



600 NE Grand Ave.  
Portland, OR 97232-2736

## Council work session agenda

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**Tuesday, October 15, 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/LwMlogEFIp8?feature=shared>**

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This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.  
You can join the meeting on your computer or other device by using this link:  
<https://zoom.us/j/615079992> (Webinar ID: 615 079 992)

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

#### **Work Session Topics:**

10:30 Community Connector Transit Study: Overview and Introduction **24-6135**

Attachments: Staff Report  
Attachment 1  
Attachment 2  
Attachment 3  
Attachment 4  
Attachment 5

11:15 Parks and Nature Bond Large-Scale Community Visions - 2024 Cycle [24-6137](#)

Attachments: [Staff report.pdf](#)

**12:00 Chief Operating Officer Communication**

**12:05 Councilor Communication**

**12:15 Adjourn**

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្រកាសស្តីពីការមិនរើសអើងសូមទូរស័ព្ទទៅលេខ ៥០៣-៧៩៧-១៧០០ ឬចុះមកកាន់ការប្រកាសនៅទីតាំង [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
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**Community Connector Transit Study:  
Overview and Introduction**  
*Work Session Topic*

Metro Council Work Session  
Tuesday, October 15, 2024

## COMMUNITY CONNECTOR TRANSIT STUDY: OVERVIEW AND INTRODUCTION

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Date: October 8, 2024  
Department: Planning, Development and Research  
Meeting Date: October 15, 2024

Presenters: Ally Holmqvist, Senior Transportation Planner

Length: 30 minutes

Prepared by: Ally Holmqvist, Senior Transportation Planner

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### ISSUE STATEMENT

Community connector transit can unlock more transportation access in the region and make transportation more equitable. This type of transit includes smaller, more nimble modes like shuttles, para-transit, microtransit, vanpools and other last mile transportation services that are not local fixed route bus service (see Attachment 1). It often is more flexible than a bus – from going off-route to pick up or drop off riders to being by-request whenever needed (like Uber or Lyft). This flexibility can also help people travel to light rail or frequent bus routes that may stop a mile or more away from their home or destination.

Right now there is a lot of regional momentum around community connector transit. House Bill 2017 changed requirements and increased funding for local transit options that has supported Multnomah and Clackamas County in providing new shuttle service and bolstered existing Ride Connection service in Washington County. In fact, Washington County is currently updating its Transit Development Plan to prepare for further service expansion and Clackamas County has applied for funds to do the same. At the same time, TriMet is also exploring how transit that operates more like Uber and Lyft could complement their current service for people with disabilities and reach more people.

We must continue improving transit's accessibility, service, reliability, and reach to continue to strive to become the region we've envisioned. The strong foundation of recent regional work, coupled with the suite of local planning efforts by agency partners, has set the stage to assess potential solutions for improving community connections to essential destinations and existing and planned frequent transit within the network. The Community Connector Transit (CCT) Study will bring together greater Portland partners, business representatives and community members to explore a shared vision for investing in a local transit system that serves everyone.

### The Community Connector Transit Study

Work done as part of [this study](#) will build on recent transit planning efforts to explore community connector transit opportunities and determine the role this type of transit could play providing a service coverage solution as part of the local element of the transit vision (see Attachment 2). The CCT study will develop a strategy that sets a path forward for successfully achieving that vision toward supporting regional goals and provide a



roadmap for leveraging and funding the identified opportunities. Key to this work will be leveraging and bringing together work done by Metro and local partners to date.

The study is being led by a project management team including staff from Metro’s Planning, Research and Development, Investment Areas and Land Use and Development Departments. The team will meet regularly with a Transit Working Group that includes partner representatives from SMART, Ride Connection, Clackamas County, Multnomah County, Washington County, TriMet, City of Portland, ODOT, C-TRAN and Southwest Washington Regional Transportation Council to share work and solicit feedback. The first of ten anticipated meetings for the working group took place on October 1, 2024. Metro staff will also engage with regional and inter-regional transit providers through workshops.

The CCT Study starts in Fall 2024 will be updated in four key phases, ending in Spring 2026. Staff will return to the working group, County coordinating committees, and Metro advisory committees and Council for input to inform each key study milestone (see Attachment 3 for more detail). As this study will inform the RTP, the timeline for this work aligns with scoping for the 2028 update anticipated to begin as early as late 2025.

**Figure 1. Study Timeline and Milestones**



## ACTION REQUESTED

There is no formal action requested. Staff is seeking to provide an introduction to the Community Connector Transit Study and solicit feedback from the Metro Council on: 1) the work plan approach and anticipated outcomes, 2) the developing engagement strategy and 3) key elements and policy considerations to address. The purpose of this discussion is to shape the work and engagement plans, support development of the planning context, policy framework, and identify considerations for re-envisioning local transit.

## POLICY CONTEXT AND IDENTIFIED OUTCOMES

The Regional Transit Strategy (RTS), adopted in 2018, established the future vision for the regional transit network that is rooted in the 2040 Growth Concept and is expanded and carried forward in the Regional Transportation Plan (RTP, see Figure 3 below). These documents serve as the guiding vision and goals for community connector transit. The RTP includes a local transit component that complements the RTS, which includes the Regional Transit Network Vision (map and description of updates), local transit policies, and list of 2030 and 2045 Fiscally Constrained and 2045 Strategic local transit projects. The CCT study will make recommendations for updates to this local transit component of the RTP and the RTS, as well as to the Regional Transportation Functional Plan and Urban Growth Management Functional Plan as applicable. Updates to these documents are anticipated to take place as well around the time of the 2028 RTP Update.

Table 1. Regional Policy Context for the CCT Study	
Plan	Community Connector Transit Policy Context
<b>2040 Growth Concept and Regional Transportation Plan (RTP)</b>	<p>This blueprint concentrates mixed-use and higher density development in urban centers, station communities, corridors and main streets well-served by transit. Expanded by the HCT Strategy, it envisions connecting regional centers and town centers with high capacity transit.</p> <p>RTP Transit Network Policy 5 takes this vision further to direct investment decisions to “[c]omplete a well-connected network of local and regional transit on most arterial streets – prioritizing expanding all-day frequent service along corridors and main streets linking town centers to each other and neighborhoods to centers.” Community connector transit is one of the tools in the RTP toolbox for implementing the future vision to better serve existing and growing communities and achieve regional goals of equity, climate, safety, and mobility. Local connectors can expand the transportation network and improve transit in areas with limited access, especially in connecting more people to the high capacity transit network.</p>
<b>Regional Transit Strategy (RTS)</b>	<p>The RTS is an element of the RTP which supports the transit modal component of the plan. Together, Metro and partners developed a regional shared vision to make transit more frequent, convenient, accessible and affordable for everyone with a focus on local and regional transit service improvements. Community/jobs connectors, originally envisioned in TriMet’s long range service plans, were incorporated into the vision to provide a solution where transit is needed but where land use conditions make fixed route service infeasible or not a priority. One key focus area of the RTS vision was high capacity transit investments, which community connector transit can increase the accessibility of.</p>

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**Emerging  
Technology  
Strategy (ETS)**

The ETS identifies steps that our region can take to harness new developments in transportation technology – including new mobility services like microtransit. New services like this offer new ways to meet the transportation needs of underserved people, but can also be competing with transit and increasing congestion while also not being accessible to all. For this reason the ETS differentiates between microtransit coordinated with public transit, connecting people to high-frequency transit or operating in hard to serve areas, as opposed to luxury microtransit, offering more convenience at a higher cost along existing bus routes as a competitor. The ETS urges regional partners to explore how this emerging technology can help us better operate and manage the transit system, while providing the following guidance:

- Use new mobility services to connect historically marginalized communities to transit stations and to employ centers, community services and other destinations that are not well-served by transit.
- Use technology to improve paratransit and other special transportation services for people who have challenges driving or using conventional transit.

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**Climate Smart  
Strategy (CSS)**

The CSS provides clear direction to invest more in making our transit system more convenient, frequent, accessible and affordable in order to meet regional sustainability goals and objectives. Smaller, more flexible community connector transit can make transit easier to access and more convenient for many communities that are difficult to serve with regular buses. Providing more people with alternatives to driving leads to fewer cars on the road and means less air pollution. The CSS includes a number of near-term actions for Metro and partners related to community connector transit, including:

- Provide more community to community transit connections.
- Identify community-based public and private shuttles that link to regional transit service.
- Expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations.

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**Regional  
Travel Options  
Program**

The RTP includes transportation demand management (TDM) policies that guide Metro's Regional Travel Options (RTO) Program. TDM is a series of activities aimed at ensuring people are aware of, understand and have access to the full variety of travel options available within the region. TDM complements and enhances other policy areas by helping ensure the transportation system is used in a balanced way to maximize investments in transportation Plans. The RTO Program funds grants and provides technical assistance to local partners implementing TDM programs which can include programming that supports first/last mile transit, micromobility, or active transportation connections. Improvements to the regional transit system, as outlined in the RTP and RTS, are critical to TDM program effectiveness.

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## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

Trains, buses, shuttles and other options are all important and work together as a larger system to serve the diverse transportation needs of the Portland region, helping people get where they need to go (see Attachment 1). Recent work has drilled down into the different elements of the transit spectrum to craft more focused specific strategies, including: intercity rail in the Oregon State Rail Plan 2020 update, high capacity transit as a focus area for the 2023 RTP in the High Capacity Transit Strategy, frequent and regional bus and future community connector opportunities in TriMet's Forward Together service plans (1.0 in 2023 and 2.0 forthcoming in 2025) and SMART's Master Plan, and intercity bus in the Oregon Transportation Plan (2023) and Oregon Public Transportation Plan (2018). These planning efforts have re-envisioned the future transit system and re-established and prioritized partner actions for improving transit-supportive corridors.

In conversations during the recent 2023 RTP update, policymakers, partners, and community members expressed concern about areas of the region that still lack access to the regional transit network today and even in the future, but where opportunities may exist to connect to jobs and other essential destinations. Key takeaways we heard included:

- Explore expanding service, particularly to dense, growing areas and town centers and community hubs in suburban communities and the Metro region urban edges.
- Connect more neighborhoods to essential destinations, including first- and last- mile frequent transit connections, to expand access to transit.
- Make more connections with community hubs in Washington and Clackamas counties.
- Prioritize needs of marginalized communities and reducing climate impact.
- Look for opportunities to fill gaps in transit service to places like major employers and job centers, schools, health care services and regional destination parks.
- Provide transportation hubs at key connections and at the ends of transit lines to improve transfers, including across agencies and modes. Make them safe and comfortable by integrating amenities and community benefits.
- Work with transit providers, local agencies and other partners early to improve collaboration and coordinate investment strategies to create more seamless systems, improve implementation, and be competitive for funding. Provide tools to support future partnership and implementation.

### **Community and Business Engagement**

Community feedback will be incorporated into each of the four major project phases of the CCT Study with the approach differing by phase. The first phase will focus on themes heard in recent prior outreach. The second and third phases will engage in broader outreach in partnership with community-based organizations to reflect additional input. The final phase will apply a direct outreach approach to those who provided feedback during the process to review the draft report and recommendations to confirm input was reflected.

The following community and business engagement activities are planned for the project:

- Contracts with community based organizations will support involving community members from communities of color, youth and people with disabilities, who have been underrepresented in decision making and are more likely to rely on transit.
  - Additional staff-led events will focus on targeting specific transit needs discussions that will likely include affordable housing residents and parks patrons.
- Workshop discussions and/or events to better understand tribal community transit needs.
- Focus groups with the business community and economic organizations across the region.
- Presentations at existing organization standing meetings like Metro's CORE, TriMet's Transit Equity Advisory Committee and Committee on Accessible Transportation and Clackamas County's Small Transit Providers, as well as other meetings of business chambers, advocacy organizations, and local partner councils and commissions by request.
- In-person tabling event opportunities partnered with Metro and/or other local events where possible to coordinate efforts based on milestone timing.
- Online surveys for community members across the region to provide input, supported with outreach conducted by community liaisons to reach under-represented communities.
- Metro stories will amplify the voices and experiences of community members who have been historically left out of public decision-making processes and are affected by transportation policies and investment decisions.
- Input collected through transportation related engagement over the last eight years will also inform early work for the study (see Attachment 4).

#### **POLICY QUESTIONS FOR COUNCIL TO CONSIDER**

- Are there particular considerations that Metro Council would like to see addressed or emphasized as part of the planning process going forward?
- What outcomes would you like to see from the Community Connector Transit Study to best achieve regional goals?
- What role do you see community connectors playing in connecting the region?
- Are there issues, principles or outcomes that Metro Council would like to see addressed by the Transit Working Group?
- Are there particular community-based organizations you think are important that the team engage as part of this work?



## BACKGROUND ON INTEGRATION OF OTHER REGIONAL AND LOCAL WORK

Consistent with the policy context, the Community Connector Transit (CCT) Study will also be informed by, coordinated with and ultimately itself inform other past, recent or in-progress regional study and planning efforts (summarized in Table 2 below).

Table 2. Regional Work Related to the Community Connector Transit Study	
Guiding Study and Informing Development	Coordinated with the Study
<ul style="list-style-type: none"> <li>• 2040 Growth Concept</li> <li>• Mobility Corridors Atlas (2014)</li> <li>• Strategic Plan to Advance Racial Equity, Diversity and Inclusion and Equity Framework (2016)</li> <li>• Regional Transit Strategy (2018)</li> <li>• Southwest Corridor Equitable Development Strategy (2017) and Locally Preferred Alternative (2018)</li> <li>• Regional Travel Options Strategy (2018)</li> <li>• Division Transit Locally Preferred Alternative (2019)</li> <li>• Regional TDM Inventory Needs and Opportunities Assessment (2019)</li> <li>• Designing Livable Streets and Trails Guide (2020)</li> <li>• Transportation System Management and Operations Strategy Update (2021)</li> <li>• Emerging Technology Strategy (2018) and Emerging Transportation Trends Study (2022)</li> <li>• Transit-Oriented Development Strategic Plan (2022)</li> <li>• Metro Commute Program Current State Report and Action Plan (2022)</li> <li>• Regional Transportation Plan and High Capacity Transit Strategy (2023 Update)</li> <li>• Westside Multimodal Improvements Study (2024)</li> <li>• Various work by partners (see below)</li> </ul>	<ul style="list-style-type: none"> <li>• Regional Transportation Demand Management Strategy and Regional Travel Options Strategy Update (2025)</li> <li>• Tualatin Valley Highway Corridor Study (2026)</li> <li>• 82<sup>nd</sup> Avenue Corridor Study (2026)</li> <li>• Local work, specifically: <ul style="list-style-type: none"> <li>○ TriMet's Forward Together 2.0</li> <li>○ Washington County's Transit Development Plan</li> </ul> </li> </ul>
	<b>To Be Potentially Informed by the Study (2026+)</b> <ul style="list-style-type: none"> <li>• Regional Transit Strategy Updates</li> <li>• Regional Transportation Plan updates</li> <li>• Regional Transportation Functional Plan updates</li> <li>• Urban Growth Management Functional Plan updates</li> <li>• Future partner work</li> </ul>

Further, with the additional local transit opportunities provided through the Statewide Transportation Improvement Fund (in HB 2017), several local agencies and jurisdictions have completed or are currently working on local transit plans and/or studies that have identified local needs and opportunities for expanding the transit network that will inform the Community Connector Transit Study.

Agency partners participating in the CCT Transit Working Group will help ensure this recent work is reflected in the update, which includes:

- ODOT Historic Columbia River Highway Congestion and Transportation Safety Improvement Plan (2019) and Transit Vision Around the Mountain (2021);
- Clackamas County Clackamas to Columbia Corridor Plan (2020), Transit Development Plan (2021), Sunrise Community Visioning Project (underway) and RideClackamas.org website;
- Washington County Countywide Transit Study (2023) and Transit Development Plan (2022);
- TriMet Forward Together (2023) and Forward Together 2.0 (anticipated in 2024), Reimagining Public Safety and Security Plan (2021), Coordinated Transportation Plan for Elderly and People with Disabilities (2020, update underway), Pedestrian Plan (2020), Equity Lens/Index (2020), Red Line MAX Extension Transit-Oriented Development & Station Area Planning (2022);
- City of Hillsboro Sunset Highway Corridor Study (2023);
- City of Portland PBOT Mobility Hub Typology Study (2020), Transit and Equitable Development Assessment (2022) and 2040 Portland Freight Plan (2023);
- SMART Transit Master Plan Update (2023).); and
- City of Troutdale Destination Strategy (2024).

#### **ATTACHMENTS**

1. Transit 101 Fact Sheet
2. Fact Sheet #1: About the Community Connector Transit Study
3. CCT Study Workplan
4. CCT Study Engagement Plan
5. Past Transit Engagement Feedback Summary

Is legislation required for Council action? ☐ Yes ☒ No



# Public Transit 101

June 2022

*Different kinds of transit serve the diverse needs for transportation of greater Portland. Where a lot of people need to travel farther, quickly to major job centers MAX works best, but where some people live far from a bus or train stop or need to get to specific destinations a shuttle is better. Trains, buses, shuttles and other options are all important and work together as a larger system—like a skeleton—to help people get where they need to go. Our work to update the High Capacity Transit Strategy will envision a stronger backbone for the network, while also setting the stage for future work to look at potential solutions improving its connections.*



## Inter-City

Inter-city transit takes people long distances, usually between regions and states, with few stops along the way – think AMTRAK or Greyhound from Portland to Eugene or Seattle. It is an express train or bus that takes a similar amount of time as driving. It can also be high or ultra-high speed, traveling up to 374 miles per hour with only a few stops. Metro is participating in a partner effort led by the Washington Department of Transportation looking at ultra-high speed rail to connect Portland, Seattle and Vancouver B.C.



## High Capacity

High capacity transit moves a lot of people quickly and often – our network's limbs and backbone. These trains or buses take a more direct route with fewer (but better) stops across longer distances. MAX or WES trains carry people between places within the region today, but could also move people between Portland and Salem in the future. TriMet's first rapid bus project, Division Transit, includes longer buses that carry more people and changes to the street that move buses faster.



## Enhanced and Frequent

Enhanced transit includes streetcars and “better” buses. It comes more often and is more reliable and can get people to their destinations faster. Examples are the Portland Streetcar and frequent bus lines – where the bus arrives every 15 minutes or less most of the day, every day. This is where improvements to traffic lights that give buses priority and to the street that give buses their own space to travel or pass traffic have the biggest impact.





*Photo courtesy of SMART*



*Photo courtesy of Ride Connection*



## Bus

Buses are the “ribs” of our transit network that reach more people and places in the region. They have varying routes and schedules to serve different community needs. Buses take people to destinations within their neighborhood as well as other cities and counties. They connect to the MAX, Streetcar and WES (our network’s “spine”) and to each other. Buses may come more or less often (from every 20 minutes to an hour or more). They may have more or less stops, but) and generally stop more often than enhanced or high capacity transit.

## Shuttles and Vans

Shuttles and vans play a key role in getting people to a particular job center or taking them their last mile home from the MAX or WES – more like fingers connected to an arm. They are smaller than a bus, moving less people, and often have more flexibility in their route – they may have areas with no stops where riders flag it like a taxi, may make a stop off-route by request, may take people door-to-door from their home to their desired destination or something in-between. This type of service changes based on requests made by riders by hand wave or phone – but microtransit is using new technology to allow people to schedule and track a pick-up and/or drop-off online or by phone app. Shuttles and vans can also be used for different purposes to meet specific community needs – vanpools where co-workers coordinate travel to job sites, shuttles with routes and schedules for shift or farming work, or door-to-door paratransit for people with disabilities or mobility issues.

## And more!

While these are the most common types of transit in our region and state, there are many other types of transit. The Portland Aerial Tram that connects the South Waterfront to the Oregon Health and Science University campus or the proposed Frog Ferry river taxi that could connect Vancouver, WA with central Portland in the future are just a few examples. We outline future work to consider new, innovative and improved transit solutions in our Regional Transportation Plan.



# Community connector transit Study

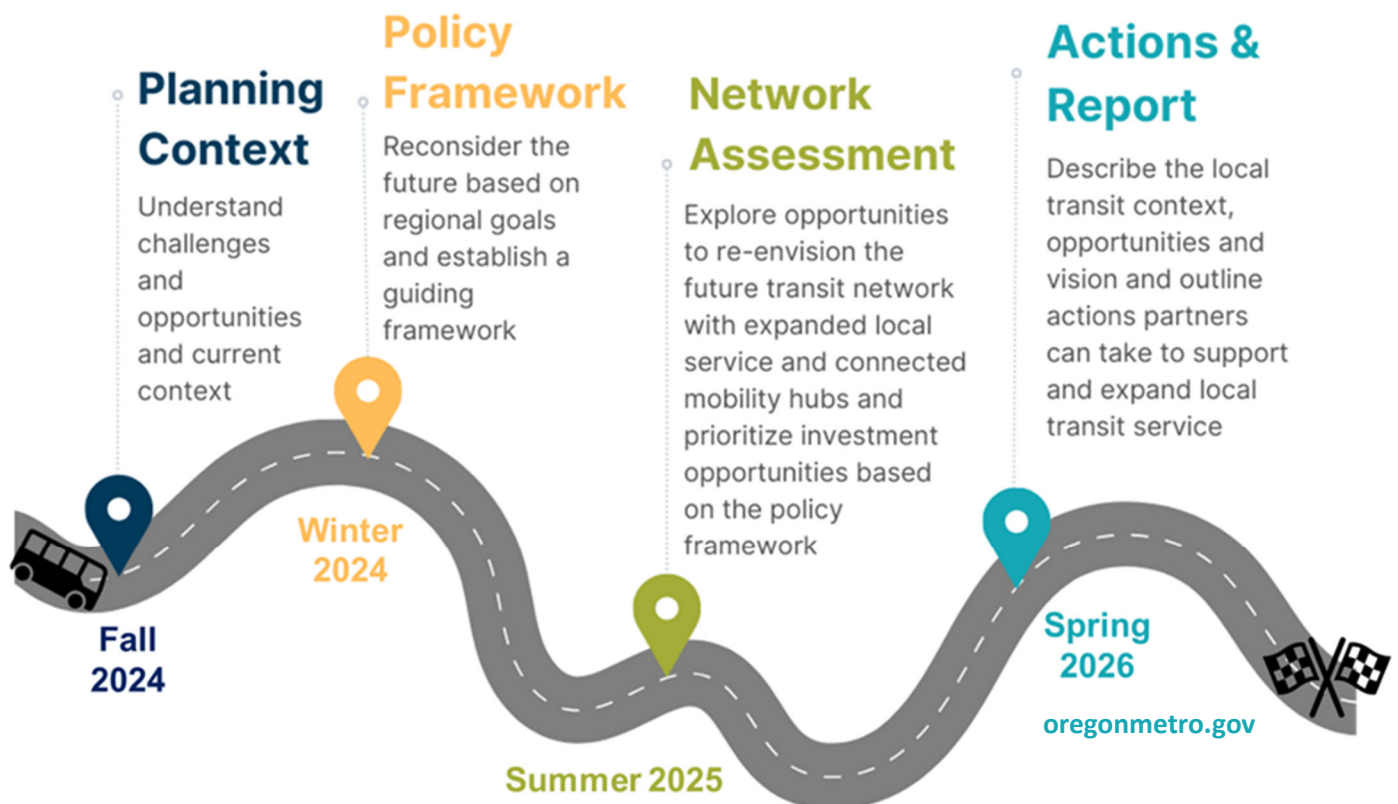
*Metro and regional partners are working together to explore how smaller, more flexible solutions could make transit easier to access and more convenient.*

## Why explore community connectors?

Community members, partners and leaders have raised concerns about certain areas in the region lacking access to bus service. Recent State legislation (House Bill 2017) changed requirements and increased funding for local transit options that supported Multnomah and Clackamas County with providing new shuttle service and bolstered existing Ride Connection service in Washington County. At the same time, TriMet is also preparing to explore how transit that operates more like Uber and Lyft could complement their current on-demand service for people with disabilities and reach more people.



Building from emerging regional momentum, this study will explore how community connector transit solutions could expand the network and improve transit in areas with limited access. Through this study, Metro will also recommend a regional strategy for enhancing the public transit system with community connectors and identify where to allocate resources for improvements first. The outcomes of the work will inform future updates to the next [Regional Transportation Plan \(RTP\)](#) which is planned to begin in a few years.





### **What is community connector transit?**

*Community connector transit is a type of public transportation that typically uses smaller vehicles (think shuttles or vans) to get people to work, school, shops, the doctor or parks.*

*It often is more flexible than a bus – from going off-route to pick up or drop off riders to being by-request whenever and wherever needed (like Uber or Lyft).*

*This flexibility can help people travel to MAX light rail or frequent bus routes (like the 20, 33 or 76) that may stop a mile or more away from their home or destination.*

*Learn more about the other types of transit in the region in the [Transit 101](#) fact sheet.*



*Photos courtesy of Clackamas County*

### **How could this type of transit support regional goals?**

The Regional Transportation Plan includes the vision for a complete, well-connected network of transit on most arterial streets to ensure people in greater Portland have choices for how they travel. Transit provides a more efficient, affordable and sustainable alternative to driving that supports the [2040 Growth Concept](#) and encourages growth using regional resources efficiently to build healthy, equitable communities and a strong economy.

Many people with lower incomes, people of color, people with disabilities, people who are older and single-parent families rely on transit to get around. Rising costs and displacement have pushed where they live, work and receive services farther from the local

hubs best served by transit.

Expanding community connector transit is an opportunity to unlock more transportation access in the region and make transportation more equitable.

### **Who will be involved?**

Metro is working closely with:

- TriMet, South Metro Area Regional Transit (SMART) and C-TRAN;
- Clackamas, Multnomah and Washington counties;
- City of Portland;
- Oregon Department of Transportation (ODOT); and
- Southwest Washington Regional Transportation Council.

TriMet is also currently working on taking their Forward Together service to the next level with new bus routes and more frequent service on existing MAX lines and bus routes planned for the future:

[www.trimet.org/forward](http://www.trimet.org/forward). This and other transit-related work happening in the region (including Metro's updated strategy for improving travel options) will be coordinated with the community connector transit study.

Metro and regional partners will also be working with community organizations and members, mobility and business groups, educational institutions and tribal governments to rethink the vision for transit in the region with community connectors.

### **How can I learn more?**

For information on the Community Connector Transit Study, visit

[www.oregonmetro.gov/transit](http://www.oregonmetro.gov/transit)

This will be a key policy area for the 2028 RTP Update. Learn more about the RTP at

[www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)



# COMMUNITY CONNECTOR TRANSIT STUDY

## Project Milestone Work Plan: Key Activities and Events

### Fall/Late 2024

**Activities:** Develop work plan and engagement plan. Assess baseline and future conditions. Understand key trends, opportunities, challenges and best practices. Collect data. Consider local and community priorities.

**Outcome:** Feedback on work and engagement plan, goals and outcomes. Review and discuss the regional inventory and context and best practice opportunities. Begin identifying policy considerations.

Date	Who
<b>October 1</b>	<b>Working Group #1: Introduction, Goals, and Policy Considerations</b> <ul style="list-style-type: none"> <li>Study scope, goals and outcomes</li> <li>Work and engagement plans (including timeline and milestones)</li> <li>Policy considerations</li> </ul>
October 2	East Multnomah County Transportation Committee TAC
October 3	Clackamas County Coordinating Committee TAC
October 3	Washington County Coordinating Committee TAC
<b>October 4</b>	<b>Transportation Policy Alternatives Committee (TPAC)</b>
October 14	Washington County Coordinating Committee (policy)
October 14	East Multnomah County Transportation Committee (policy)
<b>October 15</b>	<b>Metro Council (Work Session)</b>
October 16	Clackamas County Metro Coordinating Subcommittee (C4)
<b>October 16</b>	<b>Metro Technical Advisory Committee (MTAC)</b>
<b>October 17</b>	<b>Joint Policy Advisory Committee on Transportation (JPACT)</b>
<b>November 11</b>	<b>Metro Policy Advisory Committee (MPAC)</b>
<b>Mid-November TBD</b>	<b>Working Group #2: Regional Context</b> <ul style="list-style-type: none"> <li>Local inventory outcomes</li> <li>Best practices approach and preview</li> </ul>
Mid/Late November	Transit Provider Workshops (Inventory, Lessons Learned)
<u>October-December</u>  <i>Collaboratively identify needs and policy considerations. Consider past lessons learned.</i>  <i>Achieve shared understanding of what is important to address.</i>  <i>Define study process to meet needs.</i>	<ul style="list-style-type: none"> <li><u>Deliverables</u> <ul style="list-style-type: none"> <li>Work and engagement plans and timeline</li> <li>Past Transit Engagement Summary</li> </ul> </li> <li><u>Project webpage launched (September)</u> <ul style="list-style-type: none"> <li>Stories highlight (Street Trust)</li> <li>Current environment map or highlight</li> <li>Fact sheet #1: About the HCT Strategy Update (July)</li> <li>Fact sheet #2: Regional Transit Activities (August)</li> <li><i>Regional Transit Project Fact sheet (October)</i></li> </ul> </li> <li><u>Agency and provider outreach</u> <ul style="list-style-type: none"> <li>What first/last mile needs exist today? What are the challenges/opportunities?</li> </ul> </li> </ul>

## Winter/Spring 2025

**Activities:** Assess plans and policies, including state and federal changes. Conduct a policy gap analysis and identify potential changes. Develop criteria for identifying first/last mile areas and mobility hubs. Develop approach for assessing opportunities. Consider regional networks. Develop hub toolkit outline.

**Outcome:** Review policy gaps analysis and discuss policy framework. Feedback on opportunity area and mobility hub criteria and assessment and prioritization approaches.

Date	Who
<b>Early January TBD</b>	<b>Working Group #3: Policy Framework</b> <ul style="list-style-type: none"> <li>Best practices findings</li> <li>Policy gap analysis</li> <li>Policy/transit vision refinements</li> </ul>
<b>Early February TBD</b>	<b>Working Group #4: Network Role &amp; Opportunities</b> <ul style="list-style-type: none"> <li>Updated transit vision</li> <li>Opportunity area criteria</li> <li>Opportunity area assessment approach</li> </ul>
<b>Late February</b>	<b>Transit Provider Workshop (Assessment Approach)</b>
<b>Late March TBD</b>	<b>Working Group #5: Mobility Hubs and Criteria</b> <ul style="list-style-type: none"> <li>Mobility hub criteria and assessment approach</li> <li>Mobility hub toolkit</li> <li>Community Connector prioritization criteria</li> </ul>
<i>April 2 (tentative)</i>	<i>East Multnomah County Transportation Committee TAC</i>
<i>April 3 (tentative)</i>	<i>Clackamas County Coordinating Committee TAC</i>
<i>April 3 (tentative)</i>	<i>Washington County Coordinating Committee TAC</i>
<b>April 4</b>	<b>Transportation Policy Alternatives Committee (TPAC)</b>
<i>April 14</i>	<i>Washington County Coordinating Committee (policy)</i>
<b>April 15</b>	<b>Metro Council (work session)</b>
<b>April 16</b>	<b>Metro Technical Advisory Committee (MTAC)</b>
<i>April 16</i>	<i>East Multnomah County Transportation Committee (policy)</i>
<i>April 16</i>	<i>Clackamas County C-4 subcommittee (policy)</i>
<i>April 17</i>	<b>Joint Policy Advisory Committee on Transportation (JPACT)</b>
<b>April 23</b>	<b>Metro Policy Advisory Committee (MPAC)</b>
<u>January-May</u>  <i>Provide a guiding framework for addressing policy gaps to drive investment to meet regional goals.</i>  <i>Align with regional and local plans and priorities.</i>  <i>Ensure assessment criteria reflect regional goals and align with regional needs.</i>	<ul style="list-style-type: none"> <li><u>Deliverables</u> <ul style="list-style-type: none"> <li>Best practices summaries and policy framework technical memo</li> <li>Opportunity area criteria and approach technical memos</li> <li>Mobility hub criteria and approach technical memos</li> <li>Engagement summaries</li> </ul> </li> <li><u>Project webpage</u> <ul style="list-style-type: none"> <li>Infographic</li> <li>Survey – pins on inaccessible destinations</li> <li><i>Fact Sheet #3: What role can First/Last Mile Transit play in the region?</i></li> </ul> </li> <li><u>Community committee meetings/agency and provider outreach</u> <ul style="list-style-type: none"> <li>What lessons have we learned? What could we learn from best practices?</li> <li>What role should community connectors play in the region?</li> <li>Where are there existing gaps and current challenges or opportunities?</li> </ul> </li> </ul>

## Summer 2025

**Activities:** Identify and evaluate first/last mile and mobility hub opportunity areas. Refine the local network vision map. Create the mobility hub toolkit. Develop the prioritization approach. Consider 2028 RTP.

**Outcome:** Review and input on the assessment results and mobility hub toolkit. Discuss priorities approach.

Date	Who
<b>Mid-June TBD</b>	<b>HCT Working Group #6: Network Vision</b> <ul style="list-style-type: none"> <li>First/last mile assessment outcomes</li> <li>Mobility hub assessment outcomes</li> <li>Prioritization approach</li> </ul>
<i>July 9 (tentative)</i>	<i>East Multnomah County Transportation Committee TAC</i>
<i>July 10 (tentative)</i>	<i>Clackamas County Coordinating Committee TAC</i>
<i>July 10 (tentative)</i>	<i>Washington County Coordinating Committee TAC</i>
<b>July 11</b>	<b>Transportation Policy Alternatives Committee (TPAC)</b>
<b>July 16</b>	<b>Metro Technical Advisory Committee (MTAC)</b>
<u>June-August</u>  <i>Engage partners to shape the network vision. Shared understanding of the opportunity areas for local transit and mobility hub connections.</i>  <i>Reflect regional and community needs in the mobility hub toolkit.</i>  <i>Align prioritization approach with desired regional outcomes and local priorities.</i>	<ul style="list-style-type: none"> <li><u>Deliverables</u> <ul style="list-style-type: none"> <li>First/last mile and mobility hub assessment outcome technical memos</li> <li>Local transit network vision map</li> <li>Mobility hub toolkit</li> <li>Engagement summaries</li> </ul> </li> <li><u>Project webpage tab</u> <ul style="list-style-type: none"> <li>Interactive vision storymap with survey</li> <li><i>Fact Sheet #4: Where are there first/last mile transit opportunities in the region?</i></li> </ul> </li> <li><u>Stakeholder Meetings/Interviews and Focus Groups/Community and Business Events</u> <ul style="list-style-type: none"> <li>How can the vision capture the specific needs of communities in the region?</li> <li>Are there any needs we missed?</li> <li>What is most important to consider when identifying priorities?</li> </ul> </li> </ul>

## Fall/Late 2025

**Activities:** Identify local network priorities. Consider priorities as part of the regional system and performance. Develop a checklist for making local land use plans more transit-supportive. Identify strategic recommendations for local transit serving parks. Explore and document governance and funding strategies.

**Outcome:** Review network priorities and consider investment strategies. Discuss recommendations and tools.

Date	Who
<b>Early/Mid-September TBD</b>	<b>Working Group #7: Tools Part 1 &amp; Priorities</b> <ul style="list-style-type: none"> <li>• Priorities</li> <li>• Transit-supportive land use checklist</li> <li>• Introduce approach to parks transit development strategy</li> <li>• Governance preview</li> </ul>
October 1 (tentative)	East Multnomah County Transportation Committee TAC
October 2 (tentative)	Clackamas County Coordinating Committee TAC
October 2 (tentative)	Washington County Coordinating Committee TAC
<b>October 3</b>	<b>Transportation Policy Alternatives Committee (TPAC)</b>
October 13 (tentative)	East Multnomah County Transportation Committee (policy)
October 13 (tentative)	Washington County Coordinating Committee (policy)
<b>October 14</b>	<b>Metro Council (work session)</b>
October 15 (tentative)	Clackamas County C-4 subcommittee (policy)
<b>October 15</b>	<b>Metro Technical Advisory Committee (MTAC)</b>
<b>October 16</b>	<b>Joint Policy Advisory Committee on Transportation (JPACT)</b>
<b>October 22</b>	<b>Metro Policy Advisory Committee (MPAC)</b>
<b>Late October TBD</b>	<b>Working Group #8: Tools Part 2 &amp; Recommendations</b> <ul style="list-style-type: none"> <li>• Recommendations</li> <li>• Review draft governance approach</li> <li>• Introduce subarea strategies</li> <li>• Review parks transit development strategy</li> </ul>
<u>October-November</u>  Engage partners to align priorities and reflect community needs as part of a shared regional strategy. Create guidance for investments in the 2028 RTP.  Reflect user-feedback in tools and strategies. Collaboratively discuss governance approaches.  Shared understanding in next steps for a regional approach to supporting local transit.	<ul style="list-style-type: none"> <li>• <u>Deliverables</u> <ul style="list-style-type: none"> <li>○ Prioritization map and technical memo</li> <li>○ Transit-supportive land use plan checklist</li> <li>○ Recommendations list/matrix</li> <li>○ Governance strategy</li> <li>○ Parks development strategy</li> <li>○ Report outline</li> <li>○ Engagement summaries</li> </ul> </li> <li>• <u>Project webpage</u> <ul style="list-style-type: none"> <li>○ Survey: Priority investments</li> <li>○ Fact Sheet #5: Where are first/last mile investments needed most today?</li> </ul> </li> <li>• <u>Stakeholder Meetings/Interviews and Focus Groups/Community and Business Events</u> <ul style="list-style-type: none"> <li>○ Are these the right investment priorities for the region?</li> <li>○ Will these priorities help meet our equity, economy and climate goals?</li> <li>○ What should we consider to set us up to implement the Vision?</li> </ul> </li> </ul>



## Winter/Spring 2026

**Activities:** Co-create subarea strategies. Develop and refine regional plan and policy update recommendations. Compile technical and engagement information. Prepare study engagement summary. Draft study report. Revise report to incorporate feedback and prepare final report.

**Outcome:** Feedback on the subarea strategies and draft report. Acceptance of final report by committees.

Date	Who
<b>Early January TBD</b>	<b>Working Group #9: Subarea Strategies &amp; Report Outline</b> <ul style="list-style-type: none"> <li>Subarea strategies review</li> <li>Discuss plan and policy update recommendations</li> <li>Report outline</li> <li>Wrap-up discussion on other topics</li> </ul>
<b>Late January/early February TBD</b>	<b>Working Group #10: Draft Report &amp; Celebration</b> <ul style="list-style-type: none"> <li>Wrap-up study recommendations</li> <li>Draft report review</li> <li>2028 RTP look ahead</li> <li>Celebrate!</li> </ul>
<b>Late February</b>	Transit Provider Workshops (Assessment approach)
<b>March 4 (tentative)</b>	East Multnomah County Transportation Committee TAC
<b>March 5 (tentative)</b>	Clackamas County Coordinating Committee TAC
<b>March 5 (tentative)</b>	Washington County Coordinating Committee TAC
<b>March 6</b>	<b>Transportation Policy Alternatives Committee (TPAC)</b>
<b>March 11</b>	<b>Metro Technical Advisory Committee (MTAC)</b>
<b>March 16 (tentative)</b>	East Multnomah County Transportation Committee (policy)
<b>March 16 (tentative)</b>	Washington County Coordinating Committee (policy)
<b>March 17</b>	<b>Metro Council (work session)</b>
<b>March 18 (tentative)</b>	Clackamas County C-4 subcommittee (policy)
<b>March 19</b>	<b>Joint Policy Advisory Committee on Transportation (JPACT)</b>
<b>March 25</b>	<b>Metro Policy Advisory Committee (MPAC)</b>
<b>Report Acceptance</b>	
<b>May 1</b>	TPAC recommendation to JPACT
<b>May 13</b>	MTAC recommendation to MPAC
<b>May 21</b>	JPACT recommendation to Metro Council
<b>May 27</b>	MPAC recommendation to Metro Council
<b>May 28</b>	Metro Council considers action on MPAC and JPACT recommendations
<u>January-May</u> Co-create subarea strategies guiding local transit development.  Reflect partner feedback on the report and recommendations.  Shared understanding of regional strategy for local transit.	<ul style="list-style-type: none"> <li><u>Deliverables</u> <ul style="list-style-type: none"> <li>Subarea strategies workbooks</li> <li>Plan and policy recommendations technical memo</li> <li>Report outline</li> <li>Draft and final reports and tools</li> <li>Study compiled engagement summary report</li> </ul> </li> <li><u>Project webpage</u> <ul style="list-style-type: none"> <li>Report and executive summary</li> <li>Fact Sheet #6: What is the regional vision for First/Last Mile Transit?</li> <li>Fact Sheet #7: CCT Study Takeaways</li> </ul> </li> <li>Email invitation to review to interested parties</li> </ul>



# **PUBLIC ENGAGEMENT PLAN**

**Community Connector Transit Study**

**September 2024**

## Table of Contents

Table of Contents	2
<b>Introduction</b>	3
<b>Engagement goals and objectives</b>	3
<b>Engagement approach</b>	4
<b>Engagement Activities</b>	6
<b>Communities and interested parties</b>	11
<b>Communication materials and channels</b>	12
<b>Project Timeline</b>	13

## Introduction

Transit is a vital component of the region's transportation system and it is key to achieving the region's goals for land use, mobility, equity and climate. This study is designed to explore viable first and last mile services that will provide more connections for more people to access the existing transit system.

Robust agency and community engagement are critical to the success of this project. This study will be guided by ongoing feedback to ensure it addresses regional and community needs.

The project is structured to build incrementally, with each phase informed by community input. This public engagement plan identifies a mix of in-person and virtual engagement activities to gather diverse perspectives and feedback from advisory committees, business and community organizations, the public and other interested parties.

Metro project staff are coordinating with Metro's Tribal Affairs Program staff to understand how tribes, as sovereign nations, may want to be involved in the Community Connector Transit project.

## Engagement goals and objectives

The public engagement goals for this project are focused on ensuring inclusive and meaningful participation from a diverse range of community members, particularly those who have historically been underrepresented in planning processes. Key goals include:

1. **Review relevant engagement feedback:** Conduct a literature review of past feedback related to transit priorities from around the region to assess how to expand and deepen engagement.
2. **Process equity:** Prioritize engagement with underserved and vulnerable groups to ensure their feedback is considered in the planning process. This includes conducting interviews with key nonprofits and community members early in the project to gather input.
3. **Early and deliberate engagement with community-based organizations (CBOs) and transportation advocacy non-profits:** Strengthen existing and building new partnerships with underrepresented communities by engaging CBOs and transportation advocacy organizations at the start of the project and organization. This includes understanding how best to collaborate and achieve engagement goals, recognizing their limited resources and busy schedules.
4. **Business engagement:** Conduct outreach and interviews to gather insights, addressing shared concerns, and exploring opportunities for mutual benefit, ensuring businesses are part of shaping solutions in tandem with the broader community.
5. **Coordination with ongoing outreach processes:** Work with Metro, TriMet, and other regional partners to align engagement efforts with existing outreach activities, maximizing efficiency and reducing logistical burdens.

6. **Clear Communication:** Ensure that all communications with partners and the community are clear and effective, facilitating collaboration and supporting shared recommendations, including communicating beyond the end of this project to report back to participants how input was incorporated into the study.

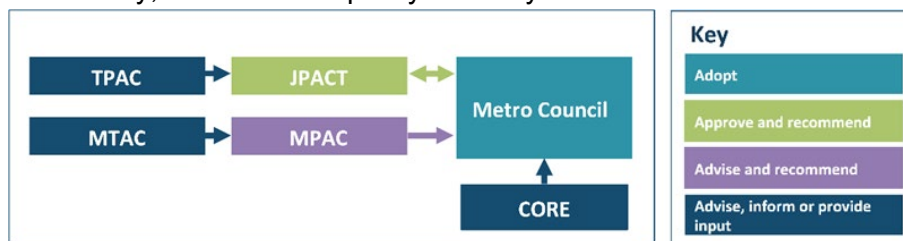
## Engagement approach

Engagement for community connector transit study will be guided [by Metro's Public Engagement Guide](#). This community engagement plan utilizes the [Spectrum of Community Engagement to Ownership](#) to define the level of engagement for each participant group.

Transparency about how each participant group can impact the project is essential for building relationships and trust. The process will employ community engagement activities that inform, consult or involve people and communicate participant input to project collaborators and decision-makers.

**Regular updates and feedback collection:** Through meetings and workshops with standing committees, the project will continuously gather input and refine strategies based on feedback. Metro will provide periodic updates and seek feedback from key standing advisory and coordinating committees to ensure continuous input and alignment with the project goals. These committees include (with more information about each committee and their role in the study provided in the next section):

- Metro Advisory Committees, as part of an existing agency decision-making framework of community, technical and policy advisory bodies:



- Community Connector Study Transit Working Group (TWG)
- Clackamas, Multnomah and Washington County Coordinating Committees
- Clackamas County's Small Transit Providers
- TriMet's Transit Equity Advisory Committee
- TriMet's Committee on Accessible Transportation
- Chambers of Commerce and Business Organizations

**Focus groups and interviews:** To gather in-depth feedback from specific community groups and interested parties, the team will conduct focus groups and/or small group interviews to obtain detailed insights and address specific concerns related to transit policies and services, including:

- Partnering with business and economic organizations to discuss transit needs and impacts.



- Engaging key nonprofits, community members, and parks patrons to gather their perspectives and experiences. These events could be a mix of in-person or internet-based events to ensure they are broadly accessible.

**Online engagement for members of public:** Written and graphic information and storytelling to build awareness and understanding through Metro's website, social media and transportation interested parties' lists.

**Transit provider workshops:** Workshops, co-convened with each county, will facilitate dialogue between transit providers and other participants, will focus on collaborative solutions and strategies.

**Community events:** To encourage broad community involvement, the team will host inclusive events strategically chosen to represent geographical diversity across the tri-county region, ensuring a wide range of community voices are heard. These events could be a mix of in-person or internet-based events to ensure they are accessible to the community and could include locations like affordable housing.

The project may offer compensation to meeting participants on a case-by-case basis consistent with Metro's current community compensation policies. Generally, compensation will not be offered to standing meeting participants but may be offered to community-based organizations or individuals to recognize culturally specific expertise, leadership and services experience that Metro cannot provide.

## Engagement activities

Engagement activities in this work plan are aimed to achieve the primary goal of gathering feedback from people and groups with a diverse range of experiences and perspectives. The [Spectrum of Community Engagement to Ownership](#) model identifies five levels of community engagement for increased efficiency in decision-making and solutions implementation. These levels are ordered as follows by increasing impact on decision-making: (0) ignore; (1) inform; (2) consult; (3) involve; (4) collaborate; and (5) defer to. For this effort, engagement strategies will primarily inform, consult and involve the public. This engagement will range from providing the community with information to ensuring community needs and assets are integrated into process and informing planning.

Group	Level of engagement (i)	Activity and purpose	Representation, roles and responsibilities
TWG	Consult	A series of meetings anticipated over the course of the project; feedback given to staff, advisory committees and Council	<p>Agency staff engaged in discussions about transit strategies and their implementation for the Community Connector Transit Study.</p> <ul style="list-style-type: none"> <li>Advise Metro staff on study and task approaches, milestone deliverables and engagement strategies to reflect agency and local expertise in the items brought forward to the Metro advisory committees.</li> <li>Guide the project, provide expert feedback, and act as a sounding board for ideas.</li> </ul> <p>See charter in Attachment A for more detail.</p>
Regional and intercity transit providers	Consult	Workshops in each county at major project milestones; feedback given to staff, advisory committees and Council	Small transit provider staff representing transit agency interests to provide insights on the operations impact of transit policies and services.
Clackamas County's STP	Consult	Meet at major project milestones;	

Group	Level of engagement (i)	Activity and purpose	Representation, roles and responsibilities
		discuss operational challenges and coordination with larger transit networks; feedback given to staff, advisory committees and Council	
County coordinating committees	Consult	Up to 5 meetings anticipated over the course of the project; feedback given to staff, advisory committees and Council	Local agency staff coordinating to address land use and transportation planning issues within their respective county.
TPAC and MTAC	Collaborate	6 meetings each anticipated over the course of the project; feedback given to staff, JPACT and MPAC	Community and business representatives and local agency staff discussing and evaluating land use and transportation policy options and provide technical support to Metro's policy committees JPACT and MPAC, respectively.
JPACT and MPAC	Defer to/Collaborate	5 meetings each anticipated over the course of the project; feedback given to staff and Council	<u>JPACT</u> : Regional leaders making recommendations to the Metro Council on transportation needs in the region. <u>MPAC</u> : Regional leaders advising Metro Council on growth management and land use issues in the region.
CORE	Collaborate	1-2 meetings anticipated at major project milestones; feedback given to staff and Council	Community members advising Metro Council on strategies to advance racial equity.

Group	Level of engagement (i)	Activity and purpose	Representation, roles and responsibilities
TriMet's TEAC	Inform and Consult	Meet at major milestones in Tasks 5 through 7; ensure that transit policies and services are equitable, addressing the needs of underserved and marginalized communities; feedback given to staff, advisory committees and Council	Community members providing insights on equitable transit solutions and addresses disparities in transit access.
TriMet's CAT	Inform and Consult	Meet at project milestones; focus on improving accessibility within transit services and ensure that the needs of individuals with disabilities are met; feedback given to staff, advisory committees and Council	Community members concentrating on accessibility issues and solutions for people with disabilities.
Chambers of commerce, business organizations and employers	Inform and Involve	Meet at project milestones and/or small group interviews; focus on improving transit access for businesses and ensure that the needs of employees are met (i.e., shift workers); feedback given to staff, advisory committees and Council	<p>Business representatives coordinating to address unique area business needs, challenges and opportunities who will provide insights on the economic impact of transit policies and services.</p> <ul style="list-style-type: none"> <li>• Discuss the transit system's impact on local businesses and the economy.</li> <li>• Share insights on how first and last mile services can improve business operations, employee commutes, and customer access.</li> <li>• Work with regional transit providers and stakeholders to ensure that transit</li> </ul>

Group	Level of engagement (i)	Activity and purpose	Representation, roles and responsibilities
			<p>services support economic growth and accessibility.</p> <ul style="list-style-type: none"> <li>• Suggest strategies for improving transit services to better connect businesses with the broader community, promoting economic development.</li> </ul>
Community based organizations and housing organizations	Involve and consult	Focus groups and/or small group interviews with community members focusing on a diverse range of needs, particularly those of marginalized groups	<p>Advocate for and represent the needs of underserved and vulnerable communities in transit planning.</p> <ul style="list-style-type: none"> <li>• Provide detailed input on community needs and transit challenges.</li> <li>• Prioritize the inclusion of historically underrepresented groups in discussions about transit improvements.</li> <li>• Provide insights during early project phases to help shape engagement strategies that effectively reach diverse populations.</li> <li>• Offer ongoing input on how to ensure transit solutions are inclusive and address the specific needs of marginalized communities.</li> </ul>
Members of the public	Inform and involve	Outreach and informational materials via Metro website and social media; online surveys providing opportunities	Provide feedback on transit needs and solutions through focus groups, public hearings, community events, and online

Group	Level of engagement (i)	Activity and purpose	Representation, roles and responsibilities
		for input, in-person tabling in partnership with TriMet service planning outreach and/or local events; focus groups and/or small group interviews with a focus on key needs such as those for people living in affordable housing and parks patrons	platforms, ensuring diverse community voices are reflected in the planning process. <ul style="list-style-type: none"> <li>• Share insights on transit needs and accessibility.</li> <li>• Ensure broad participation and input on transit solutions.</li> <li>• Contribute feedback via Metro’s website, social media, and surveys.</li> <li>• Review project updates and respond to promotional materials, ensuring diverse community voices are heard.</li> </ul>



## Community groups and interested parties

The following list includes organizations who the project team Community Connector Transit Study will invite to participate in this project. The list is not exhaustive and will be revised based on feedback received throughout the process. Age-Friendly Portland

- AARP
- APANO
- Business chambers, such as Greater Portland Chamber, Oregon City Chamber, Tigard Chamber of Commerce
- Centro Cultural
- Coalition of Communities of Color:
- Disability Rights Oregon
- Hacienda CDC
- IRCO
- Native American Youth and Family Center (NAYA)
- Next Up
- Oregon Walks
- Portland Transportation Ambassadors
- Proud Ground
- REACH CDC
- Rosewood Initiative
- Sabin CDC
- Safe Routes to School Portland
- Self Enhancement, Inc.
- Street Roots
- The Street Trust
- Transportation Management Associations (TMAs), such as Westside Transportation Alliance, Explore Washington Park and Columbia Corridor Association, Gresham Area Chamber of Commerce and Visitors Center
- TriMet Riders Club
- Unite Oregon
- Urban League of Portland
- Verde

## Communication materials and channels

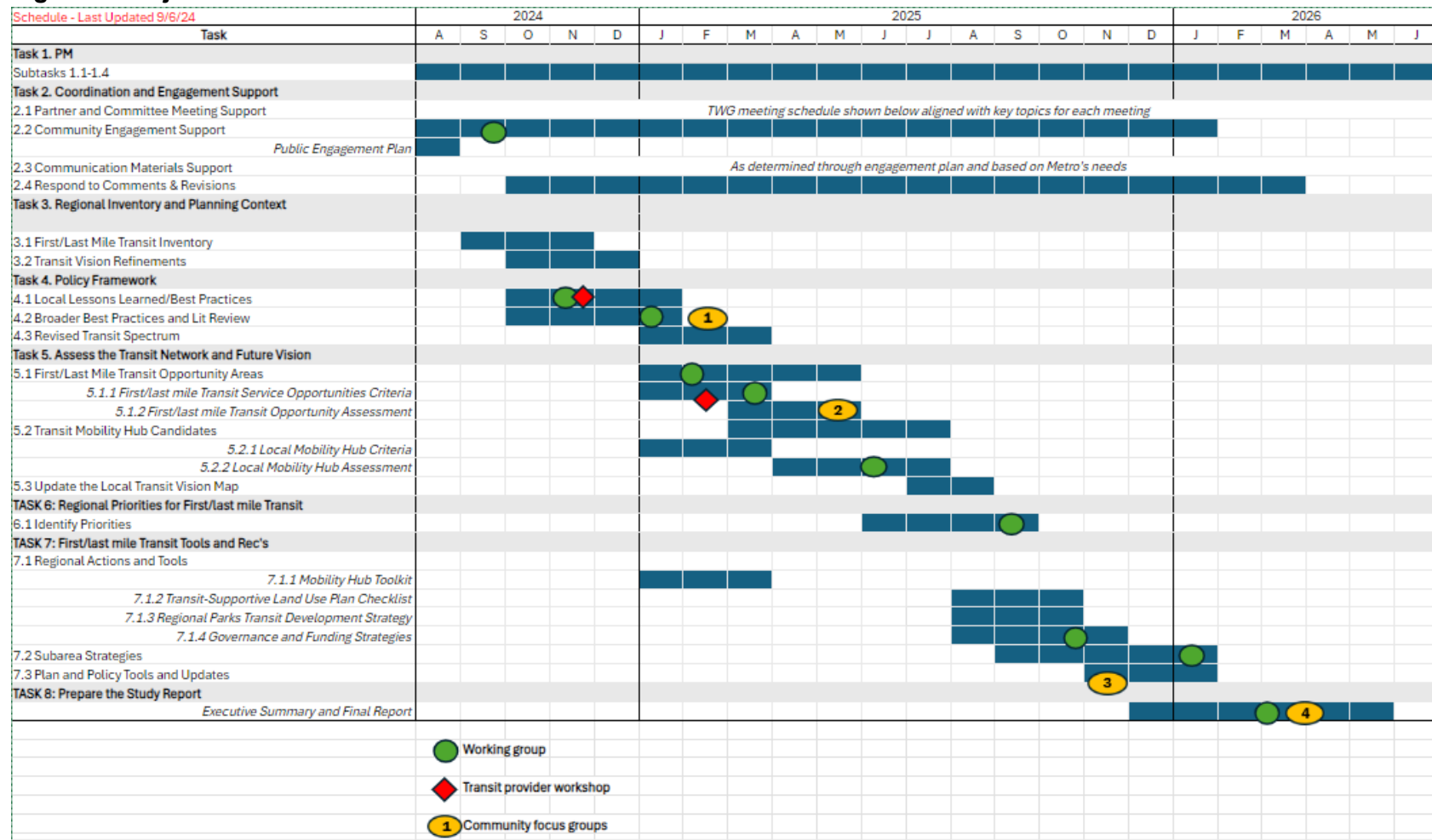
To effectively engage with community members and connect with them where they are, the project will employ a range of communication channels and materials. These will be carefully crafted to ensure broad accessibility and foster meaningful participation. Information will be disseminated virtually and in-person to ensure the communication remains accessible. The materials will encompass:

1. **Agendas and meeting packets:** For each meeting and workshop, detailing objectives, topics, and background information.
2. **Visual aids and presentations:** Graphics, maps, and infographics for illustrating trends and policy considerations.
3. **Communication Materials:** Including visual aids like posters, and fact sheets, postcards, and key messages.
4. **Event, focus group, interview summaries and feedback reports:** Including major themes, takeaways, and transcribed comments from meetings and events.
5. **Community-based organization Partnerships:** Leveraging the networks and channels of CBOs to amplify outreach efforts and engage with all communities, particularly those who are underrepresented.
6. **Public outreach campaigns:** Broad communication strategies across multiple media channels (e.g., earned, social, website, MetroNews), providing updates and opportunities for involvement to ensure that the general public is informed and has the opportunity to participate.
7. **In-person tabling:** Meeting community members where they already are to engage in one-on-one and small group discussions to better understand needs.
8. **Feedback Log and Response Mechanism:** A system will be established to compile and track public comments and responses. This log will help ensure that all feedback is addressed and incorporated into the project.

## Project Timeline

Figure 1 illustrates the project timeline by task and identifies key engagement touchpoints. Table 2 below describes the major public engagement milestones, timing, and the proposed general engagement approach and methods for each.

**Figure 1. Project Timeline**



**Table 2. Engagement Milestones**

<b>Milestone</b>	<b>#1 Context and Policy Framework</b>	<b>#2 First/last Mile Opportunities and Vision</b>	<b>Priorities, Tools and Actions</b>	<b>Report</b>
<b>Approach</b>	<ul style="list-style-type: none"> <li>Engage advisory committees</li> <li>Transit provider workshops</li> <li>Past feedback Summary Report</li> <li>Online survey</li> <li>Fact sheets</li> </ul>	<ul style="list-style-type: none"> <li>Engage advisory committees</li> <li>Transit provider workshops</li> <li>Community and business focus groups and interviews</li> <li>Community event outreach</li> <li>Online survey</li> <li>Fact sheets</li> </ul>	<ul style="list-style-type: none"> <li>Engage advisory committees</li> <li>Community and business focus groups and interviews</li> <li>Community event outreach</li> <li>Online survey</li> <li>Fact sheets</li> </ul>	<ul style="list-style-type: none"> <li>Engage advisory committees</li> <li>Study Engagement Summary Report</li> <li>Online review link</li> <li>Review invitations by email</li> <li>Fact sheets</li> </ul>
<b>Key Questions</b>	<ul style="list-style-type: none"> <li>What lessons have we learned from early implementation?</li> <li>What role should community connectors play in the region?</li> <li>Where are there existing gaps and current challenges or opportunities?</li> </ul>	<ul style="list-style-type: none"> <li>How can the vision capture the specific needs of communities in the region?</li> <li>How can the vision address the needs of equity communities?</li> <li>What is most important to consider when identifying priorities?</li> </ul>	<ul style="list-style-type: none"> <li>Do the tiered corridors represent the right priorities for the region?</li> <li>Will these prioritized corridors meet the needs of equity communities and advance other regional goals, such as reducing the region's climate impacts?</li> </ul>	<ul style="list-style-type: none"> <li>Did we get it right?</li> <li>What needs to change?</li> <li>Is there anything else we should consider to set us up to implement the Vision?</li> <li>What should we look at more closely for areas of future study?</li> </ul>
<b>Timing</b>	<b><i>Sept – Dec 2024</i></b>	<b><i>Jan – June 2025</i></b>	<b><i>Oct – Dec 2025</i></b>	<b><i>March – May 2026</i></b>

## REGIONAL TRANSIT FEEDBACK SUMMARY

This report provides a high-level summary of community connector and mobility hub-related feedback gleaned from the past eight years (2016 to 2024) of major transit planning and development projects, including the:

- 2023 High Capacity Transit Strategy
- TV Highway Transit Project
- 82<sup>nd</sup> Avenue Transit Project
- 2023 and 2018 Regional Transportation Plan Updates
- SW Corridor Plan
- Get Moving 2020
- Division Transit Project

The information in this report will inform the first phases of the Community Connector Transit Study related to the planning context and policy framework project milestones.

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## OVERALL THEMES

These common themes were heard throughout the outreach efforts:

- **Transit connectors:** Support for 1) expanding service, particularly to dense, growing areas and town centers and community hubs in the broader Metro region; 2) faster, more frequent, efficient and reliable service to essential destinations, including first- and last- mile transit connections; and 3) prioritizing the needs of historically marginalized communities and responding to the climate crisis.
- **Mobility hubs:** Support for hubs at key connections and end of line connecting transit modes and providers, as well as other active transportation modes. Interest in improving amenities that increase comfort for people waiting at hubs. Pursue opportunities to incorporate cultural identity, provide community benefits, and enhance maintenance. Desire for safe and comfortable facilities for walking and rolling to transit (crosswalks, sidewalks, lighting, ADA-compliant improvements).
- **Implementation:** Support for affordable transit that provides resources to help marginalized communities navigate the network while feeling safe doing so. Pursue partnerships for coordinated improvements incorporating community benefits with a clearly developed funding strategy.

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## FEEDBACK RELATED TO CONNECTORS

### Transit Service

- Create opportunities that get people out of cars. Transit service must be competitive with driving for investments to be effective.

- Business community members raised concerns about congestion slowing drivers and creating problems for private shuttles that transport employees to work.
- Survey results revealed that travel time is the primary factor for deciding which transportation mode the public chooses for a given trip.
- Community members also need reliable service ensured.
- Make it easier for people to choose transit as an option. Connections and greater frequency are needed.
  - Businesses and community raised concerns about insufficient frequency during non-peak hours and that transit service does not meet the needs of some job fields.
  - Community members expressed a desire for improving night and evening service to help employees after hours (outside of 9-5 pm) to get to and from late shifts.
  - Community members asked to better align shuttle schedules with destinations, for example the GroveLink with the high school schedule and peak commute times.
- Prioritize the needs of historically marginalized communities. Regional leaders and communities emphasized the need to support people with mobility challenges and People of Color in the planning and implementation process. Community members recommended focusing on workforce development.
  - See Bill's story [here](#).
- Communities were concerned about transit's negative impacts to air quality and the climate crisis.

## Transit System

- Improve transportation for people living and working in urban and suburban communities. Regional leaders and the public suggested expanding the transit service area to provide more people with the option to take transit.
  - Stay rooted in land use and think about density. Invest in transit in growth areas.
  - Buses should reach and connect more neighborhoods, such as those in East Multnomah County.
  - Connect with community hubs beyond Portland, to make more connections in Washington and Clackamas counties. More direct routes to town centers.
  - Regional leaders suggested improving service in the outer areas of the region.
  - See Elise's story [here](#) and Elza's story [here](#).
- Consider overall system efficiency and reliability.



- The business community mentioned interest in having more one- or two-seat rides to reduce transfers and increase ease of access to large campus sites for employees.
- Parents also said that they feel more comfortable with their children taking public transportation if they don't need to transfer buses to get to school.
- Prioritize people, local transportation options, and last-mile connections providing transit options at each leg of a trip from beginning to end.
  - Eliminate barriers for equity focus areas.
  - Expand transit service for people with disabilities and transit-dependent residents.
  - Serve students who do not have access to public transportation due to distance.
  - The public expressed desire for better first- and last-mile transit connections to light rail and frequent bus.

## **Destinations**

- Provide better connections and improve access to destinations, such as:
  - housing, affordable housing and retirement communities;
  - jobs and major employers;
  - schools and educational facilities;
  - shopping and major stores;
  - medical facilities and health care services; and
  - parks, recreational facilities and natural areas.
- Improve the following regional connections:
  - through Milwaukie, Oak Grove, and wider Clackamas
  - through Tigard, Tualatin, and Wilsonville
  - express connection to Forest Grove
  - OR 99E corridor
  - Highway 26
  - Burnside to Beaverton
  - Murray Boulevard/Scholls Ferry Road to Bethany

## **FEEDBACK RELATED TO MOBILITY HUBS**

### **Function**

- Provide transportation hubs at key connections and at the ends of transit lines.
  - The business community and regional leaders expressed a desire to locate transit stops near job centers.
- Regional leaders and communities expressed desire to improve transit connections by connecting to transit hubs including other transit providers.
  - Make connections between different transit modes and across agencies.

- Include multi-modal transportation options like bike share and micromobility.
- Prioritize transit access, options, and frequency over cars through infrastructure investments.
- Community members suggested repurposing street parking and improving curb management.
- Create walkable, livable spaces for everyone to easily navigate.
  - Create a streetscape that feels accessible and safe for people to walk to businesses.
  - Provide wayfinding and clarify intersections.
  - Ensure there are working elevators for people with disabilities. Improve maintenance with existing elevators and provide ramps instead or to supplement elevators.

## **Amenities**

- Include the following amenities at mobility hubs, especially at the end of lines, to make them more comfortable for people who may be waiting a while:
  - weather-protection and shelters
  - benches (more seating)
  - lighting
  - real-time arrival screens
  - public restrooms with diaper changing stations
  - trash cans
  - security features like cameras and preventive design
  - shade trees and plants for protection, traffic calming and stormwater filtering that are native, low water and can provide food for humans and wildlife
  - bike storage and racks
  - Wi-Fi
  - electronics charging outlets
  - warming/cooling stations
  - wheel guides (to ensure consistent stop location at the curb)
  - level boarding

## **Opportunities**

- Create a brand and incorporate neighborhood and cultural identity.
  - Provide land for affordable housing.
  - Consider community gathering spaces.
  - Add public art and murals that reflects cultures of diverse communities.
  - Offer land or space for a multi-cultural hub. Partner to incorporate wrap around services that integrate transportation, child care, food, work clothes, books, meals, exams, school costs, etc.

- Improve transit navigation for newer residents (especially with limited-English proficiency) to get to healthcare appointments, navigate the area, and access resources
  - maps that are accessible in multiple formats (that uses symbols, pictures, and audible options)
  - route maps and schedules and signage in multiple languages
  - advertisements about fare discounts
- Better maintained buses, trains, and transit stations.
  - trash pick-up
  - bathrooms cleaned every 24 hours
  - enforcement presence and/or rider help and translation at stops

## Access

- Safety is important for accessing transit and at the transit stop. Community members indicated that a lack of safe and connected walking and rolling routes to reach transit is a major barrier.
- Create safer pedestrian and cyclist routes and intersections.
  - Increase visibility for all users. Ensure proper lighting.
  - Fill gaps especially near the stop or station.
  - Go beyond paint for bike infrastructure.
  - Improve sidewalks.
  - Provide extra protection for walking and biking in high crash areas. Separate bike lanes and sidewalks from driving lanes.
  - Clear sidewalk obstructions including trash. Some community members expressed concerns about sidewalk obstructions from people experiencing homelessness.
  - Pair bus station improvements with safety improvements.
- Create more safe places for people to cross the road, whether they are walking, cycling or rolling.
  - Add more access points near businesses.
  - Provide crossings to the stop or station, especially at schools.
  - Use flashing beacons and/or signaled crossings whenever possible.
- Community members indicated the want for increased accessibility and capacity for disabled riders. Review and reconsider public Right of Way conditions.
  - Make transit vehicles more accessible and provide more space for honored citizens that have difficulty finding priority seating today.
  - Ensure sidewalks are ADA-compliant and level.
  - Provide ramps at curbs with good conditions.
  - In addition to flashing signal lights at crossings, provide auditory signal and Braille signage.

## FEEDBACK RELATED TO COORDINATION, GOVERNANCE AND/OR IMPLEMENTATION

- Community members emphasized how transit fare and transit affordability are important factors that impact accessibility and equity.
  - Provide incentives for riders who are students, seniors and bikers.
  - Make public transit services free or reduced fee.
- Provide technical assistance and have resources available to help people, especially non-English speakers and elderly people, navigate our transportation system.
  - Ensure communications for folks of all abilities.
  - Advertise to recruit more BIPOC educators.
  - Make transit project and service information more available to communities, particularly those that depend on transit. People don't have time to look for information.
  - Work with CBOs and employers to disseminate information.
  - Improved outreach strategies, including flyers that connect people to opportunities, address fears/concerns around immigration status, etc.
  - Ensure drivers have information to provide in multiple languages.
  - Use social media outreach to inform people about services, opportunities and events.
- Community members mentioned safety and security is a significant barrier to BIPOC and young people taking transit.
  - Prevent harassment due to race and/or religious affiliation.
  - Hire Community Transit Leaders.
- Communities mentioned the importance of partnering with cities and counties early to improve collaboration and the quality of the future investment.
  - Community members and regional leaders encouraged Metro to convene jurisdictions at the outset of a project to:
    - Improve roadway safety and pursue unified standards.
    - Align transit priorities in the region, specifically regional processes like RFFA and local transportation system plans.
    - Work together to improve transit navigation, foster accessible, safe and welcoming spaces through signs, and advance clean environment, education and health.
  - Regional leaders and communities discussed working with employers to contribute to transit operations to better serve employment areas.
  - Build relationships and connections with local school districts.
- Integrate community and community benefits into the planning and project development processes.
  - Include BIPOC community members in decision making spaces.
  - Connect with organizations/businesses and other local groups.

- Provide space for affordable housing, small, local businesses, community gathering at stations.
  - Pursue messaging campaigns to highlight small businesses and promote and/or program convening spaces.
  - Explore community ownership of commercial spaces, like CITs, and creative ownership structures that are alternative to the standard bank loan structure.
  - Develop opportunities for small business owners to purchase their property and make the information accessible.
- Incentivize programs for hiring local minority contractors for things like stop and station maintenance and landscaping.
- Regional leaders shared concerns about funding infrastructure and recommended thinking about finance and developing a collaborative funding strategy.
  - Study revenue models and funding opportunities.
  - Prepare projects and programs to be grant-ready.
  - Consider investment priorities and the long term return on investment.
  - Weigh capital improvements and operations and maintenance.
  - Pursue funding from the Statewide Transportation Improvement Fund (STIF).



**Parks and Nature Bond's Large-Scale  
Community Visions Program - 2024 Cycle**  
*Work Session Topic*

Metro Council Work Session  
Tuesday, October 15, 2024

## WORKSESSION WORKSHEET

### PARKS AND NATURE BOND'S LARGE SCALE COMMUNITY VISIONS PROGRAM – 2024 CYCLE

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**Date:** September 25, 2024

**Department:** Parks and Nature

**Meeting:** October 15, 2024

**Prepared by:** Linda Bartolini Venegas, she/her, large scale community visions program coordinator

**Presenters:** Jon Blasher, he/him, Linda Bartolini Venegas, she/her

**Length:** 30 minutes

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#### ISSUE STATEMENT

On November 5, 2019, voters in greater Portland overwhelmingly approved a \$475 million parks and nature bond, creating the large scale community visions program to support large-scale projects that uplift communities by leveraging nature to achieve benefits such as job opportunities, affordable housing, and safe reliable transportation.

In 2024, the Metro Council approved updates to the program handbook to govern a second solicitation of up to \$10 million for projects that meet the bond and program criteria and goals.

The program accepts letters of interest (LOIs) from interested applicants on a rolling basis, with full applications by invitation only. Solicitation opened on April 15, 2024, and five LOIs were submitted between May to August. Five of these letters have been initially screened by a staff review committee and three LOIs that meet Council approved program criteria and bond requirements have been invited to submit a full application by October 1.

At the October 15 work session, staff will provide an overview of the program status, criteria and process, as well as a high-level summary of applications received and potential pathways for Council consideration in terms of project selection and award at the October 15 work session. Council's feedback during the October work session will allow staff to advance a funding award recommendation for Council consideration by the end of 2024.

#### ACTION REQUESTED

Review staff's initial screening of the applications submitted for the second round of the large-scale community visions program and describe additional information, considerations and next steps needed before Council will be ready to make a final determination on project selection and funding later this fall.

#### IDENTIFIED POLICY OUTCOMES

Council direction has and will continue to shape the large scale community visions program. Projects awarded under the program are expected to deliver on policy outcomes

identified in the 2019 parks and nature bond which are to protect land and water and align with regional conservation goals, strengthen our region's climate resilience and benefit communities who haven't benefitted equitably from past investments. Projects awarded under this program will deliver significant capital investments that uplift communities by leveraging nature to improve jobs, housing, and safe transportation.

Projects invited to apply are in alignment with Council approved bond criteria, eligibility and program requirements as stated in the Council approved large scale community visions program handbook. The Metro Council will select projects and make all awards of funding allocations.

### **POLICY QUESTIONS**

- What additional information or discussion is needed for Council to make a funding designation and advance next steps?
- How can staff bring forward alternatives for proposed future action that meets Council's value set with the current funding and program parameters?

### **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

To support Council prioritizing the distribution of limited funding consistent with Council values and vision, staff will describe the readiness of each project and its ability to meet bond legal requirements and criteria. Additionally, staff will ask for Council feedback on balancing funding needs across the region as the total requested amount of the applications submitted exceeds the \$10M available in this funding cycle.

### **STRATEGIC CONTEXT AND FRAMING COUNCIL DISCUSSION**

The six programs in the parks and nature bond provide a range of strategies to preserve priority habitat and to bring nature closer to communities across the region. In some ways, the large-scale community visions program has similar aims as the parks and nature bond's Nature in Neighborhoods grant program, which strives to create nature that's accessible at the community scale and has completed the two funding rounds with 2019 parks and nature bond to date. What distinguishes the bond's large scale community visions program is the scale of the potential grant awards and required nexus to housing, workforce or transportation elements.

Given the aspirations of the program and the scale required of projects for program eligibility, staff continue to maintain ongoing conversations with potential applicants and collaborate internally with other grant teams in Parks and Nature and Planning in order to best match projects to the right funding sources. Additionally, the legal requirements of the general obligation bond stipulate that any bond funded project must result in a capital asset in public ownership.

### **LEGAL ANTECEDENTS**

Metro Council approved the criteria, processes and desired outcomes described in the program handbook through approval of Resolution 22-5269 on June 23, 2022 and directed

the Chief Operating Officer to implement the first cycle of funding for the program generally in accordance with the framework described in the program handbook.

Approval of Resolution 23-5322 in May 2023 “For the purpose of selecting three Parks and Nature bond Large-scale community visions projects and awarding funding for the initial program cycle” designated three projects for funding and authorizes the COO to negotiate and execute individual funding agreements for each project, not to exceed \$10 million in large scale community visions pilot funding, when program conditions have been met.

In March 2024, Metro Council approved Resolution No. 24-5391, which advanced a set of adjustments to program criteria that is intended to better meet the landscape of project opportunities on the ground and create program accessibility across the region, as well as allowed for a notice of funding availability to begin in spring 2024.

### **DEMONSTRATING IMPACTS AND TRANSFORMATION ON AGENCY PRIORITIES**

The unique focus of this program on the intersection of nature and greening with existing or planned housing and transportation developments allows the agency to advance investments that strengthen climate resilience in communities across the region and leverage regional outcomes in housing, community and economic development and transportation

### **COMMUNITY VOICE SHAPING PROJECTS AND PROCESS**

The Metro Council has directed that the large scale community visions program be driven by community voice in innovative ways. Staff have been meeting with park providers, conservation and community partners on an ongoing basis to understand interest in and barriers to utilizing large scale community visions funding for priority projects. As with all bond-funded projects, the requirement that each project have a public owner means that work may be needed before project award to support productive conversations and match making between community partners and jurisdictions across the region.

### **BACKGROUND**

An overview of the program and key updates:

- In June 2022, Metro Council approved a handbook that identified desired outcomes and eligibility requirements and initiated a pilot project solicitation of up to \$10 million.
- In Spring 2023, Metro Council designated the following projects with conditional funding in the pilot round of the program. Staff are coordinating with the pilot round projects to ensure eligibility requirements can be satisfied and lead to the successful execution of final funding agreements.
  - Trust for Public Lands/Oregon State University – acquisition of private timber site in the Tualatin Mountains area, \$3.5 million
  - OMSI/CRTFIC – Waterfront Education Park and OMSI district catalyst on the Willamette River, \$7 million
  - Albina Vision Trust – Site acquisition adjunct to Willamette River, \$5 million

- After the completion of the pilot round, Council asked staff to ensure a successful and productive second round of solicitation by identifying potential project opportunities and feedback on the overall feasibility of the program from partners around the region in advance of the solicitation in early 2024.
- Solicitation for up to \$10 million in funding kicked off in April 2024. To generate interest about the funding opportunity, the program team hosted an in person and virtual open house in early April, with about 35 attendees.
- The program has received six letters of interest (LOI) since solicitation for the program opened on April 15, 2024. The current total request for the six LOIs is \$38M, which exceeds the \$10M available in this funding cycle.
- Five of the six LOIs have been reviewed by an internal staff review committee composed of staff from Parks and Nature and the Planning and Research departments. Staff reviewed the LOIs based on compliance with Council approved bond and program criteria and bond requirements, including the need for the resulting project to be a capital asset in public ownership. Of the five LOIs submitted, three will be invited to submit a full application for the 2024 round of funding. Summary details of the LOIs submitted to date are available in the table below.
- Applications for the 2024 round of funding are due by October 1.

<b>Applicants</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Location</b>	<b>Amount Requested in LOI</b>
Rockwood Community Development Corporation of Oregon and East Multnomah Soil and Water Conservation District	Foodways Corridor Project	Land acquisition to transition underutilized parcels to public ownership for use in urban agriculture and habitat.	East Multnomah County	Up to \$7.3M
North Clackamas Watersheds Council, ODOT, City of Milwaukie, American Rivers	Kellogg Creek Restoration and Community Enhancement Project	Restoring Habitat, Creating Fish Passage, Strengthening Community and Updating Infrastructure	Milwaukie	\$10M
Bird Alliance of Oregon and City of Portland	East Portland Nature Center Project	Enhance park access, climate change resilience, trail connectivity, access to public transit, and pollution reduction	Portland	\$3.5M



## **ATTACHMENTS**

- Is legislation required for Council action? ☐ Yes ☒ No
- If yes, is draft legislation attached? ☐ Yes ☐ No ☒ N/A
- What other materials are you presenting today?



# Community Connector Transit Study

October 2024



Is

~~Is not~~

Frequent

Convenient

Accessible

Affordable

What is it?



Photo courtesy of SMART



Photo courtesy of Ride Connection



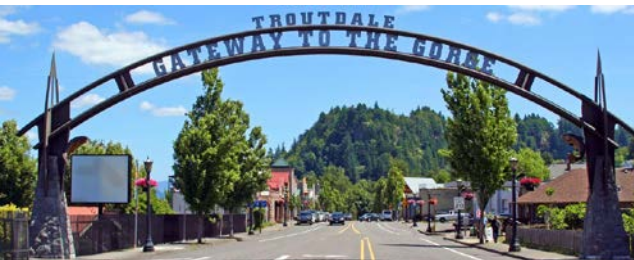
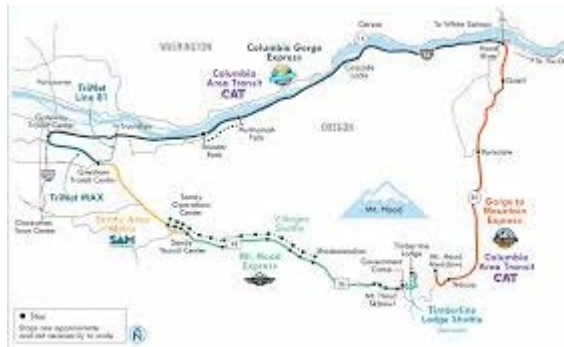
Photo courtesy of TriMet



Photo courtesy of C-TRAN

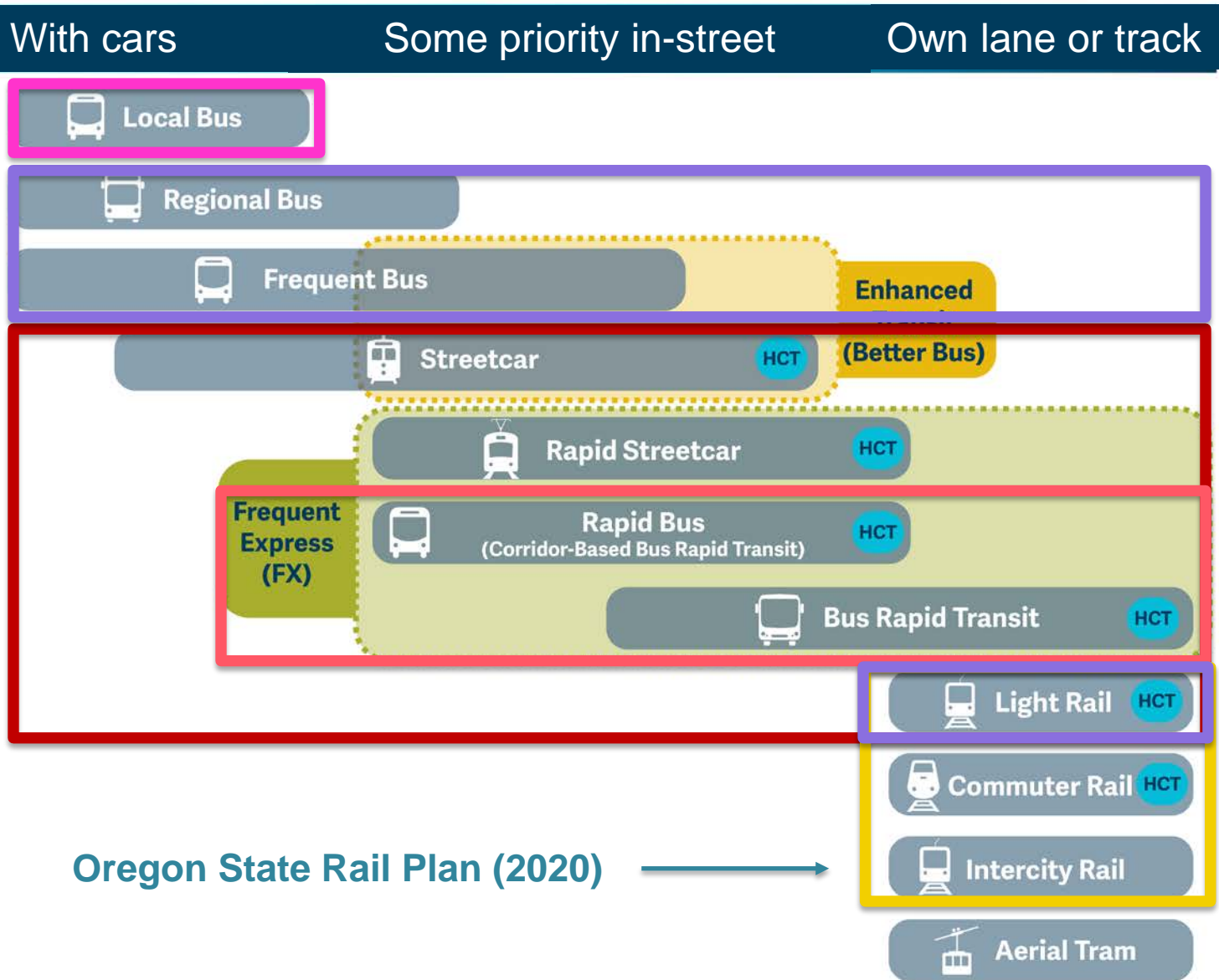


Photo courtesy of TriMet

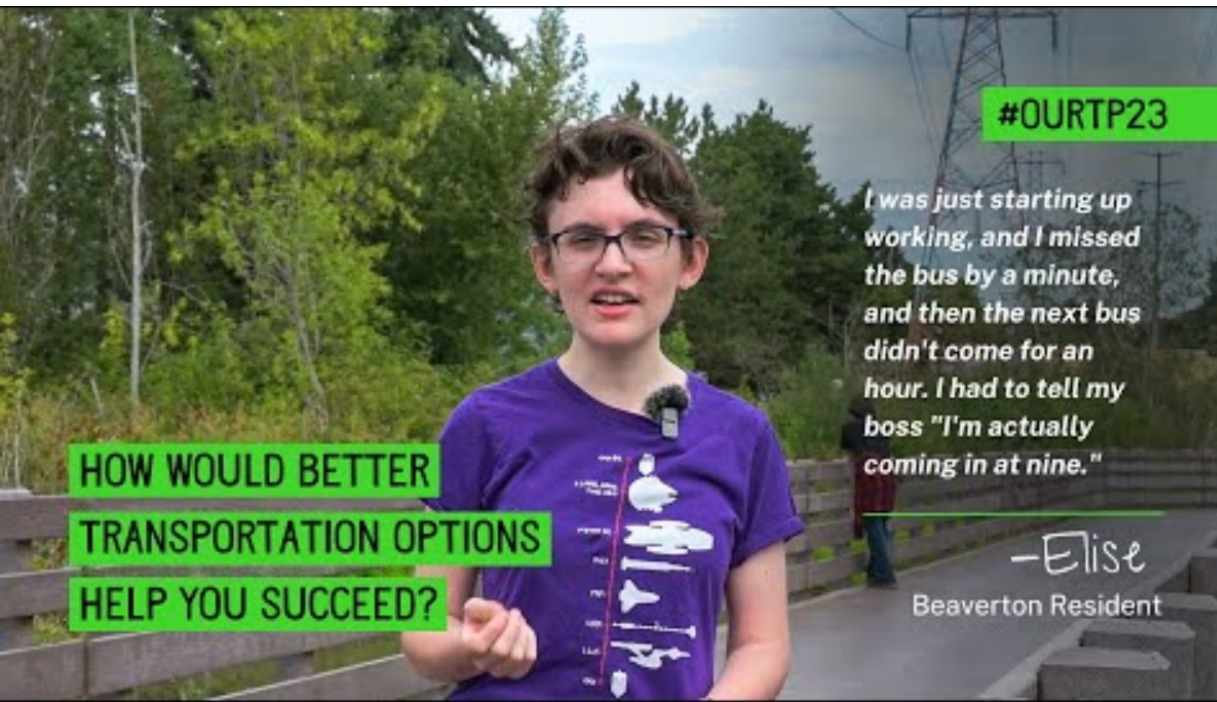


A tool on  
the rise in  
our region



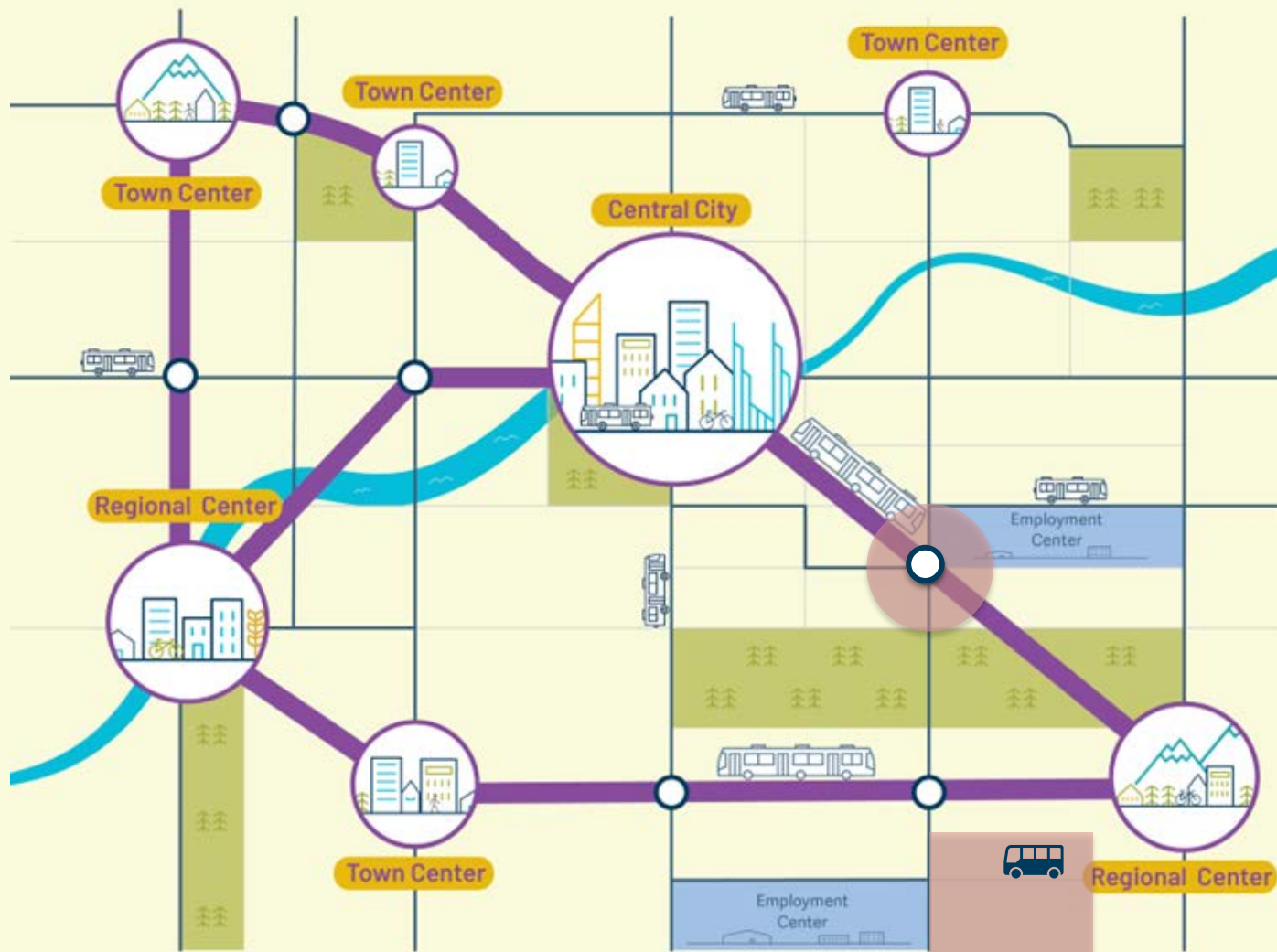


**A regional strategy exploration opportunity**



A chance to  
respond to  
what we've  
heard

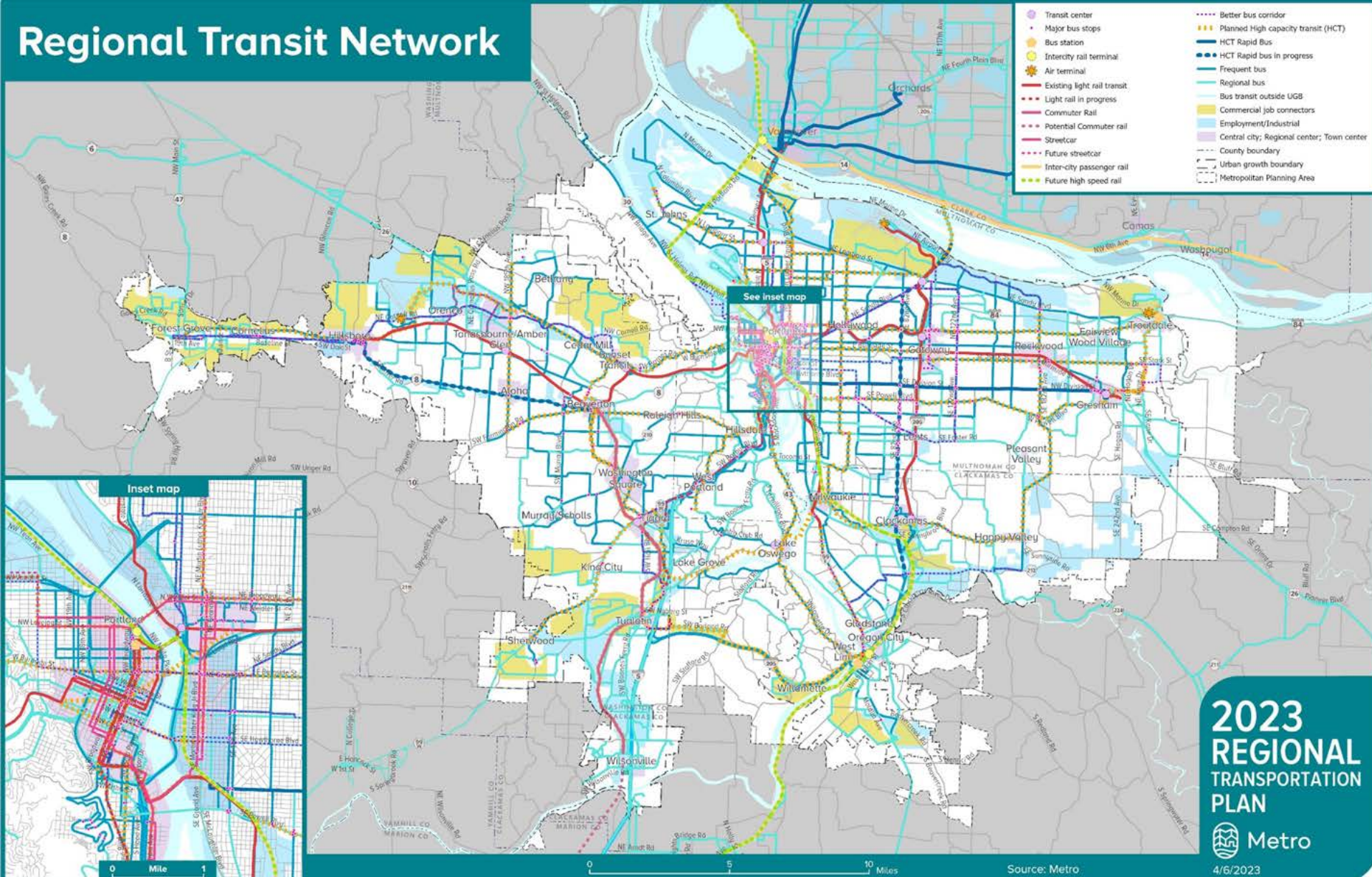




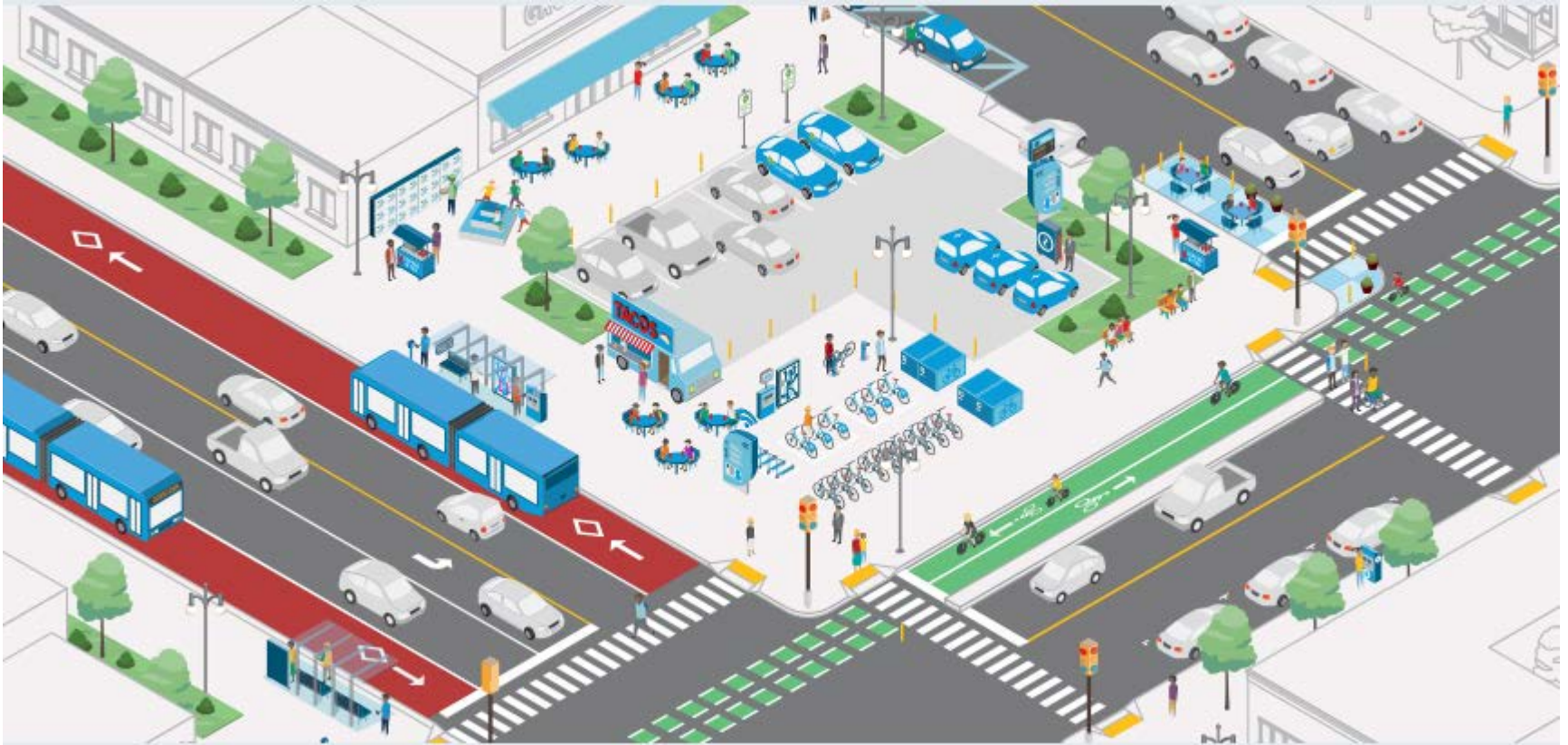
Defining its role in meeting our goals

# Reconsidering the vision

## Regional Transit Network







# Developing tools and coordinated actions



& more...



Who is involved?



# What are the milestones?

## Context & Framework

Understand regional context and best practices, reconsider the future and establish a guiding framework.

Spring  
2025



## Assessment & Vision

Assess network needs and opportunities. Re-envision the future local transit network and explore adding connected mobility hubs.

Summer  
2025



## Priorities & Tools

Prioritize regional investment opportunities based on the policy framework. Develop the strategy and supporting tools and strategic partner actions to support the vision.

Fall  
2025



## Actions & Report

Describe the local transit context, opportunities and vision and outline actions partners can take to support and expand local transit service.

Spring  
2026



# How do I learn more? What's next?



Parks + Venues

Tools + Services

What's Happening

About Metro



Home > Public projects

## Community connector transit study

Metro is exploring how smaller, more flexible solutions could make transit easier to access and more convenient.



Expanding community connector transit is an opportunity to unlock more transportation access in the region and make transportation more equitable.

- TWG #2-5
- Transit Provider Workshop
- Survey
- Fact sheets
- Presentations

April: Context & Framework



Ally Holmqvist,  
Senior Transportation Planner  
[Ally.Holmqvist@oregonmetro.gov](mailto:Ally.Holmqvist@oregonmetro.gov)

**oregonmetro.gov**  
**/community-connector-transit-study**





# 2019 Parks and Nature Large Scale Community Vision - 2024 Funding

Council Work Session  
October 15, 2024



Metro



## 2019 Parks and Nature Bond Measure

## 2006 Natural Areas Bond Measure

## 1995 Open Space Bond Measure



### Bond Investments over the years

#### 2019 Parks and Nature Bond Measure

- Capital grant
- Community vision project
- Community grant
- Local share project
- Regional trail grant
- Real estate project
- Restoration (large scale) project
- Taking Care of Metro Parks (TCMP) project

#### 2006 Natural Areas Bond Measure

- Capital grant
- Local share project
- Real estate project

#### 1995 Open Space Bond Measure

- Local share project
- Real estate project



# Background | Large scale community visions program



\$30 million for investments in capital projects that deliver habitat investments and address housing, transportation and workforce creation

Council approved program handbook emphasized projects must:

- Be driven by community engagement and community interests
- Catalyze investments in transformative regional-scale projects that increase access to nature for people in urban areas and/or improve the resilience of urban natural areas
- Leverage public/private investments in affordable housing, transit and connections to local or regional parks
- Be the result of a partnership with other public agencies and private organizations



# Overview of today's discussion



Affirm proposed evaluation framework for a second round of funding that best aligns with Council's goals and values for this program by reviewing:

- Program context, process and status
- Overview of applications received
- Evaluation framework and Council priorities

# Council values and direction



- Broad regional distribution of program investments
- Remain accountable to bond requirements and Council approved criteria/outcomes
- Be strategic and efficient with pace of program impact and spending
- Focus on impact, opportunity and innovation and support big picture thinking

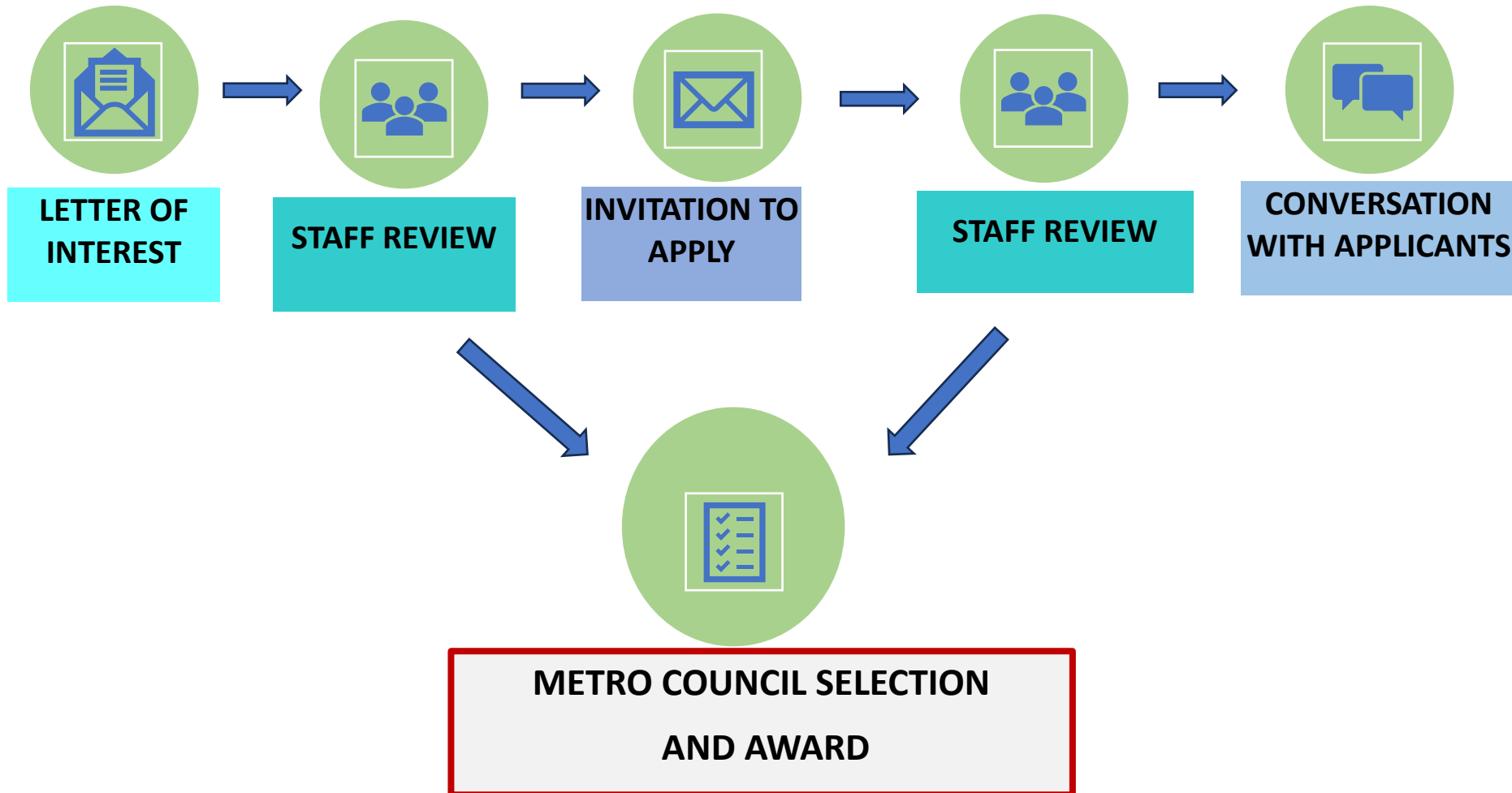
# Project eligibility defined by Council

- Public ownership of a capital asset
  - Project readiness
- 



- Partnerships
- Match
- Connection with housing, transportation, workforce
- Community driven engagement
- Racial equity
- Habitat investment and climate resiliency

# Program process

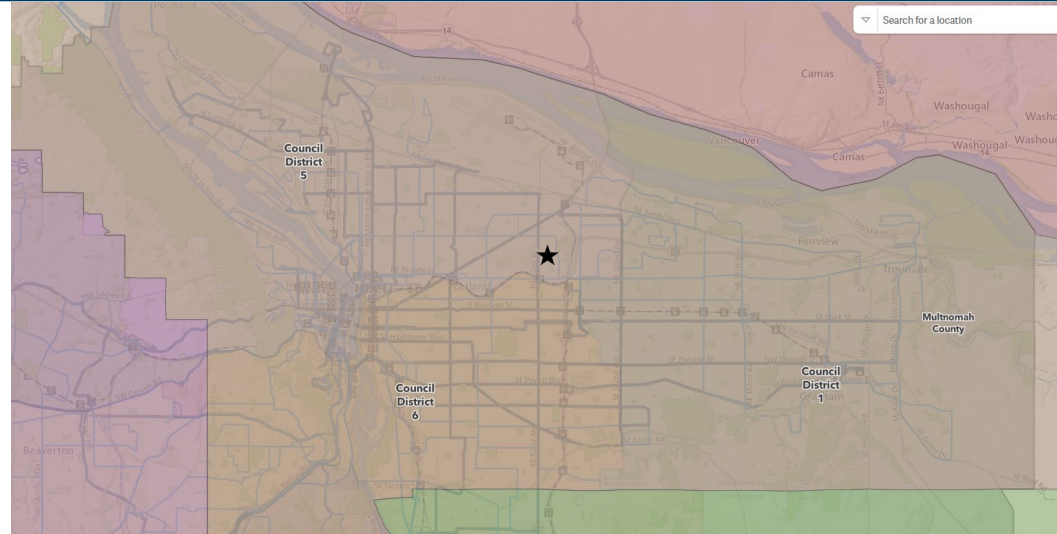




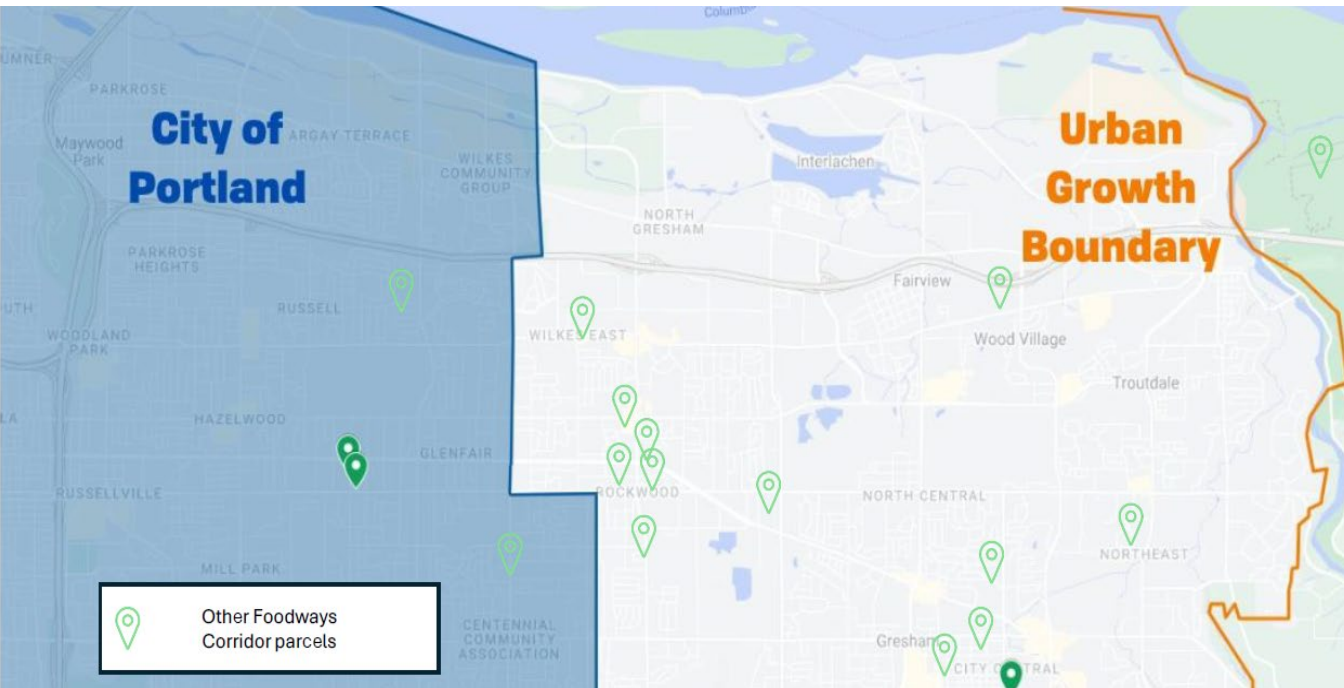
# East Portland Nature Center



- Requested \$6.9M
- Project will transform a brownfield into a centrally-located restored natural area and multi-benefit community space
- Opportunities to align restoration work with trail and transportation improvements, community solar array, and Wildlife Care Center



# Foodways Corridor Project



- Requested \$3.6M
- Purchase land for use in urban agriculture and habitat
- Part of a larger vision from east Portland to Corbett



COMMUNITY DEVELOPMENT  
CORPORATION OF OREGON





# Kellogg Creek Restoration & Community Enhancement Project



- Requested \$10M
- Improve habitat by removing fish passage barrier and restoring creek through Kellogg Lake



- Opportunity to improve transportation infrastructure, create a multi-modal trail and connect communities to enhanced natural area

# Topics for Council discussion



- Discuss if the program eligibility and evaluation framework is advancing the policy direction, values, and criteria Council has set for large scale community visions projects
- Additional information or discussion needed to move towards funding designation in December

# Next steps



- Project evaluations
- December 5 meeting for funding and award designation