



600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, November 13, 2024

5:00 PM

<https://zoom.us/j/95889916633> (Webinar

ID: 958 8991 6633)

1. Call To Order, Declaration of a Quorum & Introductions (5:00PM)

Please note: This meeting will be held online. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/95889916633> or by calling +1 669 900 6128 or +1 877 853 5257 (Toll Free).

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2. Public Communication on Agenda Items (5:05PM)

Public comment may be submitted in writing and will also be heard by electronic communication (video conference or telephone). Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Council Update (5:10PM)

4. Committee Member Update (5:20)

5. Consent Agenda (5:25PM)

5.1 Consideration of the September 11, 2024 MPAC Minutes

[24-6156](#)

Attachments: [091124 MPAC Minutes](#)

5.2 Consideration of the September 25, 2024 MPAC Minutes

[24-6157](#)

Attachments: [092524 MPAC Minutes](#)

- 5.3 Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions [COM 24-0850](#)
- Attachments: [MPAC Worksheet](#)
[MTAC Nominations Memo November 2024](#)

6. Information/Discussion Items (5:30PM)

- 6.1 Regional Housing Coordination Strategy: Introduction [COM 24-0844](#)
- Presenter(s): Eryn Kehe (she/her)
Emily Lieb (she/her)
- Attachments: [MPAC Worksheet - RHCS Introduction](#)
- 6.2 Introduction to the Community Connector Transit Study [COM 24-0855](#)
- Presenter(s): Ally Holmqvist, Senior Transportation Planner, Metro
- Attachments: [MPAC Worksheet](#)
[Transit 101 Fact Sheet](#)
[About CCT Fact Sheet](#)
[Simple Work Plan](#)
[CCT Engagement Plan](#)
[Past Feedback Summary](#)

7. Adjourn (7:00PM)

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការការពារសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមទូរស័ព្ទទូរស័ព្ទសេវាកម្មរបស់ www.oregonmetro.gov/civilrights។

បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

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2024 MPAC Work Program

As of 10/24/24

Items in italics are tentative

<p>September 11, 2024 (virtual)</p> <ul style="list-style-type: none"> • Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions (consent) • UGM COO recommendation review and public comment feedback (Eryn Kehe, she/her and Ted Reid, he/him, Metro; 45 min) 	
<p>September 25, 2024 (in person)</p> <ul style="list-style-type: none"> • Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions (consent) • Resolution no. 24-5443 For The Purpose Of Adding Or Amending A Total Of Six Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements • Consideration of the July 24, 2024 MPAC Minutes • UGB Expansion Recommendation to Metro Council (action) (Eryn Kehe, she/her and Ted Reid, he/him, Metro; 45 min) • WPES: System Facilities Plan Update (Marta McGuire (she/her), Metro, Estee Segal (she/her), Metro; 45 min) 	<p>October 23, 2024 (online)</p> <ul style="list-style-type: none"> • WPES: System Facilities Plan Update (Marta McGuire (she/her), Metro, Estee Segal (she/her), Metro; 30 min) • Future Vision: Work plan review (Jess Zdeb, she/her, Metro; 40 min) • 2040 Grant Update (Serah Breakstone, Metro; 20 min)
<p>November 13 2024 (in person)</p> <ul style="list-style-type: none"> • Consideration of the September 11, 2024 MPAC Minutes (Consent) • Consideration of the September 25, 2024 MPAC Minutes (Consent) • Regional Housing Coordination Strategy (Eryn Kehe (she/her) & Emily Lieb (she/her), Metro; 30 min) • <i>Introduction to the Community Connector Transit Study (Ally Holmqvist, Senior Transportation Planner, Metro; 30 minutes)</i> • <i>Future Vision: Work plan recommendation (Jess Zdeb, she/her, Metro; 30 min)</i> 	<p>December 11, 2024 (online)</p> <ul style="list-style-type: none"> • <i>Montgomery Park Streetcar Title 4 map update (action) (City of Portland staff TBD)</i> • Follow up on UGB process (Ted Reid, he/him, Metro; 20 min) • <i>Housing funding update (Marissa Madrigal (she/her/ella), Metro)</i> • <i>Future Vision: Future Vision Commission planning (Jess Zdeb, she/her, Metro; 30 min)</i>

5.1 Consideration of the September 11, 2024 MPAC Minutes

Consent

Metro Policy Advisory Committee
Wednesday, November 13, 2024



METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes
September 11, 2024

MEMBERS PRESENT

Sharon Meieran
Alison Tivnon
Kristin Greene
Mark Shull
Thomas Kim
Tim Rosener
Pam Treece (Chair)
Mary Nolan
Brett Sherman
Omar Qutub
Gerritt Rosenthal
Sherry French
Joe Buck
Keith Kudrna
Duncan Hwang
Steve Callaway

AFFILIATION

Multnomah County
Second Largest City in Washington County
Oregon Department of Land Conservation and Development
Clackamas County
TriMet
Other Cities in Washington County
Washington County
Metro Council
City of Happy Valley, Other Cities in Clackamas County
Citizen of Multnomah County
Metro Council
Special Districts in Clackamas County
City of Lake Oswego, Largest City in Clackamas County
Other Cities in Multnomah County
Metro Council
Largest City in Washington County

MEMBERS EXCUSED

Ty Stober
Emerald Bogue
Glen Yung
Luis Nava
Denyse McGriff
Vince Jones-Dixon
Ted Wheeler
Brian Hodson
James Fage
Terri Preeg Riggsby
Carmen Rubio
Ed Gronke
Susan Greenberg

AFFILIATION

City of Vancouver
Port of Portland
Clark County
Citizen of Washington County
Largest City in Clackamas County
City of Gresham, Second Largest City in Multnomah County
City of Portland
City in Clackamas County outside UGB
City in Washington County outside UGB
Special Districts in Multnomah County
City of Portland
Citizen of Clackamas County
Governing Body of a School District

ALTERNATES PRESENT

Laura Kelly
Anthony Martin
Eric Engstrom

AFFILIATION

Oregon Department of Land Conservation and Development
Largest City in Washington County
City of Portland

OTHERS PRESENT: Stephen Roberts, Kevin Cook, Adam Torres, Medha Pulla, Jessica Pelz, Eric Rutledge, Bruce Coleman, Dan Rutzick, Tom Armstrong, Anna Slatinsky, Jim Duggan, Scott Eisenstein, Marc Farrar, Mary Kyle McCurdy, Beth Cooke, Jeffrey Kleinman, Kelly Ross, Kelly Ritz, Diego Murphy-Mendez, Christina Ghan, Fiona Lyon, Glen Bolen, Hayley Still, Al Jeck

STAFF: Georgia Langer, Sam Hart, Roger Alfred, Catherine Ciarlo, Malu Wilkinson, Ted Reid, Jaye Cromwell, Eyrn Kehe, Ted Reid, Marissa Grass, Kim Ellis, Anneliese Koehler

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Chair Pam Treece called the meeting to order at 5:00 PM.

Metro staff Georgia Langer (she/they) called the role.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

MPAC Chair Pam Treece read aloud the instructions for providing public testimony.

Kelly Ritz – Testified in favor of the Sherwood UGB expansion, and, as a local homebuilder and developer, she urged Metro not to add too many conditions to the approval process. She noted the housing crisis and the importance of this step to plan ahead.

Seeing no further testimony, Chair Treece moved onto the next agenda item.

3. COUNCIL UPDATES

Councilor Rosenthal gave updates on Metro's housing, parks, and planning efforts. The Council is reviewing recommendations for future housing funding, including permitting reforms and a potential 2025 ballot measure for homeless services and affordable housing. Feedback from county partners and community advocates is being gathered, with possible legislation expected this fall. At Blue Lake Park, summer improvements facilitated water activities, and a public survey on the park's renovation is ongoing. In waste management, Metro staff will present plans for system facilities, policy changes, and budget development at the upcoming MPAC meeting. Additionally, Community Placemaking grants are available for equity-centered, arts-based projects.

With no further discussion, Chair Pam Treece moved to the Council Update.

4. CONSENT AGENDA – NO QUORUM

Chair Treece noted that there was one item on the consent agenda: Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions.

Due to lack of quorum, Chair Pam Treece moved the consent agenda to the next meeting.

5. INFORMATION/ DISCUSSION ITEMS

5.1 2024 UGM Decision: Metro Chief Operating Officer/Staff recommendation and public comment feedback

Chair Treece introduced Eryn Kehe, Urban Policy and Development Manager, Metro, and Ted Reid, Principal Regional Planner, Metro, to present on the topic.

Presentation summary:

Presenters outlined the Urban Growth Boundary (UGB) decision process, focusing on the Chief Operating Officer (COO) and staff recommendations. They introduced the recommendations, discussed the public comment report, and detailed the COO's recommendation to add Sherwood West to the UGB to address housing needs, emphasizing conditions like minimum housing density and large industrial site protections. Presenters also highlighted the importance of community engagement, tribal consultation, and the need to update Metro's long-term regional planning strategies. The presentation highlighted the complexities of planning housing in Sherwood, especially in light of House Bill 2001, which gives developers flexibility in housing types, complicating precise projections. The city aims to address regional housing needs while preserving its unique character, focusing on expanding middle housing options like duplexes and cottage clusters. Sherwood is also working to provide more affordable housing and reduce long commutes by creating local job opportunities.

MPAC Member Discussion:

Mayor Tim Roesner expressed support for the recommendation and provided additional context on how this process relates to Sherwood's wider goals. He noted that rather than choosing to turn single-family zones into middle-housing zones, they have chosen to expand into new areas that can be denser to increase the housing stock and improve affordability without compromising what they already have. He hoped to ease the fears of tension between Metro and Sherwood.

Chair Treece asked the group if they agreed with the recommendation to add Sherwood West to the UGB.

Vice Chair Brett Sherman expressed tentative for the sake of expanding both industrial areas and housing stock in a region needing more housing.

Mayor Joe Buck noted community opposition to expansion and denser housing, and commended staff members for getting the community on board with this project through successful engagement efforts. He also asked if the Sherwood concept plan met Metro's conditions for approval. Eryn Kehe responded that Metro works with their partners to ensure that their approval conditions are in line with the project's goals as well as the region's goals. Mayor Buck noted the balance between Metro's control and overburdening municipalities with requirements.

Eric Engstrom, standing in for Commissioner Rubio, expressed appreciation for the discussion and noted that the City of Portland would prefer a higher density requirement, but that he understands the obstacles to that.

Alison Tivnon expressed support for Sherwood's plan, applauding their intentional approach and community outreach efforts, and emphasized the importance of letting the local jurisdictions take the lead on these types of projects.

Chair Treece asked the group if they agree with the categories identified in the recommendation.

Vice Chair Sherman asked for clarification on the slope threshold numbers, and presenters gave more detail. He expressed support for all the categories.

Mayor Rosener also expressed support for the categories, appreciated staff for getting the slope threshold number down, and noted industrial land vacancies. He also suggested a 'truth on the ground' database as a regional resource for land use decisions.

Councilor Gerritt Rosenthal inquired about Sherwood's broadband fiber program and their ability to meet water/sewer needs of new developments. Mayor Rosener noted Sherwood's access to plenty of clean water, as well as a solid plan for sewer needs.

Mayor Steve Callaway inquired about the details for assessing equity in their requirements. Kehe noted that any major changes would come back to MPAC for discussion, and also explained the opportunity Metro has to ensure that an equity lens is used in access to new developments.

Councilor Mary Nolan brought up affordability, emphasizing that housing development alone will not solve the region's housing crisis if it is not affordable. Chair Treece clarified that Sherwood intended to work with other funding sources to establish the ability to create affordable units in their plan. Vice Chair Sherman agreed with Councilor Nolan, and explained how external funding sources are the only way to ensure new units can be affordable, because the market is not providing it on its own. Mayor Rosener reiterated Sherman's points and the intention Sherwood must find external funding sources to make affordable expansion possible.

Commissioner Sharon Meieran asked how the community will continue to be engaged in this conversation, specifically those who have not historically been engaged.

Vice Chair Sherman gave some examples of situations where adjustments would need to be made with developers, and asked if this plan would allow for that kind of flexibility. Mayor Roesner reassured the committee that there has already been interest in industrial development of the land in discussion.

Mayor Buck appreciated the way this process has been handled, but also noted that this process has been the same for this region for a long time and there is still an extreme housing shortage, and asked if they are doing it differently this time. Presenters agreed that is something they should continue to think about.

Kirstin Greene expressed support for the tribal consultation condition, and gave some additional context.

Commissioner Mark Shull recommended an analysis of already available land for site readiness, and presenters clarified that they agree but they are also concerned with a 20-year land supply.

Seeing no further discussion, MPAC Chair Treece moved onto the next agenda item

6. ADJOURN

Chair Pam Treece adjourned the meeting at 7:00 pm.

Respectfully Submitted,

Sam Hart

Sam Hart
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF September 24, 2024

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Presentation	09/11/2024	UGM Decision COO Recommendation Presentation	091124m-01

5.2 Consideration of the September 25, 2024 MPAC Minutes

Consent

Metro Policy Advisory Committee
Wednesday, November 13, 2024



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes
September 25, 2024

MEMBERS PRESENT

Sharon Meieran
Kristin Greene
Mark Shull
Thomas Kim
Tim Rosener
Pam Treece (Chair)
Mary Nolan
Brett Sherman
Omar Qutub
Gerritt Rosenthal
Sherry French
Joe Buck
Duncan Hwang
Steve Callaway
Jim Duggan
Miles Palacios
Ty Stober
Glen Yung
Luis Nava
Denyse McGriff
Terri Preeg Riggsby

AFFILIATION

Multnomah County
Oregon Department of Land Conservation and Development
Clackamas County
TriMet
Other Cities in Washington County
Washington County
Metro Council
City of Happy Valley, Other Cities in Clackamas County
Citizen of Multnomah County
Metro Council
Special Districts in Clackamas County
City of Lake Oswego, Largest City in Clackamas County
Metro Council
Largest City in Washington County
Tualatin Valley Water District
Tualatin Hills Park and Recreation District
City of Vancouver
Clark County
Citizen of Washington County
Largest City in Clackamas County
Special Districts in Multnomah County

MEMBERS EXCUSED

Emerald Bogue
Vince Jones-Dixon
Ted Wheeler
Brian Hodson
James Fage
Carmen Rubio
Ed Gronke
Susan Greenberg
Keith Kudrna
Alison Tivnon

AFFILIATION

Port of Portland
City of Gresham, Second Largest City in Multnomah County
City of Portland
City in Clackamas County outside UGB
City in Washington County outside UGB
City of Portland
Citizen of Clackamas County
Governing Body of a School District
Other Cities in Multnomah County
Second Largest City in Washington County

ALTERNATES PRESENT

Laura Kelly
Anthony Martin
Kevin Teater

AFFILIATION

Oregon Department of Land Conservation and Development
Largest City in Washington County
City of Beaverton

OTHERS PRESENT: Stephen Roberts, Kevin Cook, Adam Torres, Medha Pulla, Dan Rutzick, Anna Slatinsky, Marc Farrar, Jeffrey Kleinman, Fiona Lyon, Hayley Still, Eric Rutledge, Sarah Iannarone, Jamie Stasny, Mariann Hyland, Daniel Mal, Tiffany Gehrke, Schuyler Warren, Alexandra Brown, Brendon Haggerty, Ariel Nelson, Jaimie Lorenzin, Joe Gall, Teddy Russell, Katherine Kelly, Cheryl Bell, Dan Dias

STAFF: Georgia Langer, Sam Hart, Roger Alfred, Catherine Ciarlo, Malu Wilkinson, Ted Reid, Jaye Cromwell, Eyrn Kehe, Ted Reid, Estee Segal, Marta McGuire, Laura Combs, Marissa Grass, Robyn Stowers, Clint Chiavarini, Tom Stuart, Kim Ellis, Anneliese Koehler

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Chair Pam Treece called the meeting to order at 5:00 PM.

Metro staff Georgia Langer (she/they) called the role.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

MPAC Chair Pam Treece read aloud the instructions for providing public testimony.

Jacob Apenes – Apenes, a member of the Urban League's Youth Cohort, emphasized the need for more high-paying jobs and affordable housing, and expressed concerns that the Sherwood West plan lacks sufficient density, walkability, and environmental sustainability, urging for more dense, mixed-use housing to meet the goals set for the area.

Troy Williver – Williver, a supporter of the West of Sherwood Farm Alliance, testified against the Sherwood West plan, arguing that Sherwood's housing preferences for low-density, expensive single-family homes contradict the region's need for affordable housing. He highlighted the mismatch between Sherwood's current housing prices and median income levels, calling for the rejection of the staff recommendation and citing concerns over transportation capacity due to new construction.

Diane Jarvis – Jarvis, another supporter of the West of Sherwood Farm Alliance, testified against the COO recommendation to expand Sherwood's UGB, citing an analysis of vacant land within Sherwood's current planning area that could meet housing and employment needs as well as preserve wildlife habitats and farmland.

David Nemarnik – Nemarnik, a resident of Sherwood and supporter of the West of Sherwood Farm Alliance, testified against the COO recommendation, emphasizing that Sherwood has enough vacant land to meet housing and employment needs without expanding the urban growth boundary. He criticized Metro staff for not presenting alternative plans and urged the Council to consider more compact, community-focused development rather than continuing with sprawling growth.

Todd Christiansen – Christiansen testified against the COO recommendation, arguing that Metro's own forecasts do not support the need for expansion. He also expressed concern that decisions may have been influenced by campaign contributions and urged the committee to carefully consider all testimony before making a decision.

Seeing no further testimony, Chair Treece moved onto the next agenda item.

3. **COUNCIL UPDATES**

Councilor Hwang provided updates on the following topics:

Housing: Metro Council is working with partners to explore potential areas of agreement for improving housing outcomes and services, with a focus on shared success.

Future Regional Housing Funding: Discussions continue about extending the SHS tax, expanding spending to include affordable housing, and considering reforms for oversight, with a potential measure for the 2025 ballot.

Planning, Development & Research: Step 2 of the Regional Flexible Funds Allocation is open for applications from local governments to support transportation infrastructure projects until Nov. 15, 2024.

TV Highway: Metro and TriMet are seeking community feedback on station locations for the TV Highway Transit Project through an online survey available until Oct. 13.

Waste Prevention and Environmental Services: Metro is hosting a roundtable on Oct. 7 to discuss business food scraps recycling, a key effort in reducing food waste and carbon emissions.

DLCD Deputy Director Kirstin Greene provided an update on the following topics:

Oregon Housing Needs Analysis (OHNA) Allocation Methodology: The draft methodology required by House Bill 2001 (2023) has been released, and public comments are being accepted through October 4. There are opportunities to provide input at the LCDC hearing on September 27 or via written comments.

OHNA Rulemaking: LCDC will hold a public hearing on the draft rules on October 25. Public comments will be accepted through November 14, with final adoption expected at the December 5/6 meeting.

Goal 5 Cultural Areas Rulemaking: A public hearing on the proposed rule will be held on September 26, with final adoption anticipated at the December 5/6 LCDC meeting. Additional resources, including webinars and informational sessions, are available.

Goal 9 Target Industries Approach Rulemaking: A public hearing will take place on September 26, with final adoption also expected at the December 5/6 meeting.

Farm and Forest Modernization Program Rulemaking: An update was published on September 26, with opportunities for public engagement.

Mayor Steve Callaway suggested decoupling two elements of the expansion proposal and to vote on them separately. Chair Treece consulted Roger Alfred, Metro Attorney, on the legal viability.

With no further discussion, Chair Pam Treece moved on to the Consent Agenda.

4. CONSENT AGENDA

Chair Treece noted that there were two items on the consent agenda: Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions and Consideration of the July 24, 2024 MPAC Minutes.

MOTION: Moved by Mayor Joe Buck and seconded by Mayor Steve Callaway.

ACTION: With all in favor, the consent agenda passed.

Seeing no further discussion, Chair Treece moved onto the next agenda item

5. ACTION ITEMS

5.1 **UGB Expansion Recommendation to Metro**

Chair Treece introduced Eryn Kehe, Urban Policy and Development Manager, Metro, and Ted Reid, Principal Regional Planner, Metro, to present on the topic.

Chair Treece proposed that MPAC make a recommendation to the Metro Council to approve the COO/Staff recommendation, with amendments providing additional recommendations.

MOTION: Moved by Mayor Steve Callaway and seconded by Commissioner Mark Shull

ACTION: Motion passed 10-1 with 3 abstentions.

Presentation Summary

Presenters outlined the current stage of the Urban Growth Boundary expansion decision-making process, highlighting ongoing discussions among Metro's committees, county partners, and community leaders regarding the COO and staff recommendations. They emphasized the extensive public feedback received during the 45-day comment period, which included concerns about housing affordability, job opportunities, farmland preservation, and infrastructure impacts. The presentation detailed the proposed addition of the Sherwood West Urban Reserve to the UGB, including conditions for housing density, affordability protections, and industrial site safeguards. Additionally, presenters discussed future growth management strategies, such as updating regional planning documents to address climate change and racial equity and enhancing tribal consultations. They also provided an overview of upcoming meetings and deadlines, setting the stage for a final decision by December.

Council Discussion

Sherry French emphasized the importance of farmland, and asked why this issue is not up for a vote to the people. Reid explained that one of Metro's core functions is managing the Urban Growth Boundary.

Mayor Tim Rosener reminded people that this is not an annexation plan.

Mayor Joe Buck asked presenters to go through the differences between the concept plan and the conditions, and Kehe explained that the density number is the main difference.

Commissioner Sharon Meieran brought up that the Governor is likely to use her executive authority to add many additional acres to Oregon's application to the federal research lab, and asked how staff included that in their evaluation. Presenters responded that the information is very new and they do not know enough yet to wrap it into their analysis, but that they need to keep the process moving to meet the deadline required by the state.

Commissioner Mark Shull expressed concern over the lack of attention for larger industrial parcels in this plan, as well as urged attention to readiness.

Vice Chair Brett Sherman clarified that if this recommendation goes through, it will not guarantee that the land will be developed, it only opens the opportunity to be developed. Presenters confirmed that no property owners will be forced to do anything with the land they already own.

Councilor Mary Nolan asked what contributions from the Youth Cohort were incorporated into the recommendation. Kehe offered the full report from the Youth Cohort and noted affordable housing as a key part of their discussions.

Mayor Callaway asked if the slope requirements were changed to 5% how many acres would be left, and Reid responded that they would need to find those numbers.

Mayor Rosener commented that some of the assumptions that were used to create these models could be looked at more closely, like slope and other factors for land readiness.

Metro Attorney Roger Alfred and Mayor Callaway discussed the legal procedures of decoupling this vote.

Councilor Sherman commented that MPAC, as an advisory board, can approve this overarching recommendation but also give feedback on it for its next phase going to Metro Council.

Chair Treece explained further the ways that recommendations from MPAC can be passed along to Council, but they cannot change the COO's recommendation.

Kristin Greene asked if models took historic underproduction into account, and Reid confirmed that they did.

Thomas Kim pointed out that the expansion is mostly single-family zoned, which does not align with TriMet's goals of density that can be served better by them.

Mayor Rosener asked for clarification on why the COO's recommendation cannot be amended, and Malu Wilkinson explained how MPAC can recommend amendments or considerations for the Metro Council.

Amendment 1

Mayor Callaway proposed the amendment that MPAC would recommend to Metro Council that they adopt the high growth forecast instead of the baseline forecast.

MOTION: Moved by Mayor Steve Callaway and seconded by Mayor Joe Buck

ACTION: Motion passed 10-2 with 1 abstention.

Kehe described some of the changes that would need to happen to include this amendment.

Councilor Sherman clarified what those changes would affect, and Reid explained that most forecasts have overshoot growth rather than underestimated it.

Councilor Ty Stober brought up that housing and employment is a regional issue and expressed concern with the low-density target that is proposed.

Mayor Rosener described the years-long process with the community to agree on this plan, and that that process would have to be restarted entirely if Metro were to impose a higher density requirement.

Amendment 2

Commissioner Carmen Rubio proposed an amendment adding two parts to the recommendation:

1. In order to achieve a mix of housing types, the Metro Council should establish an expectation for a minimum number of homes. This should be 4,100 units or an average of 12 units per acre, which is slightly higher than the range proposed by the city of Sherwood's adopted Sherwood West Concept Plan (base density of 9.2 units per acre to a maximum density of 16.4 units per acre). The difference between these reflects the actualization of "missing middle" housing allowed by HB 2001 (2019). The city of Sherwood would determine housing mix details in their comprehensive planning process.
2. Staff's recommendation to create and protect large industrial sites is intended to achieve widely shared goals to grow our region's high-tech manufacturing sectors. The Metro Council should establish specific goals or restrictions to make sure this happens by designating this area as a Regionally Significant Industrial Area (RSIA) on Metro's Title 4 map.

MOTION: Moved by Commissioner Carmen Rubio and seconded by Commissioner Sharon Meieran

ACTION: Motion failed 9-3 with 1 abstention.

Mayor Rosener explained how the current proposal interacts with HB 2001, noting the opportunity for higher density because of that.

Kevin Teater asked if units per acre were based on net or gross numbers, including natural areas, and Kehe responded that they used net.

Amendment 3

Commissioner Shall proposed an amendment to recommend that Metro create and host or commit to having Senior staff participate in a task force ending no later than mid-2025 with a report back to the Council highlighting opportunities for creating growth and capacity models that are more reflective of

market realities. The goal will be to work with local jurisdictions and private sector partners to address the employment lands challenges identified through the UGR process including but not limited to slope and lot size.

MOTION: Moved by Commissioner Mark Shull and seconded by Vice Chair Brett Sherman

ACTION: Motion passed 7-2 with 5 abstentions.

Amendment 4

Mayor Buck proposed an amendment to recommend that Metro shall not impose any additional requirements on the City of Sherwood that are not articulated in the Sherwood West Concept Plan.

MOTION: Moved by Mayor Joe Buck and seconded by Vice Chair Brett Sherman

ACTION: Motion passed 8-5 with 1 abstention.

Final UGB Expansion Recommendation Vote

Chair Treece proposed that MPAC make a recommendation to the Metro Council to approve the COO/Staff recommendation, with the approved amendments.

MOTION: Moved by Mayor Steve Callaway and seconded by Commissioner Mark Shull

ACTION: Motion passed 10-1 with 3 abstentions.

6. INFORMATION/ DISCUSSION ITEMS

6.1 Garbage and Recycling System Facilities Plan- Phase 4 Draft Plan

Chair Treece introduced Marta McGuire, Director of Waste Prevention and Environmental Services, Metro, Estee Segal, Principal Solid Waste Planner, Metro, and Luis Sandoval, Principal Solid Waste Planner, Metro, to present on the topic.

Presentation summary

McGuire outlined the development of WPES's Regional Systems Plan. The presentation highlighted the collaborative 18-month process involving local governments, industry, and community partners. The plan focuses on four key investment areas: community depots for waste drop-off, support for reuse and repair businesses, organics infrastructure improvements, and partnerships for commercial garbage management. The plan aims to address system gaps, especially in underserved areas, with public input shaping the final version. The team emphasized engagement, including public comment, before the plan's adoption in December.

MPAC Member Discussion

Commissioner Shull expressed concern about RWAC and if everything will be done by December.

McGuire explained that the various committees that WPES has already been engaging with, and noted that October is the month they plan to spend engaging with MPAC further on this topic.

Mayor Rosener emphasized how significant a small increase like this is and suggested that RWAC has another pass at it. He noted how much lower the rates are outside of Portland and commented that the study did not look further into why rates are so high in Portland.

7. **ADJOURN**

Chair Pam Treece adjourned the meeting at 7:28 pm.

Respectfully Submitted,

Sam Hart

Sam Hart
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF September 24, 2024

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Presentation	09/25/2024	UGB Expansion Recommendation Presentation	092524m-01
6.1	Presentation	9/25/2024	Garbage and Recycling System Facilities Phase 4 Draft Plan Presentation	092524m-02

**5.3 Metro Technical Advisory Committee (MTAC) Nominations for
Member/Alternative Member Positions**

Consent

Metro Policy Advisory Committee
Wednesday, November 13, 2024

MPAC Worksheet

Agenda Item Title: Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions

Presenters: Eryn Kehe, Urban Policy & Development Manager II

Contact for this worksheet/presentation: Miriam Hanes

Purpose/Objective

The purpose of this presentation is to forward nominations from regional jurisdictions, agencies and community partners to fill vacant positions on the Metro Technical Advisory Committee (MTAC). MTAC is an advisory committee of MPAC that provides technical recommendations on growth management subjects as directed by MPAC. The candidates nominated to fill these positions are excellent professionals and knowledgeable in the subject matter of this committee.

Outcome

Action to approve the nominations presented for the Metro Technical Advisory Committee.

What has changed since MPAC last considered this issue/item?

Vacancies on the committee have left positions open. These nominations help fill the committee roster for review of subjects and technical recommendations to MPAC.

What packet material do you plan to include?

A memo that describes the nominations and positions being considered for confirmation on the committee.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: October 23, 2024
To: Metro Policy Advisory Committee (MPAC)
From: Eryn Kehe, Metro Technical Advisory Committee (MTAC) Chair
Subject: MTAC Nominations for MPAC Consideration

BACKGROUND

The Metro Technical Advisory Committee (MTAC) is an advisory committee to the Metro Policy Advisory Committee (MPAC). MTAC's purpose is to provide MPAC with technical recommendations on growth management subjects, including technical, policy, legal and process issues, with an emphasis on providing policy alternatives.

PURPOSE

Nominations to fill MTAC member and alternate member positions are submitted for consideration and approval by MPAC according to committee bylaws. MPAC may approve or reject any nomination submitted.

RECOMMENDED MTAC APPOINTMENTS

Position: Environmental Advocacy Organization
Nomination: **Brett Morgan, member**
Oregon Transportation Policy Director, Climate Solutions

Position: Environmental Advocacy Organization
Nomination: **Kristopher Fortin, alternate member**
Transportation Program Director, Oregon Environmental Council

6.1 Regional Housing Coordination Strategy: Introduction

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, November 13, 2024

MPAC Worksheet

Agenda Item Title: Regional Housing Coordination Strategy: Introduction

Presenters: Emily Lieb (she/her), Eryn Kehe (she/her)

Contact for this worksheet/presentation: Laura Combs (she/her)

Purpose/Objective

The Oregon Housing Needs Analysis (OHNA) articulates new responsibilities for state agencies and local governments to reorient the implementation of Statewide Land Use Planning Goals 10 (Housing) and 14 (Urbanization) to produce more housing, ensure equitable access to housing, and ensure state and local governments take action to address need. It affects the way all communities plan for housing and urban lands, and cities with populations of 10,000 or greater are now required to regularly plan and take action to address needs.

The OHNA rulemaking process will conclude by January 1, 2026 and has been focused on these three topic areas:

- Housing Needs and Production
- Housing Capacity and Urbanization
- Housing Accountability Framework

The goal of this rulemaking is to implement the OHNA program and emphasizes the role of local actions in promoting housing production, affordability, and choice. Cities in the Metro region with populations over 10,000 people will develop and implement a Housing Production Strategy every six years to promote needed housing and affirmatively further fair housing.

As the regional government, Metro will not produce a Housing Production Strategy but instead is tasked to complete a Regional Housing Coordination Strategy (RHCS) by the end of 2025 and within one year of completing an Urban Growth Report thereafter. A project team made of staff from both the Housing Department and Planning, Development, and Research will collaborate to produce the RHCS.

By statute, Metro's RHCS will result in list of actions that Metro will undertake to promote the development of needed housing, including:

- The development and maintenance of diverse housing types that are high-quality, physically accessible, and affordable
- Housing with access to economic opportunities, services, and amenities
- Measures, policies, or actions that are coordinated among the local governments within the Metro region
- Actions that affirmatively further fair housing

As staff pursues engagement with local jurisdictions, community partners, and advocate groups, the primary goal is to coordinate local activities and build a roadmap for the actions that Metro will take to support the development of needed housing. The key components of the work plan include required data analysis, engagement, and identification and evaluation of regional strategies to support housing production and access. A racial equity tool will be used throughout the project. MPAC can expect periodic updates at key milestones during strategy development.

Outcome

MPAC members are reminded of the OHNA policy context and introduced to the purpose and goals of the RHCS.

What has changed since MPAC last considered this issue/item?

MPAC previously heard an overview of the OHNA framework in May 2024. The Oregon Department of Land Conservation and Development (DLCD) and Oregon Office of Economic Analysis (OEA) staff presented information about their development of technical methodologies for carrying out legislative direction. Since the last MPAC meeting, Metro staff started developing a scope of work for the completion of the RHCS.

What packet material do you plan to include?

None – presentation available at meeting.

6.2 Introduction to the Community Connector Transit Study

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, November 13, 2024

MPAC Worksheet

Agenda Item Title: Community Connector Transit Study: Overview and Introduction

Presenter: Ally Holmqvist, Senior Transportation Planner, Metro

Contact for this worksheet/presentation: Ally Holmqvist, ally.holmqvist@oregonmetro.gov

Purpose/Objective

This memorandum introduces the Community Connector Transit (CCT) Study to support a discussion that will help shape the work and engagement plans, develop the planning context, policy framework, and identify considerations for re-envisioning local transit.

Action Requested/Outcome

Staff is seeking MPAC's feedback on: 1) the work plan approach and anticipated outcomes, 2) the developing engagement strategy and 3) key elements and policy considerations to address.

What has changed since MPAC last considered this issue/item?

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 (for more detail see Attachment 5) 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 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.

A future study was identified in Chapter 8 of the 2023 RTP to address this feedback, forming the basis of this work. The CCT Study kicked off at the end of August with work done to: establish and initiate the project management team and partner working group; draft a work plan, schedule, and engagement strategy; begin public and stakeholder engagement; and gather key planning context.

The Community Connector Transit Study

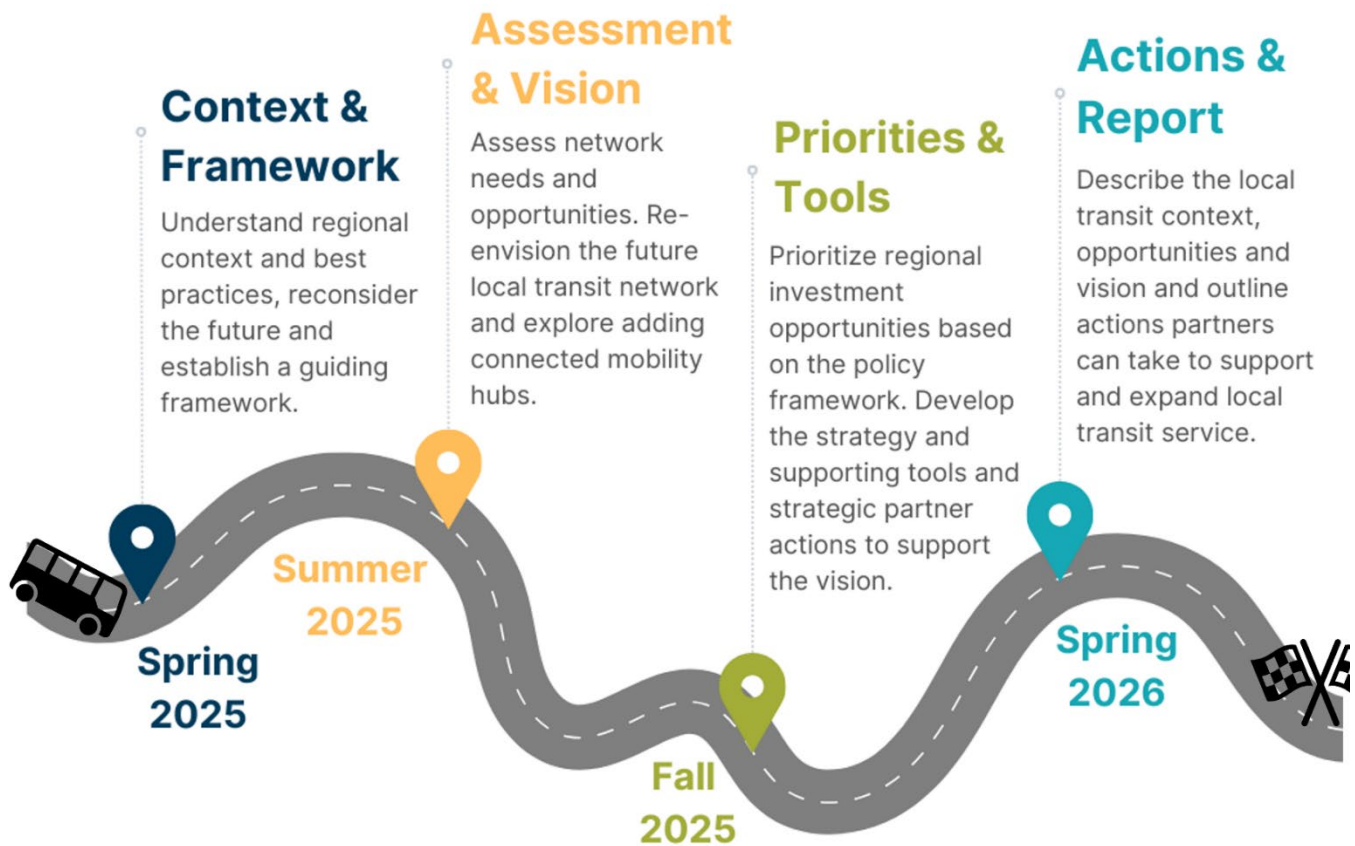
Community connector transit can unlock more transportation access in the region and make transportation more equitable. This type of transit includes smaller, more nimble modes like shuttles, para-transit, microtransit, vanpools and other last mile transportation services that are not local fixed route 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.

[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 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 with 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. Regional and inter-regional transit providers will also engage 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 Attachments 3 and 5 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



What packet material do you plan to include?

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



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.

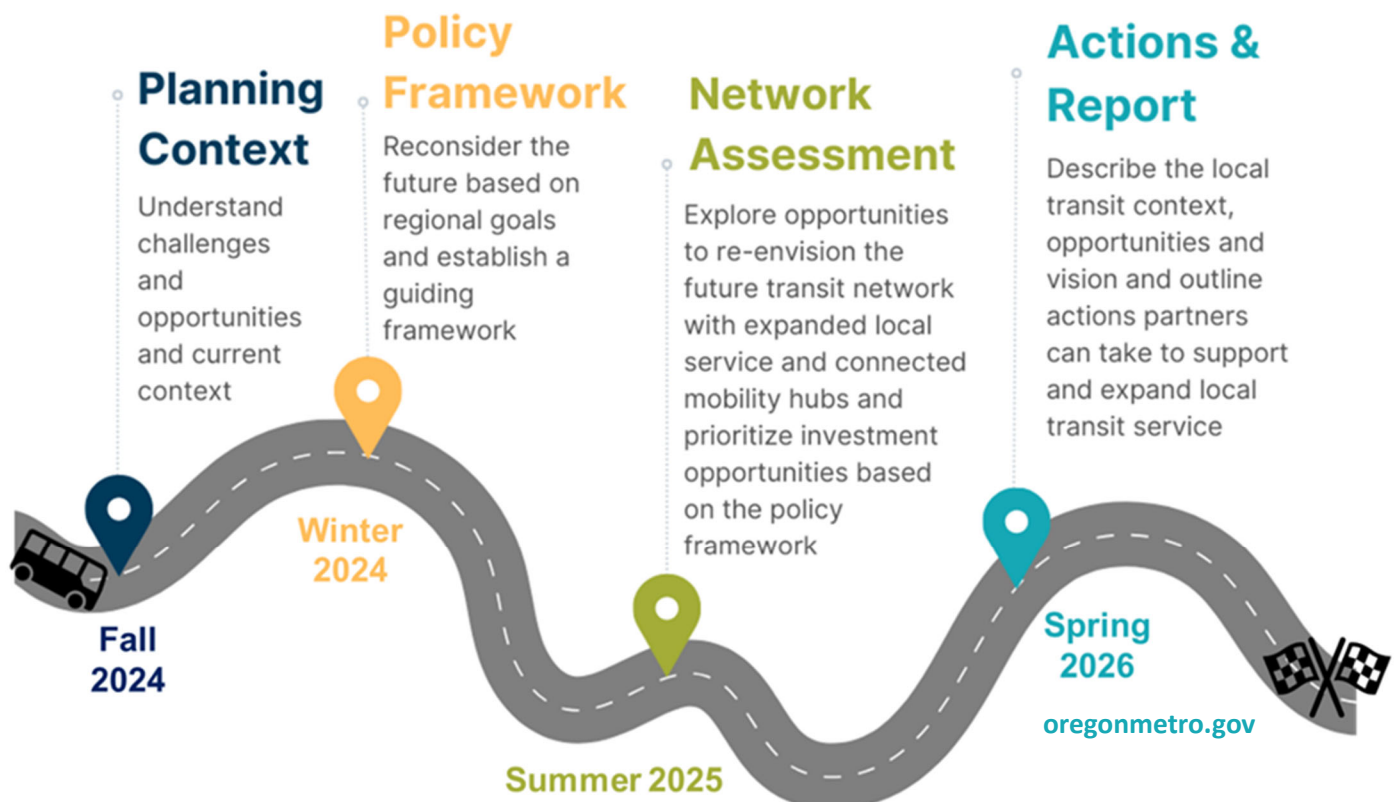
Why explore community connectors?

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.



Photo courtesy of SMART

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. 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

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

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
October 1	Working Group #1: Introduction, Goals, and Policy Considerations <ul style="list-style-type: none"> • Study scope, goals and outcomes • Work and engagement plans (including timeline and milestones) • Policy considerations
October 2	East Multnomah County Transportation Committee TAC
October 3	Clackamas County Coordinating Committee TAC
October 3	Washington County Coordinating Committee TAC
October 4	Transportation Policy Alternatives Committee (TPAC)
October 14	Washington County Coordinating Committee (policy)
October 14	East Multnomah County Transportation Committee (policy)
October 15	Metro Council (Work Session)
October 16	Clackamas County Metro Coordinating Subcommittee (C4)
October 16	Metro Technical Advisory Committee (MTAC)
October 17	Joint Policy Advisory Committee on Transportation (JPACT)
November 11	Metro Policy Advisory Committee (MPAC)
Mid-November TBD	Working Group #2: Regional Context <ul style="list-style-type: none"> • Local inventory outcomes • Best practices approach and preview
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"> • <u>Deliverables</u> <ul style="list-style-type: none"> ○ Work and engagement plans and timeline ○ Past Transit Engagement Summary • <u>Project webpage launched (September)</u> <ul style="list-style-type: none"> ○ Stories highlight (Street Trust) ○ Current environment map or highlight ○ Fact sheet #1: About the HCT Strategy Update (July) ○ Fact sheet #2: Regional Transit Activities (August) ○ <i>Regional Transit Project Fact sheet (October)</i> • <u>Agency and provider outreach</u> <ul style="list-style-type: none"> ○ What first/last mile needs exist today? What are the challenges/opportunities?

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

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

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

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



PUBLIC ENGAGEMENT PLAN

Community Connector Transit Study

September 2024

Table of Contents

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

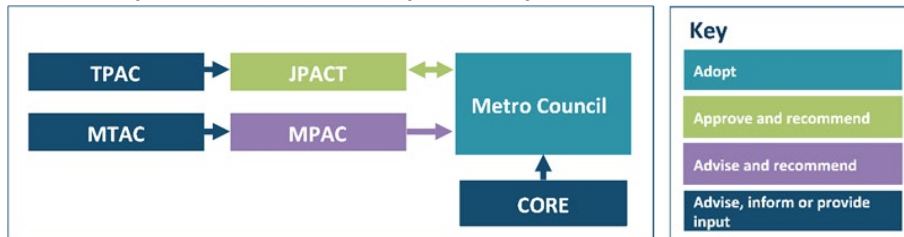
- 6. **Clear Communication:** Ensure that all communications with partners and the community are clear and effective, facilitating collaboration and supporting shared recommendations, including communicating beyond the end of this project to report back to participants how input was incorporated into 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	Agency staff engaged in discussions about transit strategies and their implementation for the Community Connector Transit Study. <ul style="list-style-type: none"> • 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. • Guide the project, provide expert feedback, and act as a sounding board for ideas. See charter in Attachment A for more detail.
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	<p><u>JPACT</u>: Regional leaders making recommendations to the Metro Council on transportation needs in the region.</p> <p><u>MPAC</u>: Regional leaders advising Metro Council on growth management and land use issues in the region.</p>
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"> ● Discuss the transit system's impact on local businesses and the economy. ● Share insights on how first and last mile services can improve business operations, employee commutes, and customer access. ● Work with regional transit providers and stakeholders to ensure that transit

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"> ● Suggest strategies for improving transit services to better connect businesses with the broader community, promoting economic development.
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"> ● Provide detailed input on community needs and transit challenges. ● Prioritize the inclusion of historically underrepresented groups in discussions about transit improvements. ● Provide insights during early project phases to help shape engagement strategies that effectively reach diverse populations. ● Offer ongoing input on how to ensure transit solutions are inclusive and address the specific needs of marginalized communities.
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
		<p>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</p>	<p>platforms, ensuring diverse community voices are reflected in the planning process.</p> <ul style="list-style-type: none"> ● Share insights on transit needs and accessibility. ● Ensure broad participation and input on transit solutions. ● Contribute feedback via Metro’s website, social media, and surveys. ● Review project updates and respond to promotional materials, ensuring diverse community voices are heard.

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

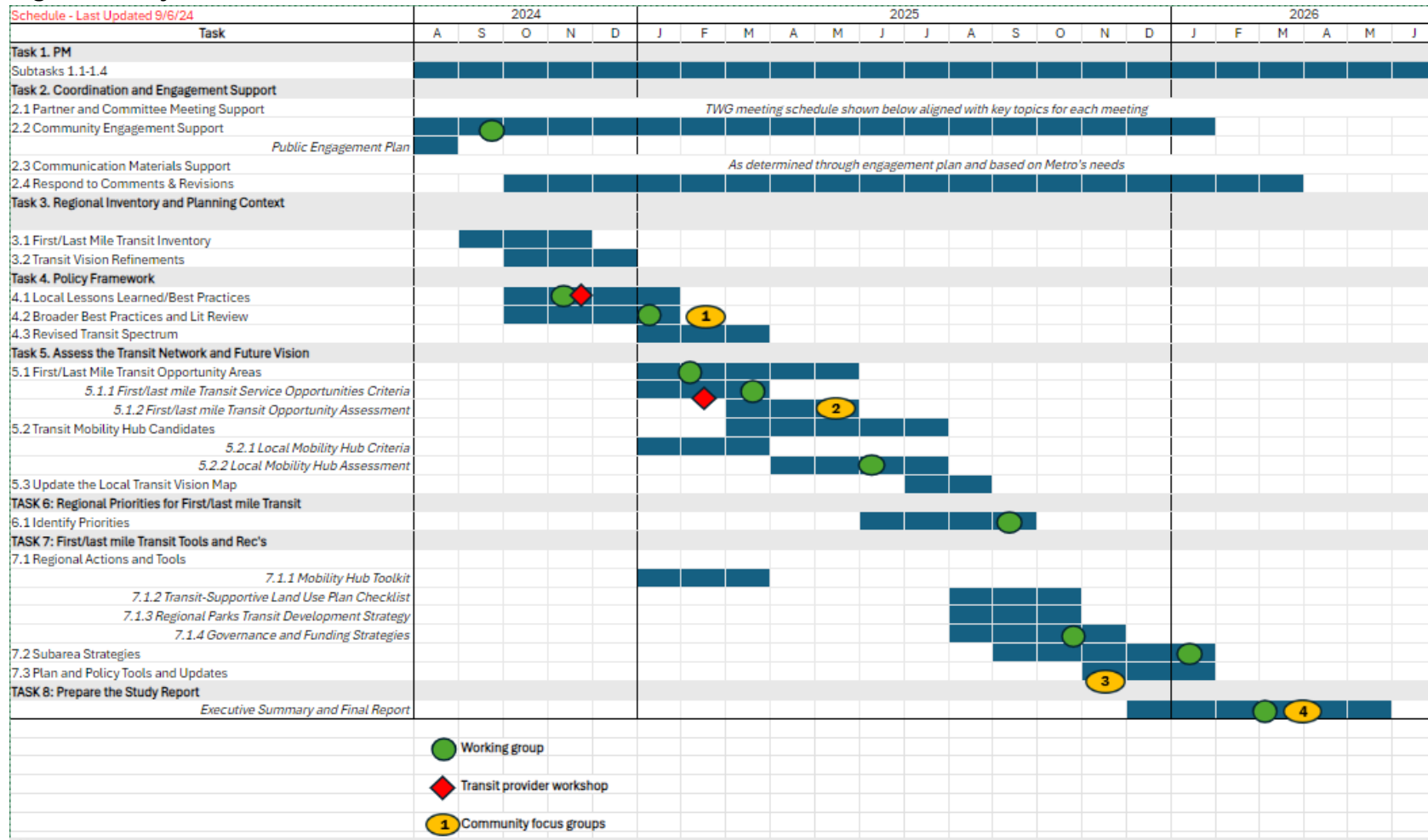


Table 2. Engagement Milestones

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

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
- 82nd 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.

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.

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 houselessness.
 - 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).

Materials following this page were distributed at the meeting.



Metro

Regional Housing Coordination Strategy: Introduction

MPAC

November 13, 2024

OHNA requirement of regional government

- Regional Housing Coordination Strategy (RHCS)
- Other regions can produce a RHCS voluntarily
- Must be completed within one year of a UGB decision

What is the Regional Housing Coordination Strategy?

A list of actions that Metro will undertake to promote the development of needed housing

What is the Regional Housing Coordination Strategy?

What are example actions?

- Resources like funding, staff capacity, or technical support
- Identifying barriers to developing housing (e.g. financial, regulatory, or capacity-related)
- Coordinating housing production strategies between local governments

What do we need to do?

Data and analysis required

- Socioeconomic and demographic characteristics of households
- Market conditions
- Inventory of measures implemented by Metro
- Inventory of existing and expected barriers to planning or development of housing
- Evaluation of potential strategies

Approach

- Collaboration between Metro Housing Department and Planning, Development and Research
- Coordination with local jurisdictions
- Engagement with housing developers and advocates
- Fair housing and racial equity lens

RHCS vision

Create a roadmap for actions Metro will take to promote housing coordination, production and access

Draft schedule

Oct – Dec 2024	Jan – April 2025	May - Aug 2025	Sept-Nov 2025	Dec 2025
Scope development	Begin analysis	Evaluate potential strategies	Public comment period	Council adoption
Engagement and communications plan	Identify potential strategies	Draft RHCS released	Final RHCS completed	Submit RHCS to DLCD for approval

Engagement with MTAC, MPAC, CORE, Council
Engagement with local jurisdictions, developers, advocates, experts

oregonmetro.gov





Community Connector Transit Study

November 2024

Is



Photo courtesy of SMART



Photo courtesy of Ride Connection



Photo courtesy of C-TRAN

~~Is not~~



Photo courtesy of TriMet



Photo courtesy of TriMet

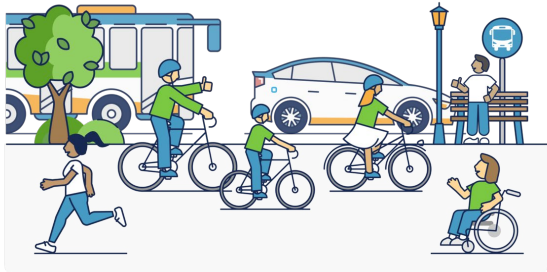
Frequent

Convenient

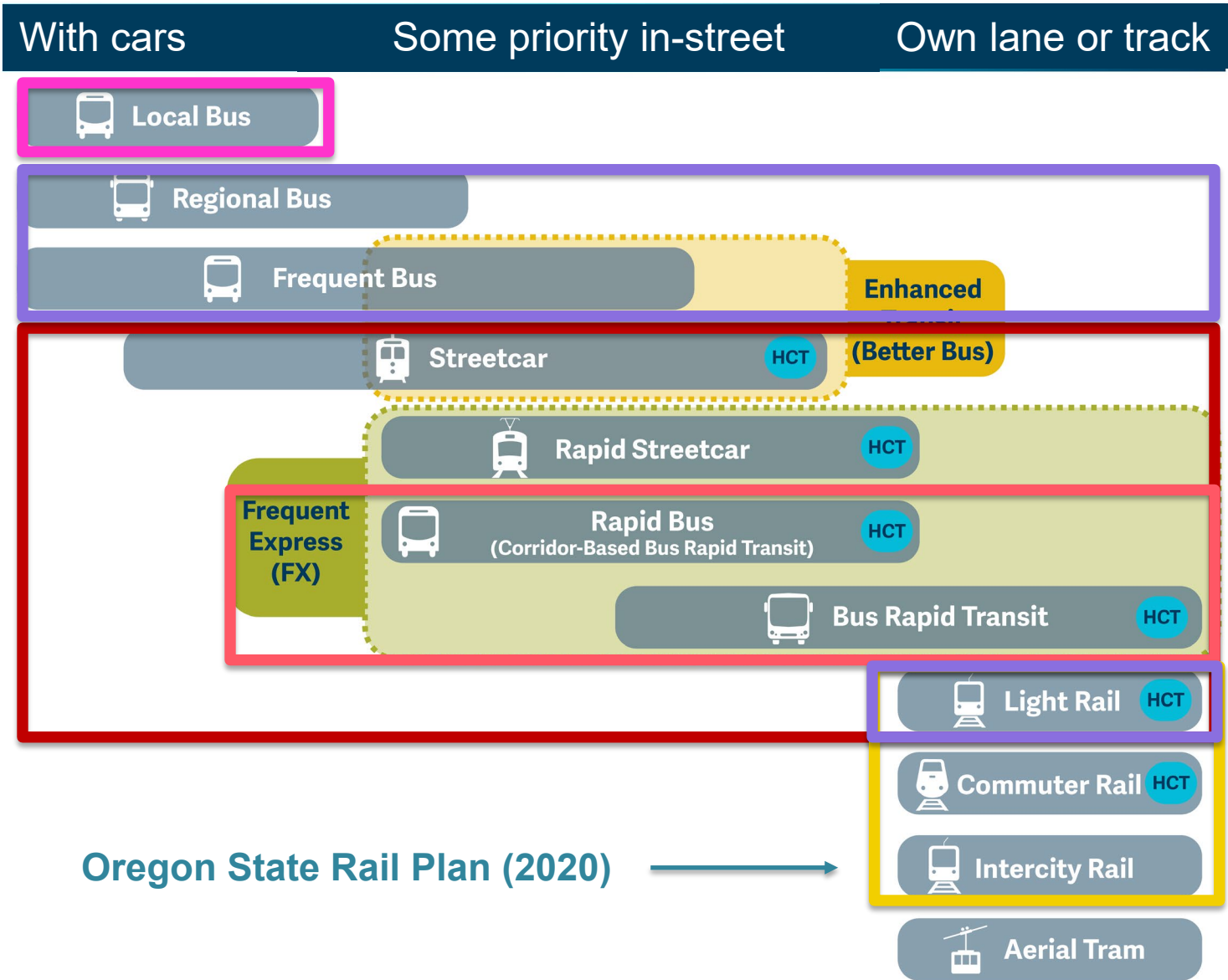
Accessible

Affordable

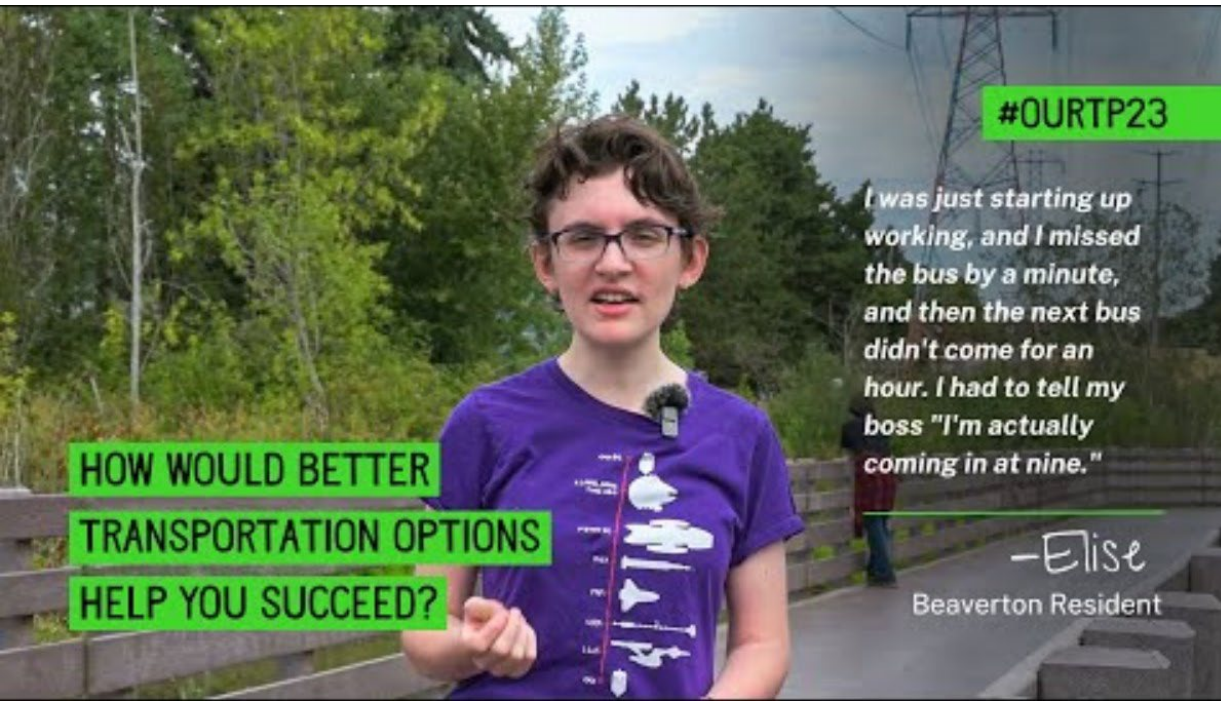
What is it?



A tool on the rise in our region



A regional strategy exploration opportunity



#OURTP23

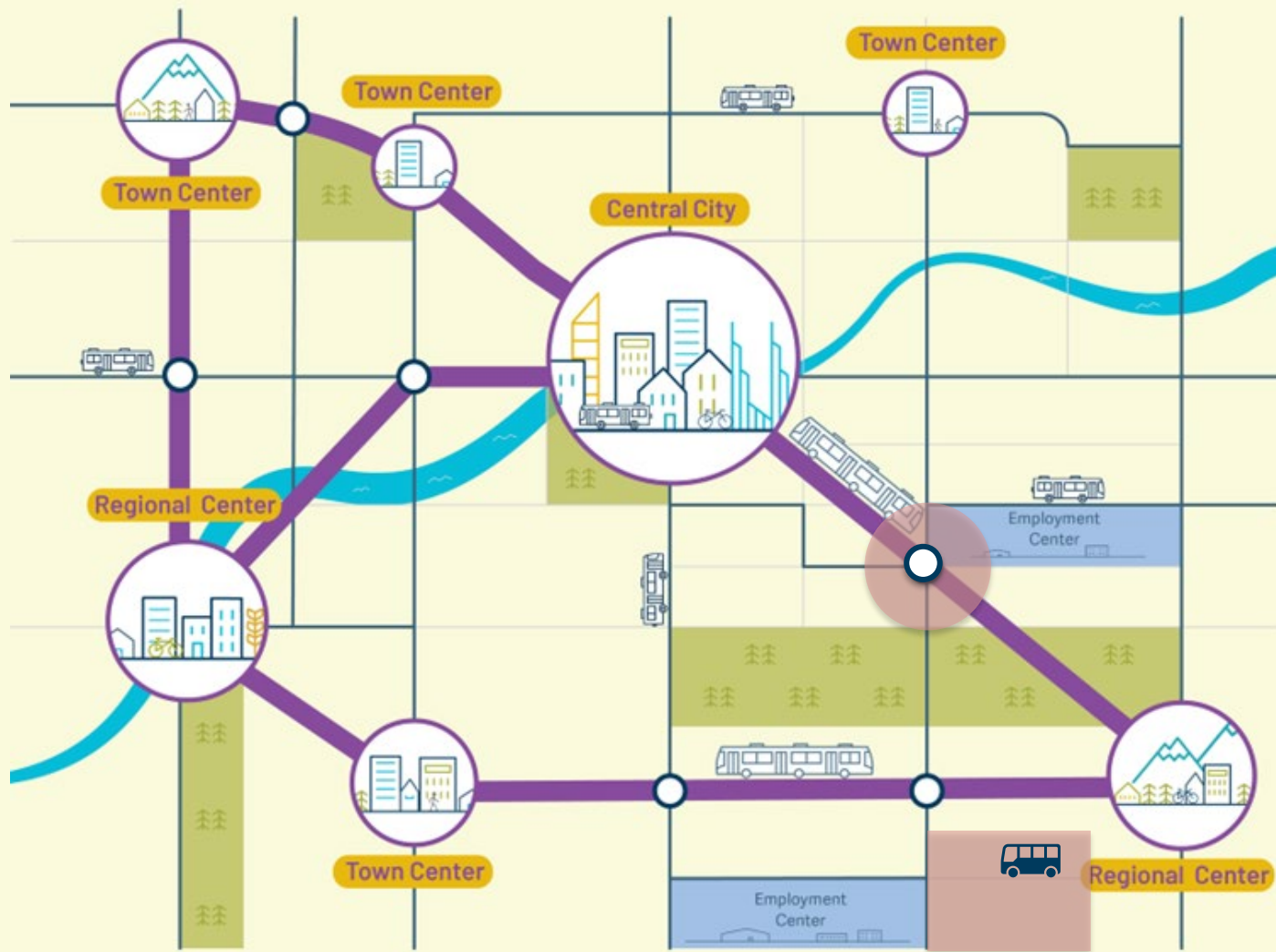
I was just starting up working, and I missed the bus by a minute, and then the next bus didn't come for an hour. I had to tell my boss "I'm actually coming in at nine."

-Elise

Beaverton Resident

HOW WOULD BETTER
TRANSPORTATION OPTIONS
HELP YOU SUCCEED?

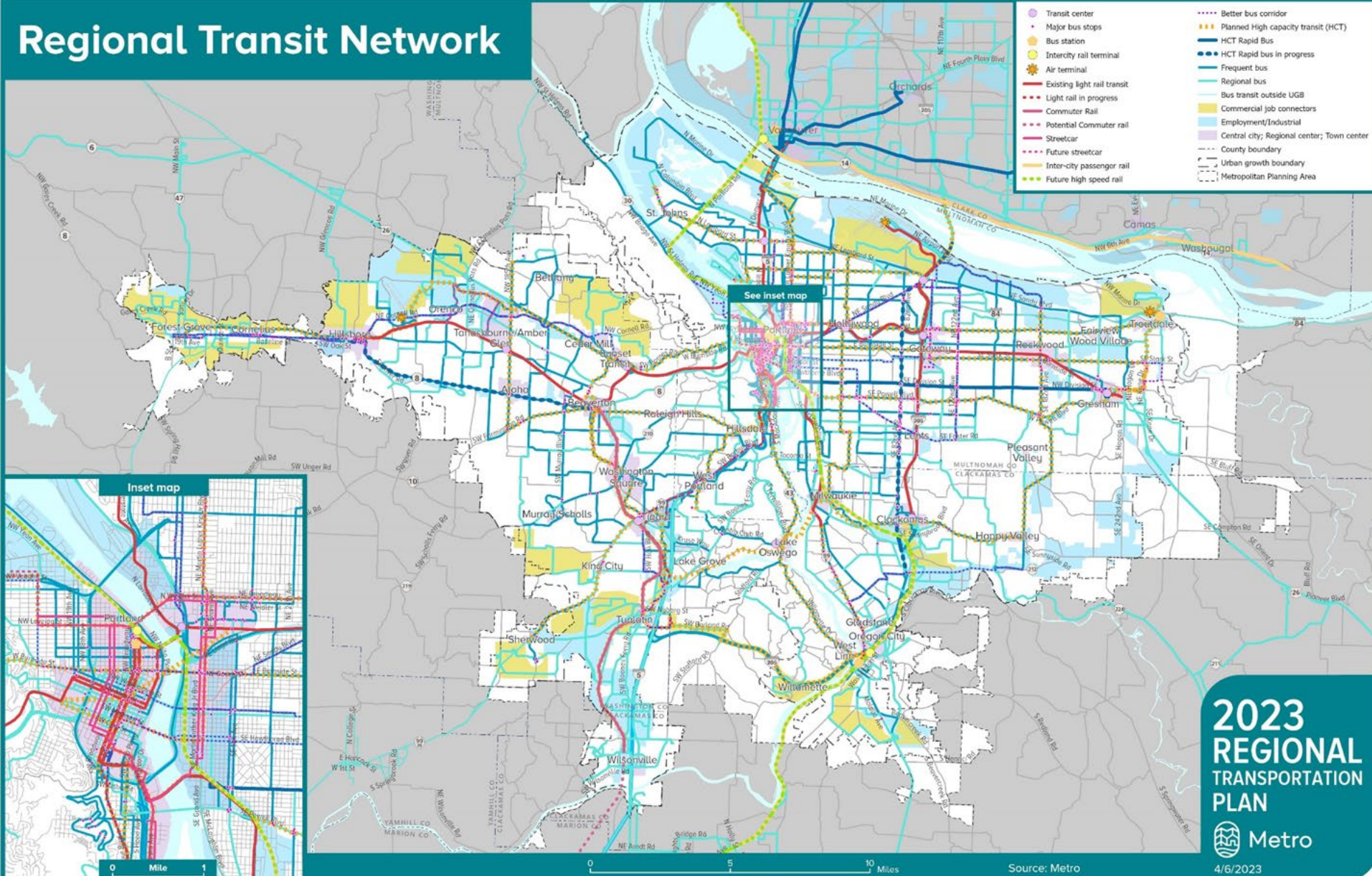
A chance to respond to what we've heard



Defining its role in meeting our goals

Reconsidering the vision

Regional Transit Network



**2023
REGIONAL
TRANSPORTATION
PLAN**



4/6/2023

Source: Metro

0 Mile 1

0 5 10 Miles



Developing tools and coordinated actions

TRIOMET

SMART
SOUTH METRO AREA REGIONAL TRANSIT

CLACKAMAS
COUNTY

WASHINGTON COUNTY
OREGON

Oregon
Department
of Transportation

Multnomah
County

RTC

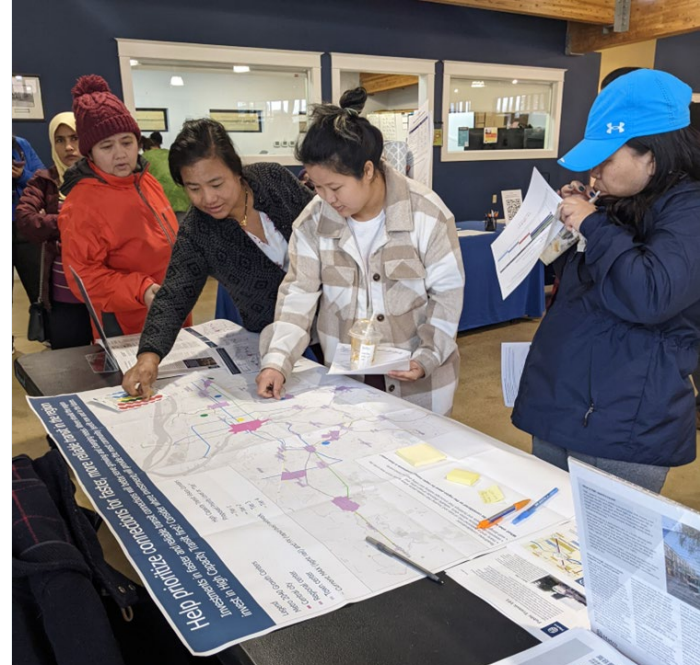


Ride
CONNECTION



C-TRAN

& 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**

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



November 13, 2024

Commissioner Pam Treece, Chair
Metro Policy Advisory Committee
Portland, Oregon

Dear Commissioner Treece:

I'm a retired professor at Portland State University and serve on the Board of the Revitalize Portland Coalition. I'm a housing economist and founded the PSU Center for Real Estate.

I would like to address the Minutes from the MPAC meeting on September 25, 2024, which is on the Consent Agenda for today. At that meeting, Metro Commissioner Duncan Hwang discussed Metro's proposal to extend the Supportive Housing Services (SHS) tax for an additional 20 years.

That proposal includes several other things, including a diversion of funds from homeless services to subsidized housing construction and adjustments in the Metro SHS tax, including indexing, bracket adjustments, and rate reductions.

The Board of the Revitalize Portland Coalition has reviewed a version of this proposal and has decided to oppose the measure.

The SHS tax was passed in the May, 2020 primary by a margin of 58%-42% to fund County operations to assist the homeless. The counties established an inter-governmental agreement to divide those funds, and those funds have greatly assisted in the development of shelters, access centers, transitional housing, rent assistance, as well as permanent housing.

County governments are the public health experts in the region and have designed (or should have designed) continuum of care programs that help homeless individuals move off the streets and become rehabilitated.

Permanent housing is often at the end of that process, and could be efficiently provided using rent vouchers tailored to the number of people in that county reaching that level of care.

Instead, the proponents of this change within Metro want to takeover the process and divert some of those dollars to subsidized housing construction.

Unfortunately, a recent analysis of Metro's existing housing bond shows that program is producing housing at \$447,000 per apartment unit, whereas a sample of recent sales of existing apartments cost approximately half that amount. The academic literature has many articles identifying the inefficiency of this form of housing delivery.

Economists have written about the inefficiency of a supply-approach to housing assistance (relative to vouchers) for many years. Part of that inefficiency comes from public contracting costs and incentives (see Olsen and Barton, 1983, Mayo, et al, 1980). And some of the inefficiency comes from not delivering a unit that tenants would prefer (see Mayo, 1986, Leger and Kennedy, 1990).

There inefficiency of a supply-oriented approach comes from failing to empower tenants. With vouchers, individuals can select the neighborhood and unit they want. If their life circumstances change or they become unhappy with the unit, they can move and use their voucher elsewhere.

The inequity of a supply-oriented approach is their cost per unit is so high that many eligible households never benefit. Most low-income households rent at market rates. As a result, the emphasis of local government should be to boost the supply of market rate units and use portable vouchers to help the poor afford an apartment of their choice.

Finally, we need to recognize that the funding mechanism for the SHS tax, along with Multnomah County's Pre-School tax, and damaging the regional tax base and business climate of the region. Designed with a "soak-the-rich" framework in the heat of the Presidential campaign of Senator Bernie Sanders, these two initiatives in 2020 have given the region the highest

income tax in the country. That level of taxation deters investment and encourages households to establish domiciles outside of Multnomah County and outside of the Metro region.

Since both the Metro and Multnomah County initiatives fund social welfare programs, we should rely on permanent funding from the state government. The State of Oregon has programs for subsidized housing and manages the Federal Low-Income Tax Credit program. The State of Oregon also has better-designed pre-school programs such as Pre-School Promise.

MPAC should recommend to Metro Council to abandon this May, 2025 ballot measure, and allow the existing SHS tax to expire in 2030. The region should respect the primacy of the state legislature in designing the state's income tax.

Sincerely,

Gerard C.S. Mildner, PhD

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