed his enthusiasm for the progress that has been made in the way Oregon handles waste and recycling. He appreciated He shared appreciation that the presenters acknowledged the erosion of trust in the recycling system and wishes to regain that trust by providing accurate information to the public.

Councilor Rosenthal agreed with Councilor Gonzalez that he was looking forward to the development of this program. Councilor Rosenthal also shared concerns about how depots will be coordinated and implemented in compliance with each city's unique ordinances and restrictions.

The presenters stated that there will be some obstacles to finding and establishing the necessary sites, but stakeholders are collaborating navigate those challenges.

Councilor Nolan asked the presenters for more information about the hours of operation, maintenance, and staffing requirements for the depots.

The presenters clarified that the depots would not need to be open 24/7 but they are required to be staffed by the PROs and to remain open on weekdays and one weekend day.

Councilor Nolan requested additional information about the depots.

The presenters explained that there will be various types of



depots, which will likely be limited collection points for papers and plastic packaging.

There being no further discussion, Deputy Council President Hwang moved onto the next agenda item.

12:05 2025 State Legislative Transportation Priorities

Attachments: [Attachment 1](#)  
[Staff Report](#)

Deputy Council President Hwang introduced Anneliese Koehler (she/her), State Legislative Affairs Advisor, Metro; Jenna Jones (she/her), State Legislative Affairs Advisor, Metro; Catherine Ciarlo (she/her), PDR Direction; Beth Osborne, Transportation for America; and Myla Bengali, Government Affairs Director, TriMet to present information about national trends in transportation funding, TriMet, and transit funding investments outlined in HP 2017.

Staff pulled up the 2025 State Legislative Transportation Priorities PowerPoint to present to Council.

*Presentation Summary*

The presenters reminded the Council that this was the second informational session before discussing the draft legislative priorities in December. They provided an overview of the Statewide Transportation Improvement Fund (STIF), the main source of state funding for transit operations and maintenance, highlighting its support for various services and the need for more accessible transit options. They stated that STIF funds are versatile, supporting reduced fares, enhanced access in underserved areas, and a goal for a zero-emission bus fleet by 2040. The presenters also discussed funding strategies from other regions and the need to engage the public in discussions about tax dollar usage, urging Metro to seek broader

funding sources beyond competitive grants.

*Council Discussion*

Councilor Gonzalez, JPACT chair, started discussion by thanking the staff and partners who developed the draft priorities proposal. He reiterated several transportation priorities, including short-term funding, long-term funding, finishing what we started, safe urban arterials and main streets, transit, and resiliency.

Councilor Rosenthal asked Councilor Gonzalez how long-term funding sources will be chosen.

Councilor Gonzalez answered that JPACT is looking at a range of sources, including the taxation of gas and electric vehicles. Though JPACT provides their expertise, the state legislature and governor will ultimately decide. The presenters added that the sources of funding will likely be more limited than in some states.

Councilor Rosenthal suggested creating a set of criteria to measure potential funding sources against.

Deputy Council President Hwang asked why Virginia's transportation system is seen as apolitical and how Oregonians feel about our system.

The presenters' response was that Virginia has a transparent process and a limited number of priorities that were agreed to unanimously by their state legislature. They stated that people understand how to align their projects and interests with those priorities, and all regions are guaranteed some funding for their projects. Furthermore, the presenters described Oregonian's view of

transportation as bipartisan, rather than apolitical, with far fewer resources granted to rural areas.

Deputy Council President Hwang wondered whether it would be more unifying for the region to talk about overall funding instead of specific projects.

The presenters replied that it depends, since example projects can contextualize the funding. They added that, in Virginia, the overall benefit to each region is the focus, even if rural projects end up costing less.

With no further discussion, Deputy Council President Hwang moved to the next agenda item.

#### **12:45 Chief Operating Officer Communication**

COO Marissa Madrigal provided an update on the following events or items:

COO Marissa Madrigal shared that she recently returned from a vacation to Mexico City, where she observed similarities and differences to Metro's transportation system. This included Mexico City's use of bike lanes along the road medians and the installation of four aerial trams. The aerial trams have reduced a one- or two-hour commute to just 17 minutes for 90,000 residents.

#### **12:55 Councilor Communication**

Councilors provided updates on the following meetings and events:

There were none.

#### **1:00 Adjourn**

There being no further business, Deputy Council President Hwang adjourned the Metro Work Session at 1:00 p.m.

Respectfully submitted,

*Nicholas Cooley*

Nicholas Cooley, Legislative Assistant