

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee (MTAC)
Date: Wednesday, October 16, 2024
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom
video recording is available online within a week of meeting
[Connect with Zoom](#)
Passcode: 982966
Phone: [888-475-4499](tel:888-475-4499) (Toll Free)

9:00 a.m.	Call meeting to order, Declaration of Quorum and Introductions	Chair Kehe
9:10 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none">• Updates from committee members around the Region (all)• Preview Comprehensive Climate Action Plan/ Climate Partners' Forum (Eliot Rose) Public communications on agenda items Consideration of MTAC minutes, September 18, 2024	Chair Kehe
9:30 a.m.	Proposed Amendment to Urban Growth Management Functional Plan (UGMFP) Title 4 Map for Montgomery Park Ordinance 25-1522 Recommendation to MPAC (action item) Purpose: Seeking feedback and recommendation to MPAC on amending the UGMFP Title 4, <i>Industrial and other Employment Areas</i> , Map by ordinance to advance policies of the Regional Framework Plan and respond to community input on the City of Portland's Montgomery Park Area Plan.	Glen Hamburg, Metro Ryan Singer, City of Portland
10:10 a.m.	Community Connector Transit Study Introduction Purpose: Provide an introduction to the study and discuss the work plan, engagement strategy and key policy considerations.	Ally Holmqvist, Metro
10:40 a.m.	Regional Housing Coordination Strategy: Introduction Purpose: Provide a brief overview of Metro's role as part of the Oregon Housing Needs Analysis and solicit MTAC input on what could be useful to include in the upcoming Regional Housing Coordination Strategy work.	Ted Reid, Metro Laura Combs, Metro Daisy Quinonez, Metro
11:15 a.m.	Metro Cooling Corridors Study - Introduction Purpose: Provide an introduction to the study and discuss goals, work plan, and deliverables.	Joe Gordon, Metro
11:45 a.m.	Adjournment	Chair Kehe

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2024 Metro Technical Advisory Committee (MTAC) Work Program

As of 10/8/2024

NOTE: Items in italics are tentative; bold denotes required items

All meetings are scheduled from 9am – noon

	<p><u>MTAC meeting, October 16, 2024</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) • Preview Comprehensive Climate Action Plan/Climate Partners’ Forum (Eliot Rose) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Proposed Amendment to Urban Growth Management Functional Plan (UGMFP) Title 4 Map for Montgomery Park Ordinance 25-1522 Recommendation to MPAC Action item (Glen Hamburg, Ryan Singer, City of Portland; 40 min) • Community Connector Transit Study Introduction (Ally Holmqvist, Metro; 30 min) • Regional Housing Coordination Strategy: Introduction (Ted Reid, Laura Combs, Daisy Quinonez, Metro; 35 min) • Metro Cooling Corridors Study – Introduction (Joe Gordon, Metro; 30 min)
<p><u>MTAC meeting, November 20, 2024</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • 2040 Vision Update Process (Jess Zdeb, 45 min) • 2023 Regional Transportation Plan Implementation and Local TSP Support Update (Kim Ellis and André Lightsey-Walker, Metro, 45 min.) 	<p><u>MTAC meeting, December 18, 2024 hybrid meeting; in-person, MRC Council Chamber & online via Zoom</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Urban Growth Management Decision: Follow up on process (Ted Reid, Metro) • Safe Streets for All update (Lake McTighe, 45 min)

Parking Lot/Bike Rack: Future Topics

- Status report on equity goals for land use and transportation planning
- Regional city reports on community engagement work/grants
- Regional development changes reporting on employment/economic and housing as it relates to growth management
- Update report on Travel Behavior Survey
- Updates on grant funded projects such as Metro’s 2040 grants and DLCD/ODOT’s TGM grants. Recipients of grants.
- Transit-Oriented Development (TOD) annual report/project profiles report

For MTAC agenda and schedule information, e-mail marie.miller@oregonmetro.gov

In case of inclement weather or cancellations, call 503-797-1700 for building closure announcements.

2025 Metro Technical Advisory Committee (MTAC) Work Program

As of 9/24/2024

NOTE: Items in italics are tentative; bold denotes required items

All meetings are scheduled from 9am – noon

<p><u>MTAC meeting, January 15</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Draft Comprehensive Climate Action Plan inventory, projections and targets discussion Eliot Rose, Metro; 45 min) • <i>82nd Avenue Transit Project (Melissa Ashbaugh, Metro; 40 minutes)</i> 	<p><u>MTAC meeting, February 19</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> •
<p><u>MTAC meeting, March 19 hybrid meeting; in-person, MRC Council Chamber & online via Zoom</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • 	<p><u>MTAC meeting, April 16</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Draft list of Comprehensive Climate Action Plan greenhouse gas reduction measures discussion (Eliot Rose, Metro; 45 min) • Community Connector Transit Study: Policy Framework (Ally Holmqvist, 30 min)
<p><u>MTAC meeting, May 21</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Metro Cooling Corridors Study Update (Melissa Ashbaugh/Joe Gordon, Metro; 30 min) 	<p><u>MTAC meeting, June 18 hybrid meeting; in-person, MRC Council Chamber & online via Zoom</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> •
<p><u>MTAC July 16</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Community Connector Transit Study: Network Vision (Ally Holmqvist, 30 min) 	<p><u>MTAC August 20</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Feedback on draft Comprehensive Climate Action Plan (Eliot Rose, Metro; 45 min)

<p>MTAC September 17 hybrid meeting; in-person, MRC Council Chamber & online via Zoom</p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • <u>Committee member updates around the region</u> (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • 82nd Avenue Transit Project (Melissa Ashbaugh, Metro; 30 min) 	<p>MTAC October 15</p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Discuss / Review final Comprehensive Climate Action Plan (Eliot Rose, Metro; 45 min) • Community Connector Transit Study: Priorities (Ally Holmqvist, 30 min)
<p>MTAC November 19</p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • 	<p>MTAC December 17 hybrid meeting; in-person, MRC Council Chamber & online via Zoom</p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • <u>Committee member updates around the region</u> (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Safe Streets for All Update (Lake McTighe, 45 min)

Parking Lot/Bike Rack: Future Topics

- Status report on equity goals for land use and transportation planning
- Regional city reports on community engagement work/grants
- Regional development changes reporting on employment/economic and housing as it relates to growth management
- Update report on Travel Behavior Survey
- Updates on grant funded projects such as Metro’s 2040 grants and DLCD/ODOT’s TGM grants. Recipients of grants.
- Transit-Oriented Development (TOD) annual report/project profiles report

For MTAC agenda and schedule information, e-mail marie.miller@oregonmetro.gov

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Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**
Date/time: Wednesday, September 18, 2024 | 9:00 a.m. to 12:00 p.m.
Place: In-person and virtual meeting via Zoom

Members Attending

Eryn Kehe, Chair
Joseph Edge
Carol Chesarek
Victor Saldanha
Tom Armstrong
Terra Wilcoxson
Aquilla Hurd-Ravich
Anna Slatinsky
Laura Terway
Katherine Kelly
Jamie Stasny
Jessica Pelz
Laura Kelly
Manuel Contreras, Jr.
Natasha Garcia
Bret Marchant
Mary Kyle McCurdy
Nora Apter
Rachel Loftin
Preston Korst
Brian Moore
Erik Cole
Mike O'Brien
Brendon Haggerty

Affiliate

Metro
Clackamas County Community Member
Multnomah County Community Member
Washington County Community Member
Largest City in the Region: Portland
Largest City in Multnomah County: Gresham
Second Largest City in Clackamas County: Oregon City
Second Largest City in Washington County: Beaverton
Clackamas County: Other Cities, City of Happy Valley
City of Vancouver
Clackamas County
Washington County
Oregon Depart. of Land Conservation & Development
Clackamas Water Environmental Services
Portland Public Schools
Greater Portland, Inc.
1000 Friends of Oregon
Oregon Environmental Council
Community Partners for Affordable Housing
Home Builders Association of Metropolitan Portland
Prosper Portland
Schnitzer Properties, Inc.
Mayer/Reed, Inc.
Public Health & Urban Forum, Multnomah County

Alternate Members Attending

Vee Paykar
Faun Hosey
Patricia Diefenderfer
Ashley Miller
Dan Rutzick
Dakota Meyer
Martha Fritzie
Kevin Cook
Theresa Cherniak
Glen Bolen
Kelly Reid
Cassera Phipps
Fiona Lyon

Affiliate

Multnomah County Community Member
Washington County Community Member
City of Portland
City of Gresham
City of Hillsboro
City of Troutdale
Clackamas County
Multnomah County
Washington County
Oregon Department of Transportation
Oregon Department of Land Conservation & Dev.
Clean Water Services
TriMet

Jerry Johnson
Jacqui Treiger
Erin Reome
Greg Schrock
Craig Sheahan
Max Nonnamaker
Leah Fisher

Johnson Economics, LLC
Oregon Environmental Council
Redevelopment/Urban Design, N. Clackamas P&R
Commercial/Industrial, PSU
David Evans & Associates, Inc.
Public Health & Urban Forum, Multnomah County
Public Health & Urban Forum, Clackamas County

Guests Attending

Adam Torres
Bruce Coleman
Eric Rutledge
Erika Fitzgerald
Harrison Husting
John Charles
Kelly Ritz
Kevin Young
Kristopher Fortin Grijalva
Marc Farrar
Schuyler Warren

Affiliate

Clackamas County
City of Sherwood
City of Sherwood
City of Gresham
Clark County
Cascade Policy Institute
Stone Bridge Homes NW, LLC
Oregon Dept. of Land Conservation & Development
Oregon Environmental Council
Metropolitan Land Group, LLC
City of Tigard

Metro Staff Attending

Cindy Pederson, Eryn Kehe, Jaye Cromwell, Jessica Martin, Laura Combs, Marie Miller, Miriam Hanes, Summer Blackhorse, Ted Reid, Tracey Lam

Call to Order, Quorum Declaration and Introductions

Chair Eryn Kehe called the meeting to order at 9:00 a.m. A quorum was declared. Introductions were made. Logistics with in-person meetings and virtual were reviewed.

Comments from the Chair and Committee Members

Review of Democratic Rules of Order for Decision Making (Chair Kehe) The Democratic Rules of Order were noted in the meeting packet to provide guidance on the voting process.

Future Vision – looking for recent visioning efforts in your community (Chair Kehe) Metro staff plans to bring information about the Future Vision update process soon, looking at the 2040 growth plan, maps, scoping and updates. In the interim, staff is looking at recent visioning processes that may have been conducted in your cities and organizations that begin to help understand what some of the values are in your community that you work with. If you have a recent visioning process that you think could be valuable for our staff to collect into our inventory to review as we begin this process for the region, we'd be interested in hearing about what those are. That's both public and private organizations in the recent last five years. These can be sent to Chair Kehe. The Future Vision staff will come to an upcoming MTAC meeting to provide more information.

MetroMap lunch and learn on September 26 (Chair Kehe) A reminder was given on a MetroMap Lunch and Learn session on September 26. If you didn't get that information and you're curious about learning more about Metro's MetroMap with great information available and how to access, reach out to Chair Kehe or Marie Miller for information.

Comments from committee members

Jamie Stasny announced that Clackamas County has a current visioning process going on called the Sunrise Community Visioning Process. It's on Highway 212 heading toward Happy Valley. Many of you travel through there or maybe live in the area. We have an open house coming up September 24 at Adrian Nelson High School. We'd love to have you come out and tell us what you think about the draft scenarios that we've created. We're working to wrap that up early next year. You can reach out to Ms. Stasny for more information.

Brian Moore gave a shout out to the City of Portland being awarded a WNBA team!

Glen Bolen reminded the committee the Joint Committee on Transportation has been doing listening sessions around the state. There are two more to come. Happy Valley is on the 26th and Hillsboro on the 27th.

Natasha Garcia announced the Design Advisory Groups for Cleveland and Ida B. Wells High School are active. The committee is invited to come and see what is happening.

Laura Kelly noted at a meeting this summer MTAC hosted a team led by the Oregon Department of Administrative Services and Oregon Housing Community Services. They provided an update on the work they're doing to create a draft interim methodology for the Oregon Housing Needs Analysis for OHNA and a sub methodology that's specific to the cities and counties in Metro. The legislature directed that the final methodology will be published January 1. DAS and OHCS have now released the draft. It's available on the DLCD website. You can find it under the Sept. 26-27 DLCD meetings. If this is of interest, there are several ways to provide comment. There is an opportunity for verbal comments to DLCD at their meeting on Sept. 27. You can also provide written comments by October 4. The website materials have information about how to submit those and you can also provide public testimony to the Housing Stability Council on the same day, October 4.

Kevin Cook announced that Multnomah County has a new Planning Director, Megan Gibb. Metro folks will be familiar with the name. We're very happy to have her on board.

Public Communications on Agenda Items Eric Rutledge from the City of Sherwood provided testimony on Urban Growth Management Decision: MTAC Recommendation to MPAC. A letter was also sent to the committee prior to the meeting and added to the meeting packet, pg. 44).

Kelly Ritz from Stone Bridge Homes NW, LLC provided testimony on Urban Growth Management Decision: MTAC Recommendation to MPAC (via phone).

Jeff Roberts from Crandall Group provided testimony on Urban Growth Management Decision: MTAC Recommendation to MPAC (written, sent via email and added to meeting packet, pg. 46)

Consideration of MTAC minutes August 28, 2024 meeting

Chair Kehe moved to accept as written minutes from MTAC August 28, 2024 meeting.

ACTION: Motion passed with no objections, two abstentions; Carole Chesarek and Brian Moore.

Urban Growth Management Decision: MTAC Recommendation to MPAC (Ted Reid, Laura Combs, Metro) Ted Reid began the presentation with a review of where we were in the timeline of the recommendation process. Today's vote is to provide recommendation to MPAC to expand the UGB to include the Sherwood West urban reserve and discuss list of thoughts to share with MPAC on the topic areas for potential conditions of approval.

Conditions of approval that were recommended as topic areas include:

- Minimum number of housing units
- Housing affordability
- Protections for large industrial sites to grow the region's high-tech manufacturing sector
- Broad based community engagement
- Tribal consultation

Additional recommendations for Metro work to include:

- Revise how we accounted for slopes on employment lands. DLCD advised Metro to use a 10% slope threshold when inventorying buildable employment lands.
- Update the region's vision for its future which are needed for Future Vision and the 2040 Growth Concept update.
- Improve how we assess equity in growth management decisions. Possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to complete equity assessments when concept planning for new urban areas.
- Consult with Tribes to identify possible requirements for local governments to consult with Tribes when concept planning and comprehensive planning new urban areas, and identify opportunities to ensure and improve Metro's Urban Growth Report technical analyses are inclusive of relevant tribal priorities, expertise, and data sets.

Comments since the last MTAC meeting have included Sherwood West conditions:

- General feedback
 - Concerns about prescriptive conditions vs. flexibility
 - Need to support local political leadership
 - Past conditions on expansion areas have resulted in better outcomes
- Industrial land
 - Agreement with conditions about some protections for large sites
- Amount of housing
 - Important to facilitate development of housing
 - Identify a minimum number of housing units but allow for Sherwood to meet the requirement with flexibility
 - Proposed minimum density of 6.3 du/na is lower than past expansion areas – concern about sliding backwards, impacts to providing transit in the area
 - Open space needed to support higher densities
 - Want efficient land use to create livable, walkable community
- Housing affordability
 - Regional need for housing affordable to households making 120% of AMI or below - we need housing requirements that support market-provided moderate-income housing
 - Avoid prescriptive requirements – cities don't have their own resources to build affordable housing

– Cities are a critical partner to build affordable housing in their community – their support and leadership is necessary to acquire State funding and tax credits

Metro added the additional recommendations:

- Revise slope threshold for buildable employment land from 10% to 7%
- Consider additional housing demand scenarios beyond the three presented in the UGR

Chair Kehe suggested separating the two questions. Have the committee take a vote on the first question of the COO recommendation to expand the Urban Growth Boundary to the Sherwood West Reserve. This could be motioned, seconded and discussed. Then move to thoughts about conditions. I recognize these things are related and understand that they might overlap in discussion. But I think it's important that we do the vote and have that conversation and then have more time to discuss those potential conditions. We want your feedback on what's been summarized to-date with your technical advice and send to MPAC a list MPAC should think about with those conditions. We don't have to vote on the list but give feedback to MPAC on them.

Comments from the committee:

Aquilla Hurd-Ravich noted I understand that you want to break the vote into two. That make sense to me. But I thought the second question was about the conditions. I'm not sure if you're asking us to vote on conditions or just give feedback on what we think about them. Chair Kehe noted we are looking for feedback about what you think of those condition categories. MPAC is going to make a recommendation to Metro Council about those categories and we're looking for you to provide technical expertise to help inform MPAC's decision. So not asking for a vote but asking for a comprehensive list of your technical advice for MPAC. We've started that list. It's what Mr. Reid presented. It was confirmed we'll take a vote on what we think about the Sherwood West Concept Plan and then secondly, provide feedback on the conditions.

Carol Chesarek asked if we don't feel that the current proposal is something we can vote for without conditions did you want us to just vote against it? Chair Kehe noted you can put up an amendment. Our Democratic Rules of Order allow any member to put up an amendment. You're welcome to do that. Ms. Chesarek noted understanding that they are connected. But was just trying to understand how the split with the conditions works.

Chair Kehe noted I think that what will benefit impact the most will be to have your technical expertise and information about these conditions, because we're not bringing before you specific language of conditions. Instead, their categories and those that language will be decided and ratified by Metro Council. What the Council needs is feedback of and direction on the creation of that language. They're looking for recommendations about categories from MPAC. But from MTAC they need to know all of the dynamics that are going to be important about these conditions so that they can make an informed decision. That's where your technical expertise as MTAC is the most helpful. If you cannot vote one way or the other without a condition, they you as a member can bring an amendment before the committee and see if there's enough votes for that amendment to pass.

Fiona Lyon asked will there be any discussion today about integrating other ideas for future UGB cycles? Chair Kehe noted that would be great. I think that falls under the conditions because frankly, we've talked about both conditions for Sherwood and the conditions for Metro and most of those Metro ones. Apart from moving forward with the Future Vision is about how we do this differently in the future. We absolutely welcome those kinds of conditions in that discussion.

Joseph Edge noted one of the things that we've talked about, and I've certainly brought it up several times over the course of the last year when we've had Sherwood representatives come visit on this topic, is the topic of annexation of these lands after they're added to the growth boundary. My understanding, based on all of this so far is that there's not procedural rule requirement, no legal requirement, no statutory requirement that these lands brought into the urban growth boundary as part of this process are annexed into the city before they're urbanized. My understanding is that the city has to concept plan for the lands that are proposed to be brought into the urban growth boundary. My understand is that annexation is not a requirement that technically, procedurally someone could urbanize land and it would be county land and not be contributing to the tax base of the city. Although likely they would have to abide by the concept plan that as approved for the area. Am I correct, because I didn't see the word annex or annexation anywhere in the staff report that was provided to us today. Is annexation completely not touched as a topic in this?

Ted Reid noted I might lean on some of my city colleagues here to describe your local process, but my general understand is that an urban growth boundary expansion is really a first step in getting towards urbanization and that typically a city is going to go through a comprehensive planning process and in subsequent years there can be annexations of lands. Different cities handle that differently. The timing of when they apply zoning designations to those lands.

Anna Slatinsky noted I'm happy to share Beaverton's view of tis topic. The first thing I want to say is that annexation methods are prescribed by state law. Any annexation process needs to be consistent with state law, which only identifies particular methods by which annexation to cities can occur. It would not probably be possible for Metro to do something other than what state law allows. Most of those methods require the consent of property owners. As you can imagine, there's a wide variety of approaches that cities can take in planning for annexation of areas that have been added to the urban growth boundary.

The other thing I will say is that the areas that are added to the urban growth boundary before they are annexed to cities remain under the jurisdiction of whatever county they're located in. At least in Washington County there is zoning in place that is essentially recognizing that there will be future urbanization under the city regulations. So, it basically locks in a rural zoning allowance that does not allow for urban scale and density development. Under that interim zoning the type of development that this Sherwood proposal describes could not be done until the city annexes and applies those regulations.

I don't believe that's something that is in state law but I don't know the exact ORS references so I would defer to DLCDC folks if you want those specific references. For Beaverton's work on urban growth boundary expansions the folks who are anxious to develop have to wait. They can't develop under this urbanization plan until they annex to the city folks that don't want to annex. Beaverton is constrained in its options for annexing property without the consent of a property owner.

Chair Kehe noted this is a complicated topic that we could talk about in detail, but the most important thing for ow is that it is typical for the urban growth boundary decision to be made and then a comprehensive planning or community planning, depending on how they talk about that planning to occur before annexation begins.

Another approach we could take is taking the two questions in the opposite order and talk about conditions first before calling the for the vote. The committee agreed to this approach.

Mike O'Brien noted, as I understand the range of units per acre is 6.3 to 9.2 for the Sherwood West expansion, is that correct? Eric Rutledge noted that's the zoned density range in the concept plan. It's a concept plan. It does not mean that's that the zoning will turn out to be but at the conceptual level, and to give you the background on that those zones were based off our current zoning. We took the current zoning, applied it to the Sherwood West, took the acres of land within each of those zones, and that's where the range came from.

Mr. O'Brien noted just in rough math 6.3 units an acre is just over 6,900 square feet per unit, which is in my view astonishingly large. I like this condition of going from that 9.2 to 16.4. I think as a region we need housing and if we're not going to commit to providing as much housing as we can on specific areas, we can have an impact. Otherwise, I think we're failing.

Anna Slatinsky asked a follow up question. I think you said based on rough math the size of the unit would be 6,900 square feet. How did you base that on the lot size? Mr. O'Brien noted it's not lot size, because it doesn't take into account infrastructure and right of way. Ms. Slatinsky agreed. That's not a figure that nets out streets, parks, et cetera. I don't know if that's a very helpful metric for context. In Beaverton we're in the home stretch of completing our community planning for the Cooper Mt. area. We ended up exceeding the target that Metro set as a minimum housing goal because our council wanted to produce more housing by a significant amount. Again, for reference, our net densities average out about 12 units per acre, and that includes significant amount of high-density multifamily areas in addition to lots of middle housing. I'm not saying that I think that's what Sherwood should do but just as a point of reference. I don't know what those figures are for the other cities that had urban growth boundary expansions approved in 2018, but that's Beaverton's data point.

Chair Kehe asked were you just clarifying Mr. O'Brien's comments, or did you want something written down related to a condition of housing amount? Ms. Slatinsky noted I think your estimate was really more of a preamble to your comment, but if you're going to start doing math it's important that you know what those numbers apply to. Those calculation, by not including streets and infrastructure and parks and open space and natural areas, you're going to be a little off.

Mr. O'Brien added to that I understand there are other things that go into square footages. But it would be interesting to understand what the kind of net acreage per or net square footage per unit is in each of these. When you factor in all of the other things that need to be there, it would be helpful to understand what amount of land we are committing to for each person in these scenarios. Chair Kehe noted what we've recorded is that you believe that we do need higher densities to support the regional housing need and we've said between 9.2 to 16 units. That's just the number that somebody put in here as a potential. Again, we don't have to agree on these. Everybody has an opportunity to put their thoughts and ideas on the board.

Mary Kyle McCurdy noted, staying on the housing topic, we don't feel that even the COO's recommendation of 9.2 to 16.4 units per acre is sufficient to address the region in Sherwood's needs for middle income and lower income housing. I think the example that Ms. Slatinsky just gave about the 2018 UGB expansions are actually hitting higher numbers that would be were the conditions indicates that the market is ready to accept higher densities than what's being proposed, certainly by Sherwood or in the COO report. And we need higher densities.

The state of Oregon just came out with its draft ONA methodology allocations for every city in the state. It indicates that the region and Sherwood over the next 20 years, that about two thirds of the

housing needs are for those at 120% and under area meeting income. Most of that is for those at 80% and under area meeting income at the units proposed by Sherwood or by the COO. We're not going to meet those needs. Sherwood already has one of the most expensive housing markets in the region.

As I mentioned in our last meeting a rule of thumb for qualifying for state or federal or really any affordable housing is allowing for more density. And that doesn't guarantee you're going to have affordable housing, but you have to set the table to make it possible. These densities don't do that. They also don't support transit. Even at the high end of the COO's report, 16.4 units per acre is not going to support transit. I don't see in the COO's recommendation an analysis of how this translates to climate, which is one Metro's desired outcomes. You don't need to wait until the next visioning process to address climate. That's already in Metro's requirements.

The last thing that I don't see analyzed either is a comparison of the infrastructure cost per unit with this proposal at any of these densities versus redevelopment inside the urban growth boundary. For example, Lloyd Center is proposing 5,000 housing units. What the infrastructure cost comparison? We have significant redevelopment proposals going on in Rockwood, Broadway Corridor and other places around the region that I don't see compared here. Those are concept plans but many not a UGB expansion concept plan, but I don't see that infrastructure cost comparison. And those are all areas that have transit service. I just don't see how the housing needs of the region are met through this proposal.

Laura Terway noted it's clear we're in a housing crisis. We all agree we need more housing; we need more affordable housing. I think with a question for the Metro Council ultimately is how much of that should Sherwood West area shoulder. Also, there are legal requirements for how much densities jurisdictions have to have, and presumably this plan meets those densities that are in place and went through multiple years of public input to come up with a plan at a local level. I want to be very cognizant about that process and honor it.

In some ways it feels like if you change the density at this time in point significantly, it is not helpful to the process or local jurisdictions who had a requirement to meet and now have to meet a different requirement that may change the character of the planning area, potentially significantly. It depends but it's hard for local jurisdictions to come up with a plan and takes a long time. Changing the goal post at the end of the process may not be great to encourage other jurisdictions to continue to produce these concept plans. I think we talked about that a little bit last time as well. But I want to acknowledge that there are density requirements in place and they're not all the same in the Metro area. We heard a lot about concerns for a lower density in certain cities, and that is just what the requirements are. They're a little bit different. They're not the same across the board.

Preston Korst agreed with Ms. Terway's comments. Metro requires cities to lead the process in getting urban growth boundaries started. They require concept planning and thoughtful engagement with the cities and with our constituents. I will note that Sherwood is the only one to apply and they are taking a serious political risk in doing this. I think adding external or unrealistic goals and assumptions in their planning process at the tail end only increases the risk. We're seeing the conversation about land use and growth hampering city's thoughtful planning in King City and North Plains. So, I think the more that we add conditions and the more that we try to write the City of Sherwood's plan for them after they have already written it does nothing more than just add undue risk. And ultimately will kill any development and growth from happening in the first place.

I also think that we should be mindful of the fact that the more we regulate the city's density requirements the more likely it will prevent other cities from doing what they think is right for them. I think Metro's initial approach to getting expansions considered makes a lot of sense. Having cities lead, having cities do the work makes a lot of sense. I think it is pointless if we go in and rewrite it for them. We ask them to do all this work and then we tell them basically that it's not good enough. Even though, to Mr. Rutledge's point and the city's credit, almost 50% are considered housing in this plan to be middle housing.

One thing I wanted to note that I don't think is being considered in a lot of these things when we talk about density is the more we require density the more likely it is we'll see multi-family apartments, assuming a lot of that density requirement, which means the fewer opportunities we'll have for wealth generation and opportunity to build wealth and own one's home. Because the vast majority of housing or vast majority of home ownership in our region is through single family detached housing or through middle housing. Adding on density requirements that are not considered by the city or that to be appropriate for them and for their community only reduces the likelihood of any housing getting built or any home ownership opportunities from happening. Lastly, I want to appreciate the City of Sherwood.

Rachel Loftin noted home ownership and equity is a really important concept that we talk a lot about but have not been incredibly successful at in recent years because there is such a significant divide between what people can afford and what it costs to build new housing at this point in time. If we want affordability, we need to plan for affordability. What I would like to see is Sherwood looking for lands within their expansion boundaries that they would be able to RFP for regulated affordable housing, both on home ownership side and multifamily development.

Fiona Lyon noted, building off the last comment, I would like to see some provision for affordable housing in some tangible way. I think there's some good comments about just the expectation of communities. My goal is to capture good lessons learned for the next cycle. I think what I'm hearing is there is this misunderstanding between community expectation and our region's expectation. Maybe for the next time it would be helpful to do a little bit of analysis and maybe if there's some bookends we could provide for the process that would be helpful.

Before the concept planning starts, I think we were asked to provide technical data, technical advice for impact. I did a little bit of research on industry standards and guidance for what support a transit system in terms of density. I'm happy to share that. I will say it is super challenging for a transit provider to keep growing horizontally rather than vertically. There's a whole variety of factors that contribute to a successful transit system. In terms of density if we're just going to talk about density, suburban communities with local transit service in a shared right of way, there's a target of 15 to 60 or more units per acre, with an average minimum of 10 to 15 dwelling units per acre to support a transit system.

Aquilla Hurd-Ravich wanted to echo some of the comments already made. I think cities don't need additional conditions on density, especially if you've already gone through a two-year planning process with your community, and you know what they'll accept. It is a political risk to ask for an expansion. If you've gone through the process of getting to a place of agreement that's where you need to start. If there are other impositions, it's going to make it very challenging for the community to accept it. Sherwood is one of those communities that recently had voter approved annexation that only went

away because of the legislature. Their community is very active and if there are greater densities imposed that these concepts may not become realized.

Carol Chesarek noted I heard Ms. Terway say that there's a well thought out density requirement that's in place. I haven't seen any sign of a minimum density requirement mentioned anywhere in the plan or the analysis. So, if it exists, I've missed it. One of my concerns as we're already backsliding is the next proposal is going to be even lower density. The whole point of these state laws that we've recently enacted is to be increasing densities above what we were building before getting more density for more affordability for fewer greenhouse gas emissions and better transit support. I feel that what's happened is that Sherwood's aimed for the 10 units per acre which used to be a state minimum. I feel they factored back based on all these new rules that said we only need 6.3. Instead of starting at 10 and having those new state laws bump you up to higher densities that gets you the more affordable homes. It gets you the reduced greenhouse gases. To go to lower densities means higher infrastructure costs per home, less affordability, less transit, less walkability. If the Sherwood community is concerned about added traffic the way you get out of added traffic is the walkability and the transit service with the higher density. They've got 42% of the residential acreage set outside for the lowest density housing which is 3 ½ units per acre. To me, today, that is unconscionable to be at that range. So higher density minimum requirement, please.

Patricia Diefenderfer had a question similar to what Ms. Chesarek said about the minimum density requirements that people are referring to. Can someone clarify what this is, where that requirement comes from and what level of density that is that we were talking about. Mr. Reid noted there are a few things I can mention. One is the state's metropolitan housing rule which has been in administrative rules for a number of years now. It establishes the minimum densities for cities in the Metro area. For the City of Sherwood that minimum density is six units an acre. In terms of the 10 units an acre, Metro used to have concept planning requirements that established 10 as the minimum the same time that the region adopted urban or rural reserves and shifted to this process where cities completed concept plans and proposed expansions. We go rid of the 10 units an acre minimum. Metro participates at the staff level in these local planning efforts. So, to the extent there was discussion of densities in the Sherwood concept planning process I think there was some confusion at Metro's staff level about what that plan included.

Ms. Diefenderfer wanted to clarify the six units, that's not a maximum. It's a minimum under it's state administrative rules. This was confirmed. It was noted the City of Portland's position is similar to some of the comments heard about the need for more housing, higher densities, the cost associated with the lower density development and the affordability issues, essentially single dwelling at six to nine units per acre which means very expensive single family detached houses. Probably in the range of seven to \$800,000 at minimum. The City of Portland is supportive of densities that are more akin to the middle housing densities. The commitment to having a minimum density of closer to the 16 dwelling units per acre feels important from the perspective of the City of Portland. But the socioeconomic demographic changes that are happening in the region, and some level of commitment or target towards affordability, ideally something in the neighborhood of 10% of the units being affordable to households making 60% or lower of median family income is meaningful.

Chair Kehe noted details offered in terms of what an affordability condition could look like and put on the table 10% of units in the expansion area. Another mentioned specifically asking the city to look for land in the expansion area to put up for RFP for subsidized affordable housing. Those are specific to affordable housing. More comments are welcome.

Nora Apter appreciated the conversation and echoed some of the questions and concerns. We are excited to see the efforts to address the region's housing needs and from OEC's perspective, as we're thinking about delivering on housing access and affordability, we want to make sure that as much as possible we're prioritizing health and affordability and resilience for the people living and working in them. After digging into both the COO's recommendation and the Sherwood proposal we have questions about broader indications for climate and the overall health of our communities. We want to make sure that we're supporting transit oriented and inclusionary houses that are essential to creating access to services and community buildings. We appreciate what others have raised around the recommended density and preferred density and what it might mean in terms of supporting effective transit and walkability, reinforcing less car dependent, as well as sustainable infrastructure development to meet our region's climate goals. A link was shared to the committee on a report from the DEQ released that focused on consumption-based emissions and includes information on the importance of using existing commercial and residential buildings to reduce emissions from new construction.

Faun Hosey wanted to remind the group the reason we're doing all this and the reason we did 12 years ago, the rural reserves, urban reserves, and now using the urban reserves for urban growth boundary is that Senate Bill 100 was written to help protect our natural resource of prime farmland, which our cities are surrounded by. We're using our urban reserves so fast right now that they're not going to last the 50-year period. That was projected and the reserves will be at risk. That is short-sighted. We really need to understand where we'll be in 50 years. That's what we're doing when we talk about density, transit and cities that need to work harder.

The committee took a 5-minute break

When the meeting resumed Chair Kehe asked for additions to the comments about housing, both density and affordability. Other topics could be discussed before we take a vote.

Brendon Haggerty, in consultation with my public health colleagues in Washington and Clackamas Counties, arrived at a similar concern about density for a reason that hasn't come up yet, which is physical activity and active transportation through walking and biking. Physical activity is protective against the leading causes of illness and premature death in our region. Public health research is conclusive that higher densities support more physical activity. Right now, only the densest parts of our region reach levels of density that optimize the level of physical activity that we need to protect health. We're in agreement with other comments calling for higher minimum densities.

Anna Slatinsky wanted to share comments addressing the potential for a condition related to affordable housing. It's clear we need to be serious about what it takes to meet the housing needs of people who have lower incomes. It's clear that those means are not being met currently. It's very unlikely that newly built housing that is not subsidized in a significant way will be able to be affordable for that income range. The kind of more middle affordability ranges that potentially could be market rate. Again, the small units matter. I have no argument about any of that.

What I want people to consider is what it means to place the burden on delivering regulated low-income housing on small jurisdictions who are simultaneously shouldering the burden of planning infrastructure and review and inspection of new housing. These are not trivial responsibilities. They're big, expensive responsibilities, utilities, transportation, infrastructure. These have dedicated funding mechanisms associated with them. There's a number of albeit limited funding streams for

transportation. Utility improvements can be funded through SDC's through rate payers. But when it comes to acquiring property or subsidizing affordable housing that usually comes from a city's general fund, Construction excise tax can help but is limited. It's limited by state law. The potential for a jurisdiction the size of Sherwood to be able to generate significant revenue through CET to build affordable housing is not plausible. Cities can't do it themselves.

The housing development in South Cooper Mt. would not have happened without the City of Beaverton writing checks and Metro's Housing Bond. We need to face the facts that jurisdictions have really limited budgets. Examples of these decreasing revenues of income for housing development to jurisdictions were given. There's not enough money to do all of the things we believe are important. Huge trade-offs are difficult to make. We're already operating in a context where there's a tremendous amount of attention at the state, regional and local level to our housing crisis.

We have folks here who can talk in more detail about what the state is doing to support and require jurisdictions to do careful, long-term planning to understand how they can meet the housing needs and to make commitments through creating a housing strategy that will look comprehensively at what cities can do in order to meet those needs that those systems are getting put in place. It's not going to be helpful for Metro to throw it in there because it's important. Yes, it's important. Is this the right mechanism for reinforcing the ability of Sherwood to deliver affordable housing; I would argue no, because those requirements are already being placed through other mechanisms. If they are placed, if Sherwood ends up with a requirement to produce X units of low-income housing, how are they going to pay for it? I don't know Sherwood's finances but in Beaverton we've spent a lot of money and right now we don't know what we're going to be able to have in the future.

Terra Wilcoxson noted comments related to affordability and conditions of approval. I wanted to echo that cities will be required to plan for their own allocations which include unit level affordability. I have some concerns. There is a very intensive process going through your HCA and HPS and all the owner requirements. I would suggest that Metro recognize that the owner is being put in place rather than adding an uncoordinated layer to housing affordability.

Jessica Pelz wanted to echo what Ms. Slatinsky and Ms. Wilcoxson said. Of course, affordable housing is important, but it can't come without a funding commitment by Metro and others. We can't put that on the city as a condition. I also wanted to say about the density that we support the city's plan with a proposed range of density. Someone noted previously that expansion areas are already being built above what they have put in their concept plans. I think that's a good indicator of that cities is doing their concept plan, they're getting community support, and then they are letting the market sort of control what's getting built according to the zoning at the local level. I think that is something we should continue with Sherwood. I think it's time that we have a range of densities throughout the Metro region.

Patricia Diefenderfer added there's affordable housing capital "A" and affordable housing "a". The case for middle housing is really also about not just subsidized affordable housing but housing at market rate levels that are naturally more occurring by virtue of the smaller lot size. I think that's an important part of the mix, as well as multi-dwelling housing.

Jamie Stasny wanted to talk a little about industrial lands. There's been a lot of discussion about the analysis that was done for industrial lands. Additional analysis was done looking at site criteria and characteristics. I like the flexibility and thinking outside the box, and acknowledgement of the fact that

we need certain sites to meet market need. I think what we would like to see as a commitment to go a bit further because we understand that there's this 10% slope, what will be calculated into the buildable lands inventory. There's been some challenges noted that 7% is the highest slope that we can build on. I think there's some issues with that as well as the identified issue of knowing that most of the sites that are available inside the UGB are smaller. We don't actually show a need for industrial land expansion except for by site criteria.

So, what we would like to see is a commitment from Metro on either participation in or form a work group to identify more of these issue and work with community and private partners to understand how they can better meet the needs of the private sector. I think we all want to plan for a future where we have economic vitality and support that into the future. We know there's a problem. How can we work together to fix it? It would be helpful to see Metro step up and agree to a condition to work with a group to work through these issues and committing to fixing this before we go back and do the next UGR process. Now's the time to make the commitment and we would like to see that condition be added.

A slide was shown on the proposed recommendation for Metro:

Metro agrees to 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.

Glen Bolen reiterated what was mentioned at the previous meeting, the importance of preserving that industrial land at large sites. The city has done really detailed work on their economic opportunities, analysis and their targeted job search. Title Four is a good example of ways we can add some condition there to help protect that land from becoming low wage, high trip generation jobs. Oftentimes when industrial land sits for a while, people are tempted by the market asking to do different things. I think some industrial protections are on the table. I think we would definitely like to see that.

Preston Korst noted looking at the city's housing needs analysis and economic opportunity analysis shows that at least on the housing side I think they needed 900 or so housing units, and they're going above and beyond with over 3,000 units. I think recognizing the city's need for growth and what they actually are required to do versus what they are planning to do; we should recognize the fact that they are going above and beyond, and we shouldn't place an undue burden on them from trying to reach those heights above what they're already required to do.

Erik Cole noted what I would offer is kind of a more comprehensive perspective, because that's where I spend a lot of my time related to growth and fighting for our economic future in the region. And as it relates to industrial land and recruitment. EcoNorthwest has done this series supporting the Governor's task force. If you've seen their most recent predictions around our local economy the Metro areas is showing up as 50th among the 50 top metros in job growth in the last 12 months. It's a really stark data point. We're 47th in manufacturing, we're 37th in construction, and 49th in leisure and hospitality.

The other thing they found is that Oregonians are working at record rates, so there's not really any room for more efficiency. I think the other piece we have to consider is in addition to the challenges around in migration, leveling out, are the demographic factors of what we're facing in terms of natural demographic change.

A colleague said it very well; I think we're getting to a place in as a region where we've got to make some tough choices and identify our priorities, and I think we have to be able to fund and maintain those priorities. In order to do that I think we're going to have to look at some things the region hasn't looked at in the past. And the more we can do to incentivize and support the private sector in these areas and look at recruitment and ways to positively find solutions the better. I'd say that's both a general comment about the urban growth report but also supporting the Sherwood expansion without restrictions.

Fiona Lyon noted one of her questions is the industrial land in the north section that's conceptually planned just in order to do assemblage for those large lots. Has there been basic communication with the property owners about willingness to do site assemblage? Mr. Rutledge noted in the Sherwood West concept plan one of the appendices we have speaks to this specifically. This area has pretty large lots already. In order to get to 50 acres there's two different opportunities to combine. In one case, two lots would create 50 acres, and in the other three lots would create 50 acres, which is a great opportunity. Why the recommendation is there is the three different properties that can be assembled are all owned by one property owner. The two would require assembly from two different owners. I'll add there is a lot of interest from developers and from the property owners to get this area developed.

Ms. Lyon appreciated the answer. Suggestions for the next cycle were given. Before the next review begins conduct a policy assessment. I think there are a lot of good tools that the state is producing to help convert land zoned as commercial or otherwise to affordable housing. I think understanding how those tools can be applied in quantified terms of housing production is important. Another idea is if a city brings forward a proposal for a UGB expansion they look at their own public land inventory and see if they are being used ties to best use., can they be converted to mixed use to housing to support some gap that we're looking for in the regional need. I know there is a lot of land within city ownership that is either undeveloped or underutilized parking. I would like to see that assess within the concept plan. Another idea is having a live tool to map these things on a regular basis. Rather than getting to this six-year mark and doing a deep dive plunge into research, I think it would be helpful as planners and transit-oriented development specialists to have that live database if possible.

Mary Kyle McCurdy noted we are fine with the recommendation that Clackamas County made. I think it's for a next urban growth report analysis, but sooner is better than later. I think the condition would be placed now and then we would be asking for that to happen next year. My caveat to that is given that it wouldn't be utilized and adopted in this decision, I'm not sure it's appropriate. There could be other revisions to how the urban growth report is approached that's not for the purpose of this decision. But we support the general notion.

I think it might take longer than mid 2025 because I'd also want to ensure that it includes analysis of other things like redevelopment of existing industrial and commercial sites. We have over a million square feet of empty warehousing houses in the region. There's commercial one-story office parks that are fairly low value that could be redeveloped. I'd want to make sure that we include all of that as well as the Title IV type protections that I think the City of Portland and others brought up. Just make sure it encompasses a full look of the full range of employment and industrial needs and how we can redevelop and create and protect patient ownership of particularly valuable lands.

For future urban growth report analysis, we are serious about the idea that concept plans to meet the region's needs, whether it's for employment or housing, should not be limited just to urban growth boundary expansions. Many cities don't even have the opportunity to expand on urban growth

boundary for a variety of reasons. We think there should be an opportunity for cities to come forward and show how they will meet that need within their own jurisdictions and therefore benefit from the attention and investments that Metro makes into that project, including planning for that. Again, you don't have to wait until the next urban growth report to take into account climate inequities since they're already in your sixth desired outcomes.

Patricia Diefenderfer wanted to reiterate what has been said about the need to ensure that the area that would be brought in as an expansion for industrial use would be designated as an employment area, ideally designated as large lot regionally significant industrial area on the Metro Title 4 maps. I think right now there's a proposal that allows other uses within the industrial land, open space recreation. Those uses should not be allowed in these industrial lands, and with a preference for 50 plus acre size.

Laura Terway gave support for both the condition put forward by Clackamas County as well as the Title 4 industrial, the regionally significant part. It feels like you'd probably need more feedback from the City of Sherwood to make sure that is feasible. Again, the importance of local participation in the process.

Aquilla Hurd-Ravich wanted to support the condition put forward by Clackamas County. And I wanted to reiterate the importance of what Ms. Slatinsky and Ms. Wilcoxson said about housing affordability.

The slide was shown again on the proposed recommendation for Metro:

Metro agrees to 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.

Chair Kehe noted this is specifically asking for Metro do some work prior to the next cycle to talk about how we address this industrial land capacity inside the growth boundary. Ms. McCurdy added some helpful comments about it, including additionally the issue of redevelopment of existing industrial and employment lands., and how these could be considered in the future as well. So, I think it's a body of work. Comments or concerns were asked if supporting the idea of adding that redevelopment component to this proposed recommendation was acceptable. Ms. Stasny was asked her thoughts on the issue.

Ms. Stasny noted I think it makes sense to take a look at the whole picture. I just want to emphasize market reality is important and having private public partnership in the conversation is important. Because we can make a bunch of roles and assumptions, but if they're not actually going to come to fruition it's sort of pointless. I know Jerry Johnson did a lot of work on the proforma on the housing side for assumptions around redevelopment. But I don't think as much of that proforma approach was taken. So, I think it makes sense to look at the whole picture.

Mr. Reid added, just to clarify, we did use the proforma approach for employment lands as well and it didn't comprise much of the employment land inventory, the redevelopment side. But I think there's some good questions there about whether that is true or not.

Patricia Diefenderfer added I think not suggesting that there'd be redevelopment of industrial land to other uses necessarily. Just looking at the developability of industrial lands. In the City of Portland, for example, there's many constraints in our industrial lands and in infrastructure constraints and other constraints. So, looking at how to be able to use existing industrial land more efficiently.

Chair Kehe closed discussion on the conditions. Chair Kehe asked for MTAC's recommendation to MPAC regarding the COO's recommendation to expand the UGB to include Sherwood West urban reserve.

MOTION: To provide a recommendation to MPAC to expand the Urban Growth Boundary to include Sherwood West Urban Reserve.

Motion: Preston Korst

Seconded: Jessica Pelz

Discussion on the motion:

Patricia Diefenderfer noted if there are no conditions then I think we would not be able to vote positively for that motion.

Chair Kehe agreed, that would be difficult. This committee doesn't have the opportunity to say for sure what conditions will be put on any expansion. That's Metro Council's prerogative to make that decision. You've given really good feedback. It's hard for me to imagine there won't be any conditions but that's a political process for MPAC and Council. We can't answer that distinctly. You'll have to figure out how you'd like to vote with that uncertainty.

Glen Bolen asked if someone could amend the motion to recommend MPAC consider recommendations of conditions based on the notes taken at the meeting by Metro staff. Chair Kehe agreed. Procedurally you can make an amendment to the motion on the floor.

MOTION: To amend the motion to conditions that there be less than 3,000 units as a housing target and that the industrial land is designated as Title IV regionally significant industrial areas.

Motion: Patricia Diefenderfer

Seconded: Mike O'Brien

Discussion on the amendment:

Chair Kehe asked Mr. Korst if he would accept this amendment to his motion. Mr. Korst declined and preferred to have a vote on the original motion alone. Because I don't think that it's within the prerogative or purview of MTAC to include those conversations. I think it's for Council to consider. Metro Council and MPAC will have those notes for further discussion.

Chair Kehe noted with no acceptance of this amendment to the original motion, we can bring the proposed amendment separately for a vote. Amendment restated:

To support the expansion of the growth boundary with an amendment that a condition be in place for:

- (1) Requiring no less than 3,000 dwelling units in the expansion area and,
- (2) The industrial land in the concept plan be designated as regionally significant designation in Title IV.

Discussion on the amendment:

Anna Slatinsky asked if someone could tell us where the 3,000-unit number falls in relationship to the density ranges that Sherwood has included in their plan. Chair Kehe noted my understanding 9.2 is 3,100 or something units. So 3,000 is just something below 9.2 dwelling units per acre in terms of net density.

Patricia Diefenderfer wanted to make a clarification that the goal here is my understanding was because there's a range of densities, it could be lower. I guess that suggestion is that it just be on the higher end, no less than the minimum.

Jamie Stasny asked if it was possible to have Sherwood join the table to give their response to this request for condition. I'm curious if they're supportive of this condition being placed. Chair Kehe asked for further comments first.

Jessica Pelz had a procedural question. I was under the impression that the tenor of the discussion would be forwarded to MPAC for their consideration and making conditions versus us trying to make conditions specifically, since everyone doesn't agree. Can you spell out how that's expected to go at MPAC next week?

Chair Kehe noted I asked that we give MPAC technical recommendations because I think that's the role of this committee. But the Democratic Rules of Order allow that if anyone wants to make an amendment to that motion, they have the ability to bring that to the table and have it discussed and voted on. That's what happened here. It isn't exactly the recommendation that I had to you about how we would handle a conversation around conditions. We will continue discussing then I will call a vote on the amendment to become part of the motion.

Mike O'Brien asked if Ms. Diefenderfer would be willing to amend her amendment and split it in two for voting. Ms. Diefenderfer noted her understanding is that we're voting on this amendment and then we'll vote on the previous motion. I don't think that splitting it will help. Chair Kehe agreed. We should bring this question to the floor and vote on it. If it's close or fails maybe Ms. Diefenderfer could offer a different amendment.

Carol Chesarek noted from where I'm sitting the housing number is too low, but I fully support the Title 4 part. Ms. Diefenderfer noted she'd be happy for us to split it so that we could take up the industrial issue separate from the housing issue.

Joseph Edge noted while I agree with the spirit of the proposed amendments, I think we should honor the chair's request and have a clean vote on the recommendation first. So, I'm going to vote against the proposed amendments. But I think that it's important to capture if there's tepid support for this on its face. I think that's important to show to MPAC next week. Then our technical recommendations can capture our recommended conditions. That's why I'm going to vote against the proposed amendments.

Kevin Cook noted having a little difficulty understand because we switched to number of units from density, and I think I heard that this is lowering density. I need a little clarification on what number are we looking at here. Compared to the 6.2 range to 9.2, I think was the recommendation from the COO. Chair Kehe clarified that the 9.2 equals about 3,120 units. Ms. Diefenderfer has said 3,000 units. In order to do a vote, we need to do a full roll call through the committee.

Glen Bolen noted in consideration of this vote if it would please the original mover, I would be willing to follow up if this fails with a friendly amendment that says with our approval, we recommend that MPAC consider suggested conditions based on the notes taken by Metro staff during August and September meetings. Chair Kehe agreed to keep it in mind. We have to address the question on the table. We need to go through a full roll call to make a vote. It was suggested we vote on the two conditions (amendment) together, then talk about a different amendment if needed.

MOTION (Restated): To amend the motion to conditions that there be less than 3,000 units as a housing target and that the industrial land is designated as Title IV regionally significant industrial areas.

Motion: Patricia Diefenderfer

Seconded: Mike O'Brien

Action: Motion failed; No 20 votes, Yes 5 votes, abstained 4 votes.

MOTION: To have a condition that the industrial lands be incorporated into the Title 4 regionally significant areas map as a condition of the expansion.

Motion: Patricia Diefenderfer

Seconded: Carol Chesarek

Discussion on the motion:

Jamie Stasny asked for clarification, you're suggesting a Title 4 overlay and also an elevated requirement that it recognizes regionally significant industrial lands, both of those things. This was agreed. Aquilla Hurd-Ravich noted wondering if Mr. Bolen's friendly amendment can be merged with this one so that it's an amendment to condition the Title 4 lands as well as take in all of the notes around the conditions as Mr. Bolen stated.

Chair Kehe noted your point being that the Title 4 recommendation is in those notes. And what would be forwarded to MPAC would be more specific. Ms. Hurd-Ravich agreed, the amendment would be along the lines of Title 4 lands, and we recommend to MPAC that you take into consideration all of the other comments. Ms. Stasny asked if it were possible to have Sherwood come to the table and share their response. Chair Kehe noted the question on the table is a designation of a Title 4 regionally significant designation on the industrial lands and the concept planning area.

Eric Rutledge noted we've taken a really close look at this. And the City of Sherwood would be in support of an industrial designation but not a regionally significant industrial designation.

Chair Kehe noted the motion on the floor is for industrial. There are different Title 4 designations. One is just industrial which Mr. Rutledge just clarified that's what the city supports. Ms. Diefenderfer has said not just industrial but a Title 4 designation of regionally significant industrial, which is a higher level of requirements. That's the motion on the table.

MOTION: To have a condition that the industrial lands be incorporated into the Title 4 regionally significant areas map as a condition of the expansion.

Motion: Patricia Diefenderfer

Seconded: Carol Chesarek

Action: Motion failed; No 17 votes, Yes 6 votes, abstained 4 votes.

Chair Kehe asked if there were further proposed amendments or discussion before returning to the first motion on the table.

Kevin Cook noted I think it's worth considering an amendment that we do have some conditions. I would think at a minimum what the COO recommendation is should be considered. I am reluctant to vote yes with an expansion without conditions. Chair Kehe asked to clarify what the amendment you're offering would be with exact language. Mr. Cook noted the amendment would be approve the expansion as proposed addressing the recommended conditions as recommended by the COO. Chair Kehe asked to have the slide shown that showed the categories but there is some specificity in housing density. There was a range in the COO's recommendation. I want everyone to be clear on what that language is.

Anna Slatinsky wanted to point out that the COO recommendation didn't actually include specifics about conditions. It was general concepts to be explored. I'm not sure how substantive that would really be. I would hesitate to vote in favor on its face promoting the COO recommendation, because it doesn't have much detail there.

Glen Bolen noted that within Democratic Rules of Order you can poll the group without doing an actual vote, to find out if something's warm or cold which might save time. Chair Kehe thought that a great idea. Mike O'Brien noted it seems superfluous because all this information is going forward anyway. I don't know that voting on it would make much of a difference. After asking for a second to the motion and not receiving any, Chair Kehe noted Mr. Cook's proposed amendment was not moving forward.

Joseph Edge noted normally I'd be hesitant to recommend approval of a UGB expansion. But I think under the circumstances with housing and employment lands needs that we have, and the fact that Sherwood is the one proposal we're getting, and all of the trends that we're seeing for the future that we've been presented over the past year I don't think we're going to have many UGB expansions in the future. I think this is a good opportunity to take a city's interest in providing a UGB expansion with a complete neighborhood they're proposing. It is on the edge of the development. It will probably not be transit friendly. But I think that we're not going to see many of these in the future. Given Sherwood's readiness I think this is OK to recommend approval at this point.

ORIGINAL MOTION: To provide a recommendation to MPAC to expand the Urban Growth Boundary to include Sherwood West Urban Reserve.

Motion: Preston Korst

Seconded: Jessica Pelz

Action: Motion carried; No 3 votes, Yes 20 votes, abstained 4 votes.

Chair Kehe thanked the committee for getting through the meeting with the motions and conversation about these important conditions. You provided a lot of technical expertise. We are going to pull all the notes together and make sure they are available for MPAC next week. This has been a long process to lead to this important decision. You heard a lot of information and analysis and I appreciate your feedback. We'll see you again in October.

Adjournment

There being no further business, meeting was adjourned by Chair Kehe at 11:55 a.m.

Respectfully submitted,

Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting September 18, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	9/18/2024	9/18/2024 MTAC Meeting Agenda	091824M-01
2	MTAC Work Program	9/11/2024	MTAC Work Program as of 9/11/2024	091824M-02
3	Handout	N/A	Democratic Rules Cheat-Sheet: Making Decisions	091824M-03
4	Handout	N/A	Flow Chart Using <i>Democratic Rules of Order</i>	091824M-04
5	Draft Minutes	8/28/2024	Draft minutes from 8/28/2024 MTAC Meeting	091824M-05
6	Memo	9/10/2024	TO: MTAC and interested parties From: Ted Reid, Principal Regional Planner RE: 2024 urban growth management decision: MTAC recommendations to MPAC	091824M-06
7	Report	8/26/2024	2024 Urban Growth Management Decision: Metro Chief Operating Officer/Staff Recommendations	091824M-07
8	Attachment 1	August 2024	ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS	091824M-08
9	Public Testimony Letter	9/16/2024	Public Testimony Letter from the City of Sherwood RE: Sherwood West Housing Estimates and Conditions of Approval	091824M-09
10	Public Testimony Email	9/17/2024	Public Testimony Email from Jeff Roberts RE: Sherwood West Support	091824M-10
11	Presentation	9/18/2024	Urban growth management: MTAC recommendations	091824M-11

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: October 9, 2024
To: Metro Technical Advisory Committee (MTAC)
From: Glen Hamburg, Associate Regional Planner
Subject: Proposed Amendment to UGMFP “Title 4 Industrial and Other Employment Areas” Map for the Montgomery Park area of Portland

PURPOSE

Seeking MTAC feedback and a recommendation to MPAC on an amendment to the Urban Growth Management Functional Plan (UGMFP) “Title 4 Industrial and Other Employment Areas” Map (the “Title 4 Map”, included as Attachment A) for the Montgomery Park area of Portland in order to better achieve policies of the Regional Framework Plan (RFP)

BACKGROUND

The City of Portland is considering an extension of streetcar service through, and associated land use changes in, the roughly 74-acre Montgomery Park area south of NW Nicolai St, north of NW Vaughn St, and west of Hwy 30; see the area outlined in red in Attachment B, which includes the former ESCO steel foundry. The City’s land use proposal, known as the [“Montgomery Park Area Plan” \(MPAP\)](#), looks to transition the area into a new transit-oriented, mixed-use district that supports job growth and housing development with a focus on equity and affordability.

These City efforts follow from Federal Transit Administration (FTA) funded Metro grants to study the impacts of possible transit system expansions. They also follow years of community engagement activities led by the City, including in-person and virtual open houses, surveys, printed mailers, and dedicated outreach to Community Based Organizations and representatives of underserved communities. The City’s Planning Commission held a public hearing on the plan on May 23. The hearing saw a range of testimony, including from property owners and business operators in the area, and other interested parties. While the opinions expressed in the testimony were varied, testimony included advocacy for any residential uses in the area to be paired with certain retail commercial uses (e.g., a grocery store), a community center, and a park, particularly a park serving the wider Northwest Portland area. The Planning Commission voted on July 9 to recommend the City Council adopt the MPAP plan.

Metro regulations do not prohibit residential land uses in the Montgomery Park area. However, Metro regulations in UGMFP Title 4¹ and the Title 4 Map currently require the City to prohibit/limit certain public, recreational, commercial, and service uses in the area. Such uses, if allowed by Metro, may be supportive of future residential land uses, facilitate the development of transit-

¹ Title 4 has requirements for local governments to include measures in their land use regulations that limit in Regionally Significant Industrial Areas (RSIAs) the size and location of new buildings for retail commercial uses and professional services that cater to daily customers “to ensure that they serve primarily the needs of workers in the area.” The section also requires local governments to restrict certain land uses in RSIAs, including: retail commercial uses that occupy more than 3,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development, with some exceptions; and schools, places of assembly larger than 20,000 square feet, and parks intended to serve people other than those working or residing in the RSIA. Designated ‘Employment Areas’ have fewer limitations.

oriented complete communities in an underdeveloped but central area of the region, and advance other RFP policies. Allowing such uses would also be responsive to comments expressed in public testimony.

Removing Metro's Title 4 prohibitions/limitations on certain public, recreational, commercial, and service uses would require an ordinance of the Metro Council amending the Title 4 Map to no longer designate the Montgomery Park area as a 'Regionally Significant Industrial Area' (RSIA) or 'Employment Area'. At a July 23 work session, the Metro Council directed Metro Staff to propose an ordinance amending the Title 4 Map to remove the Title 4 RSIA and Employment Area designations in the MPAP area, as shown in Attachments C, D, and E, pursuant to UGMFP Subsection 3.07.450(g)² in order to better achieve the policies of the RFP listed below.

ACTION REQUESTED

Metro staff are seeking feedback and a recommendation to MPAC on whether the Title 4 Map should be amended, as shown in Attachments C, D, and E, by Metro Council ordinance, pursuant to UGMFP Subsection 3.07.450(g).

OUTCOMES OF PROPOSED AMENDMENT

The proposed Title 4 Map amendment would result in a reduction of approximately 42 acres of land designated RSIA and approximately 17 other acres designated Employment Areas, approximately 0.1 percent of the total area in the region currently with a Title 4 designation.

Removing the Title 4 designations from the Montgomery Park area as proposed would allow the City to permit land uses in the area that would otherwise be prohibited or limited by Title 4, including:

- Schools, places of assembly (e.g., community centers and places of worship), and parks; and
- Retail commercial and professional service uses, such as grocery stores, medical and dental offices, and banks.

Metro staff find that if the City were to extend streetcar service through the Montgomery Park area and permit residential land uses in the area, amending the Title 4 Map as proposed, and thereby allowing the City to also permit schools, places of assembly, parks, retail commercial, and professional service uses in the area, could help advance the following RFP policies:

- 1.1.1 Ensure and maintain a compact urban form within the UGB.
- 1.1.3 Facilitate infill and re-development [...] to use land and urban services efficiently, to support public transit, to promote successful, walkable communities, and to create equitable and vibrant communities.
- 1.1.7 Promote excellence in community design.
- 1.1.8 Promote a compact urban form as a key climate action strategy to reduce greenhouse gas emissions.

² Subsection 3.07.450(g) states: "The Metro Council may amend the Employment and Industrial Areas Map [i.e., the Title 4 Map] by ordinance at any time to make corrections in order to better achieve the policies of the Regional Framework Plan."

- 1.8.1 Identify and actively address opportunities for and obstacles to the continue development and redevelopment of existing urban land using a combination of regulations and incentives to ensure that the prospect of living, working, and doing business in those locations remains attractive to a wide range of households and employers.
- 1.10.1 Support the identity and functioning of communities in the region through:
- c. Ensuring that incentives and regulations guiding the development and redevelopment of the urban area promote a settlement pattern that:
 - ii. Makes biking and walking the most convenient, safe, and enjoyable transportation choices for short trips, encourages transit use, and reduces auto dependence and related greenhouse gas emissions.
 - iii. Provides access to neighborhood and community parks, trails, schools, walkways, bikeways, and other recreational and cultural areas and public facilities.
 - iv. Reinforces nodal, mixed use, neighborhood-oriented community designs to provide walkable access to a mix of destinations to support meeting daily needs, such as jobs, education, shopping, services, transit and recreation, social, and cultural activities.
 - v. Includes concentrated, high-density, mixed-use urban centers developed in relation to the region's transit system.
 - vi. Is responsive to needs for privacy, community, sense of place, and personal safety in an urban setting.

ATTACHMENTS

Attachment A – Current Title 4 Map, with Montgomery Park area identified

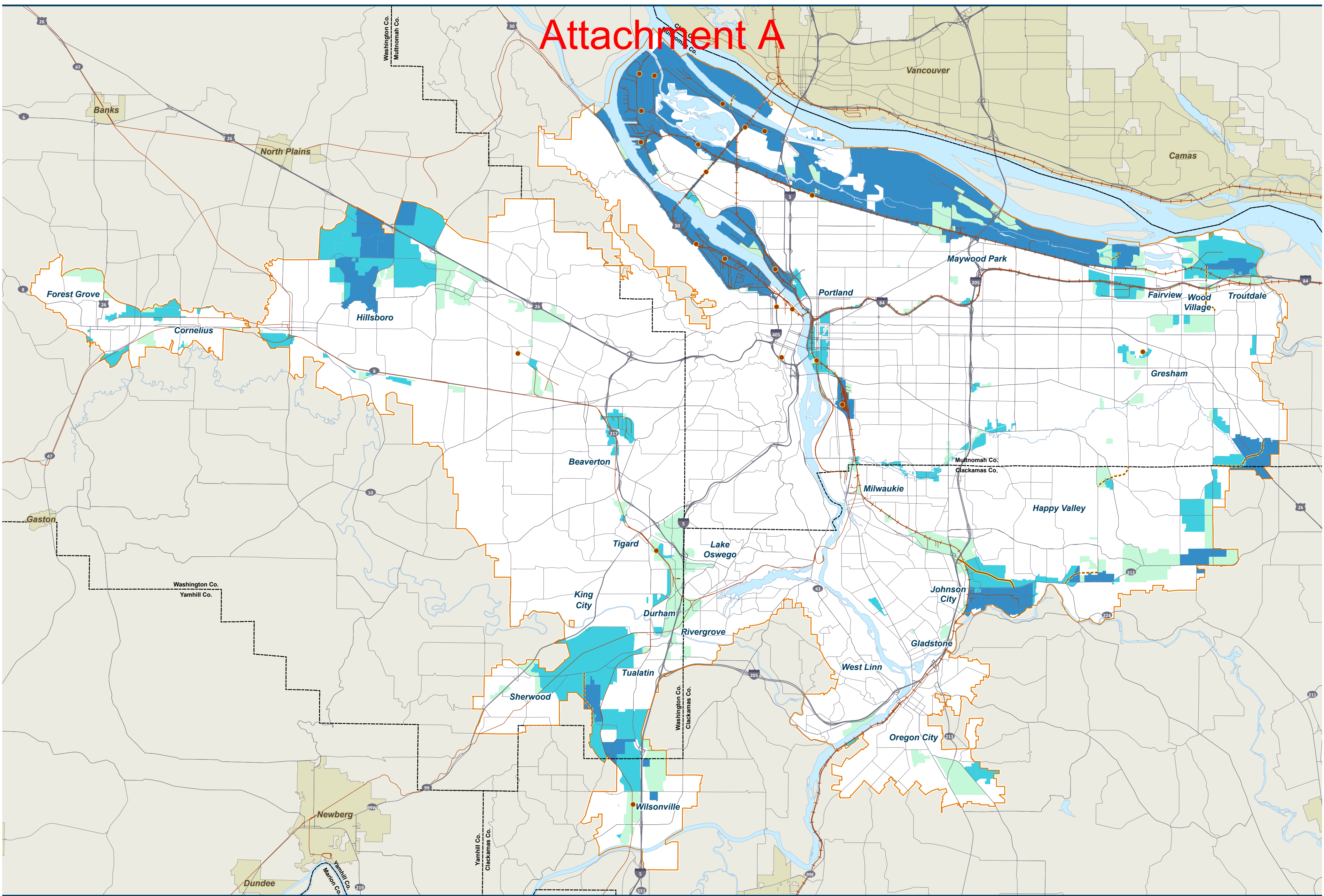
Attachment B – Aerial close-up of Montgomery Park area, with existing Title 4 designations

Attachment C – Draft Title 4 Map, as proposed for amendment

Attachment D – Close-up of draft Title 4 Map, as proposed for amendment

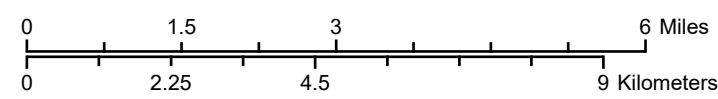
Attachment E – Close-up of draft Title 4 Map, as proposed for amendment, with aerial image

Attachment A



Title 4 Industrial and other Employment Areas

September 2023



- Employment area
- Industrial area
- Regionally significant industrial area
- Proposed main roadway route
- - - Proposed road connector
- - - Mainline freight
- Branch line freight
- Rail yard
- County boundary
- Metro urban growth boundary
- Neighbor city

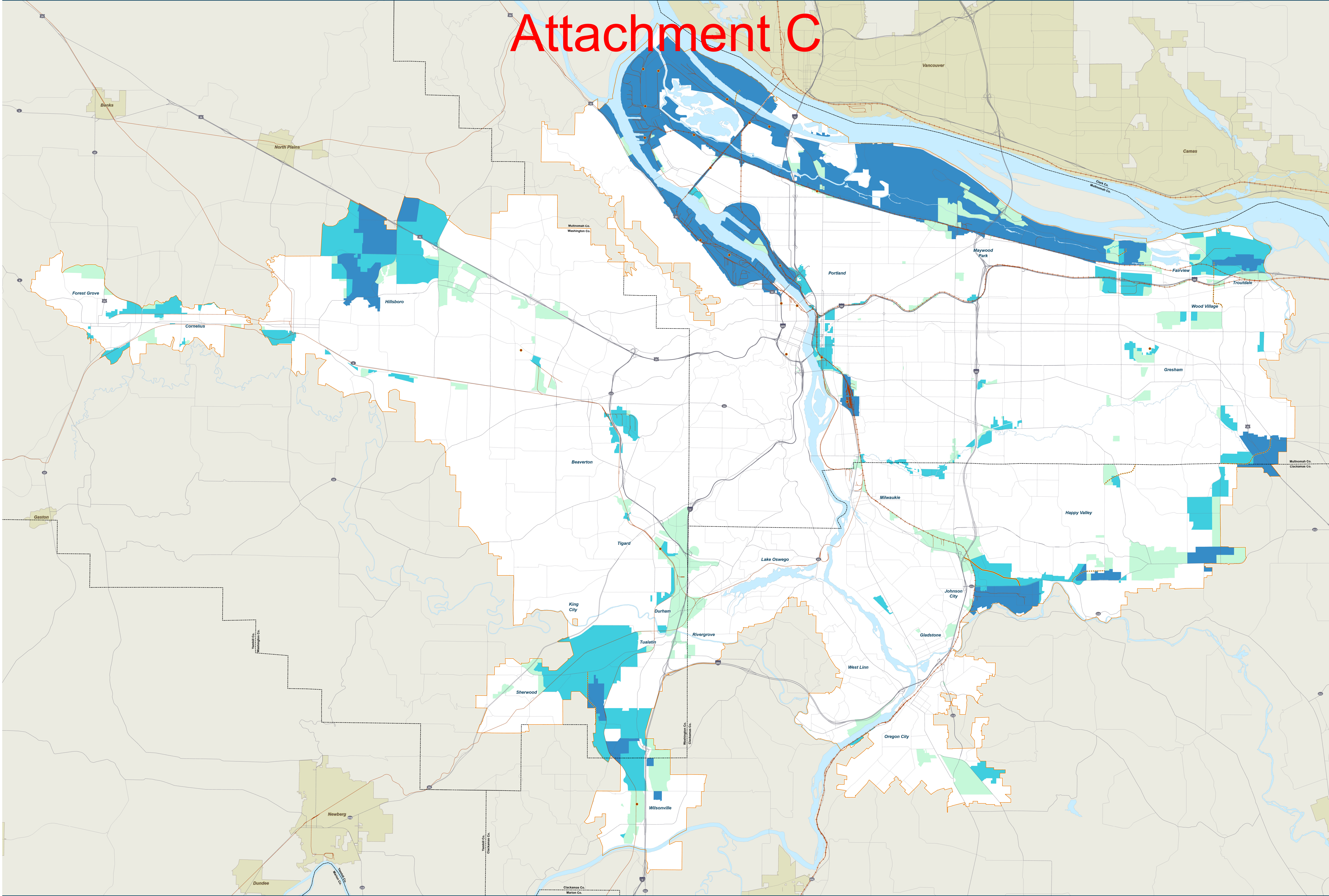


Attachment B

Close-up of Montgomery Park area, with existing Title 4 designations

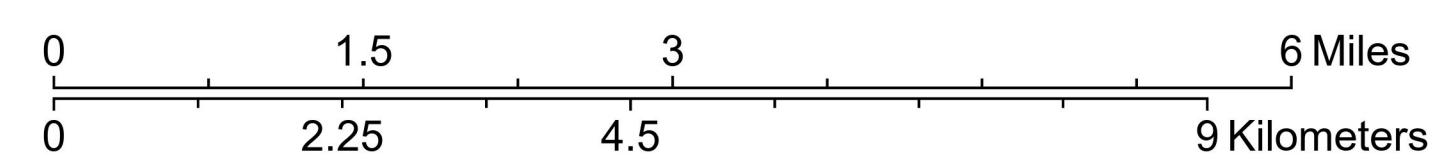


Attachment C



Title 4 Industrial and other Employment Areas

Draft Proposal Only



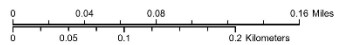
- Employment area
- Industrial area
- Regionally significant industrial area
- Proposed main roadway route
- Proposed road connector
- Mainline freight
- Branch line freight
- Rail yard
- County boundary
- Metro urban growth boundary
- Neighbor city



Attachment D



Title 4 Industrial and other Employment Areas Draft Proposal Only



- Employment area
- Industrial area
- Regionally significant industrial area
- Proposed main roadway route
- Proposed road connector
- Mainline freight
- Branch line freight
- Rail yard
- County boundary
- Metro urban growth boundary
- Neighbor city



Attachment E



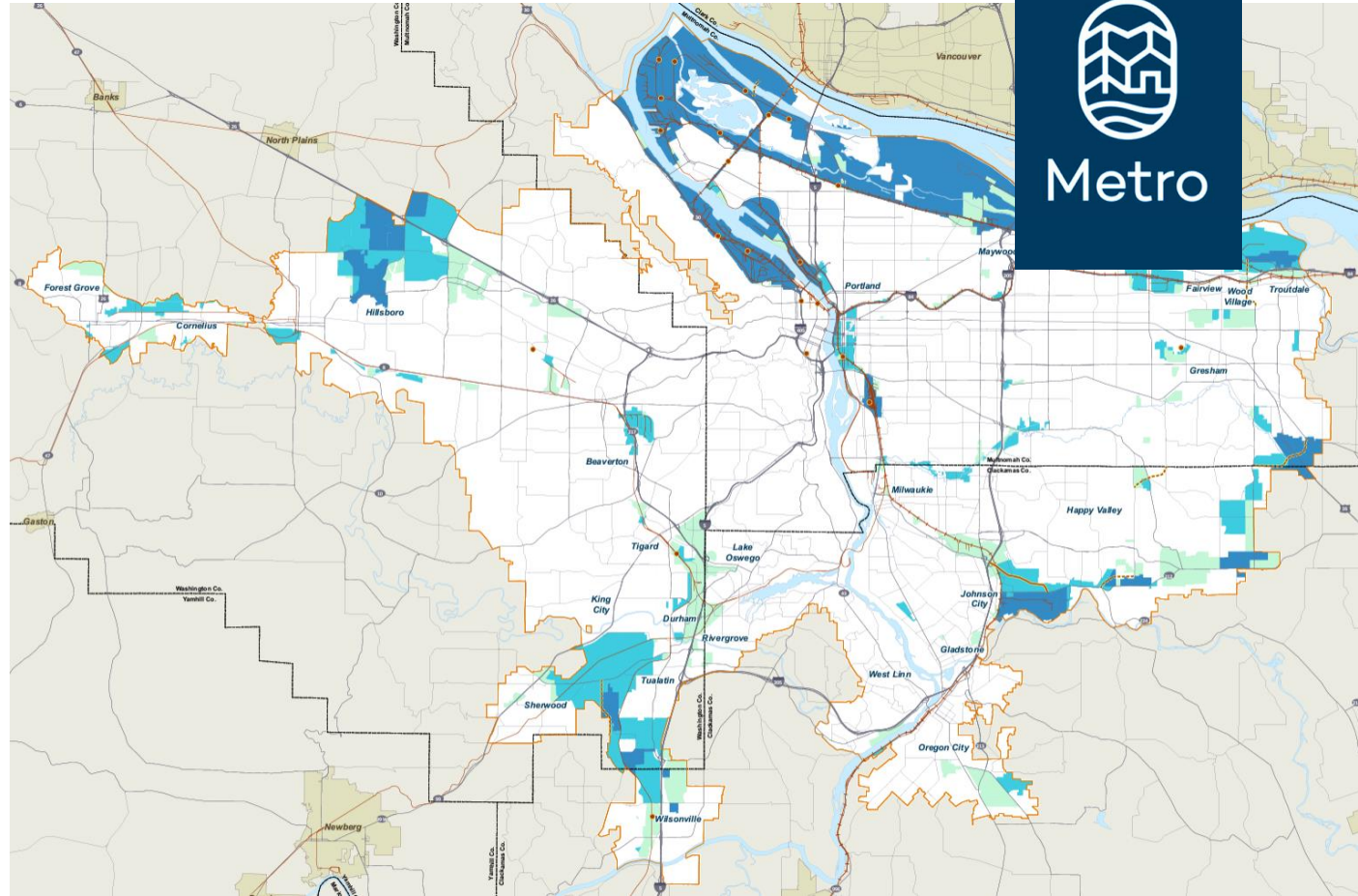
Title 4 Industrial and other Employment Areas

Draft Proposal Only



- Employment area
- Industrial area
- Regionally significant industrial area
- Proposed main roadway route
- Proposed road connector
- Mainline freight
- Branch line freight
- Rail yard
- County boundary
- Metro urban growth boundary
- Neighbor city





Metro

Montgomery Park and Metro's Title 4 Map

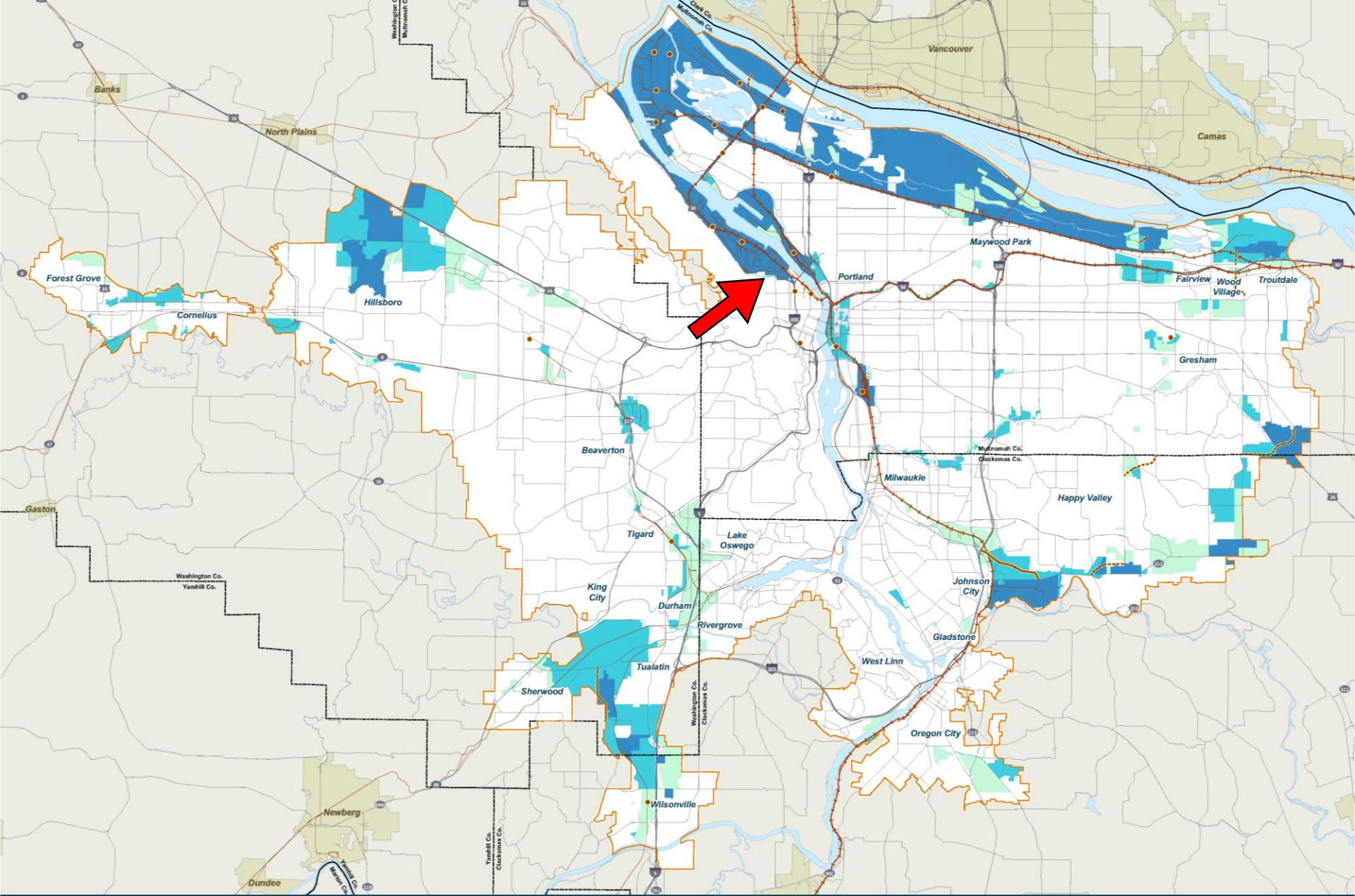
Metro Technical Advisory Committee (MTAC): October 16, 2024

UGMFP Title 4

Some prohibitions/limitations on:

- **Schools and parks**
- **Places of assembly**
(community centers, places of worship)
- **Retail commercial uses**
(grocery stores)
- **Medical/dental offices**





Title 4 Industrial and other Employment Areas

September 2023



- Employment area
- Industrial area
- Regionally significant industrial area
- Proposed main roadway route
- Proposed road connector
- Mainline freight
- Branch line freight
- Rail yard
- County boundary
- Metro urban growth boundary
- Neighbor city





LEGEND

-  Montgomery Park Area Plan Land Use Proposal Area
-  Tile 4 "Employment Area"
-  Tile 4 "Regionally Significant Industrial Area" (RSIA)

Community Feedback

Comments and testimony expressing interest in:

- A **park** that could serve the larger Northwest Portland area
- **Grocery store**
- **Community center**
- Developing a **walkable, transit-oriented** community



Regional Policies

Promote:

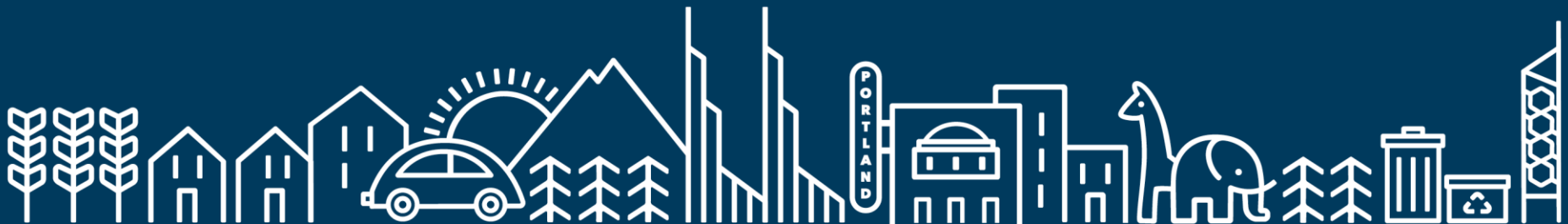
- Compact urban form as climate action strategy
- Infill and re-development
- Biking, walking, and transit use
- Access to parks, schools, and public facilities
- High-density, mixed-use, transit-oriented urban centers

Vote

Should MPAC recommend that the Metro Council amend the Title 4 Map, as shown in Attachments C, D, and E, pursuant to UGMFP Subsection 3.07.450(g)?

(Yes/No)

Thank you!





Memo

Date: Wednesday, October 9, 2024
To: Metro Technical Advisory Committee (MTAC)
From: Ally Holmqvist, Senior Transportation Planner
Subject: Introduction to the Community Connector Transit Study

Purpose

This memorandum provides an introduction to the Community Connector Transit Study to support discussion related to 1) the work plan approach and anticipated outcomes, 2) the developing engagement strategy and 3) key elements and policy considerations to address. Input will help shape the work and engagement plans and support development of the planning context, policy framework, and vision considerations to inform the 2028 Regional Transportation Plan update.

Introduction

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

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

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

Community connector transit provides an opportunity to 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 (e.g., deviated route, on-demand) that are not local fixed route bus service. 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.

Recent state legislation (House Bill 2017) changed requirements and increased funding for local transit options that has supported Multnomah and Clackamas County in providing new shuttle service and bolstered existing Ride Connection service in Washington County. In fact, Washington County is currently updating its Transit Development Plan to prepare for further service expansion and Clackamas County has applied for funds to complete a similar update. 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. Metro's Regional Travel Options team is even working on a Transportation Demand Management Strategy to identify actions supporting and encouraging alternative transportation choices. Right now there is a lot of regional momentum around community connector transit.

The strong foundation of recent regional work, coupled with the suite of local planning efforts by agency partners, has set the stage to assess potential solutions for improving community connections to essential destinations and existing and planned frequent transit within the network. The Community Connector Transit (CCT) Study will bring together greater Portland partners, business representatives and community members to explore a shared vision for investing in a local transit system that serves everyone (for more information see Attachment 2). We must continue improving transit's accessibility, service, reliability, and reach to continue to strive to become the region we've envisioned.

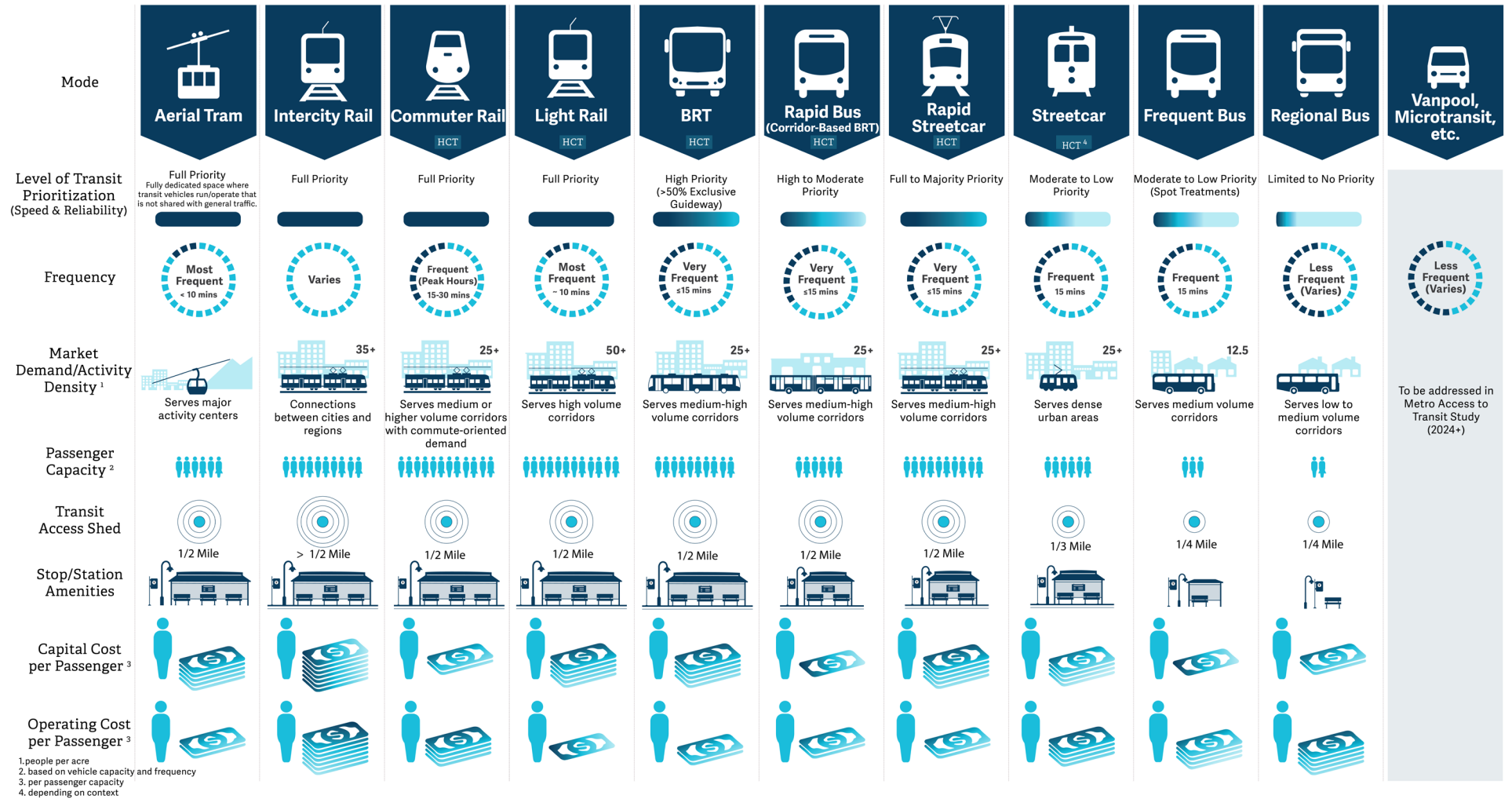
Community Connector Transit Study

In anticipation of the 2028 RTP update, the work done as part of this study will build on recent transit planning efforts to explore community connector transit opportunities and determine the role it could play providing a service coverage solution as part of the local element of the transit spectrum within the vision (see Figure 1 below). 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.

The study will help gain a better understanding of the current community connector transit environment, researching what exists today, what current plans include and best practice examples for inspiration about what we could aspire to be. It will assess current and future networks, based on needs and demand and where gaps exist but traditional transit service is not viable; consider opportunities and constraints in these locations, including mobility hubs supporting cross-agency and mode connections; and what would be needed for successful implementation, outlining key actions and recommendations. The CCT study will identify the policy framework, future system and priority improvement opportunities in a strategic vision for community connector transit. Key to this will be leveraging and bringing together work done by Metro and local partners to date to consider community connectors as part of a comprehensive regional vision for local transit.

This work will also develop tools and identify additional actions to support the local transit regional vision as part of a community connector transit strategy. That will include creating community connector transit, mobility hub/node and transit-supportive land use toolkits. It will look at potential alternative governance and financing models, and identify coordination needs and opportunities, and other actions for Metro, transit providers and local partners to take. The CCT study will also make transit development recommendations for regional destination parks.

Figure 1 Transit Tool Spectrum



1. people per acre
 2. based on vehicle capacity and frequency
 3. per passenger capacity
 4. depending on context

The update is being led by a project management team including staff from Metro’s Planning, Research and Development, Investment Areas and Land Use and Development Departments. The team will meet regularly with a Transit Working Group that includes partner representatives from SMART, Ride Connection, Clackamas County, Multnomah County, Washington County, TriMet, City of Portland, ODOT, C-TRAN and Southwest Washington Regional Transportation Council to share work and solicit feedback. The first of ten anticipated meetings for the working group took place on October 1, 2024 (see Attachments 4 for the agenda). Metro staff will also engage with regional and inter-regional transit providers through workshops.

The CCT Study starts in Fall 2024 will be updated in four key phases, ending in Spring 2026 (see Figure 2 below). Staff will return to the working group, County coordinating committees, and Metro advisory committees and Council for input to inform each key study milestone (Attachment 3 provides a summary of these milestones and key touchpoints with stakeholders and decision-makers in a simplified work plan). The timeline for this work aligns with scoping for the 2028 RTP that is anticipated to begin as early as late 2025.

Figure 2 Study Timeline and Milestones



Key Research Questions

- What are the current community connector transit successes and challenges in the region?
 - What are best practice examples we can explore?
- What role should community connector transit play in the region?
 - How can community connector transit grow into regional bus service?
- Where are the community connector transit opportunity areas in the region?
 - Where are underserved by existing transit today and/or planned transit in the future that may not support bus service but could support connector service?
 - What essential destinations are in need of connections?
- Where could multi-modal mobility hub investments help foster comfortable, seamless transit transfers and first/last mile active transportation connections?
- How can these elements come together in a regional community connector transit vision?
 - How can the reach of the transit network expand to best advance regional goals?
 - How can these more flexible opportunities work together with the fixed route system that exists today and the system that is planned for the future?
- What should the community connector transit strategy be? What will it take to implement?
 - What are the governance and funding opportunities and best practices?
 - How could our region better coordinate across agencies and service types?
 - What toolkits and land use guidance can be provided to partners?
 - What does a regional destination parks transit strategy look like?

Community and Business Engagement

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

- Contracts with community based organizations will support involving community members from communities of color, youth and people with disabilities, who have been historically underrepresented in decision making and are more likely to rely on transit.
 - Additional staff-led events will focus on targeting specific transit needs discussions that will likely include affordable housing residents and parks patrons.
- Workshop discussions and/or events to better understand tribal community transit needs.
- Focus groups with the business community and economic organizations across the region.
- Presentations at existing organization standing meetings like Metro's CORE, TriMet's Transit Equity Advisory Committee and Committee on Accessible Transportation and Clackamas County's Small Transit Providers, as well as other meetings of business chambers, advocacy organizations, and local partner councils and commissions by request.
- In-person tabling event opportunities partnered with Metro and/or other local events where possible to coordinate efforts based on milestone timing.
- Online surveys for community members across the region to provide input, supported with outreach conducted by community liaisons to reach under-represented communities.
- Metro stories will amplify the voices and experiences of community members who have been historically left out of public decision-making processes and are affected by transportation policies and investment decisions.
- Input collected through transportation related engagement over the last eight years will also inform early work for the study (see Attachment 5).

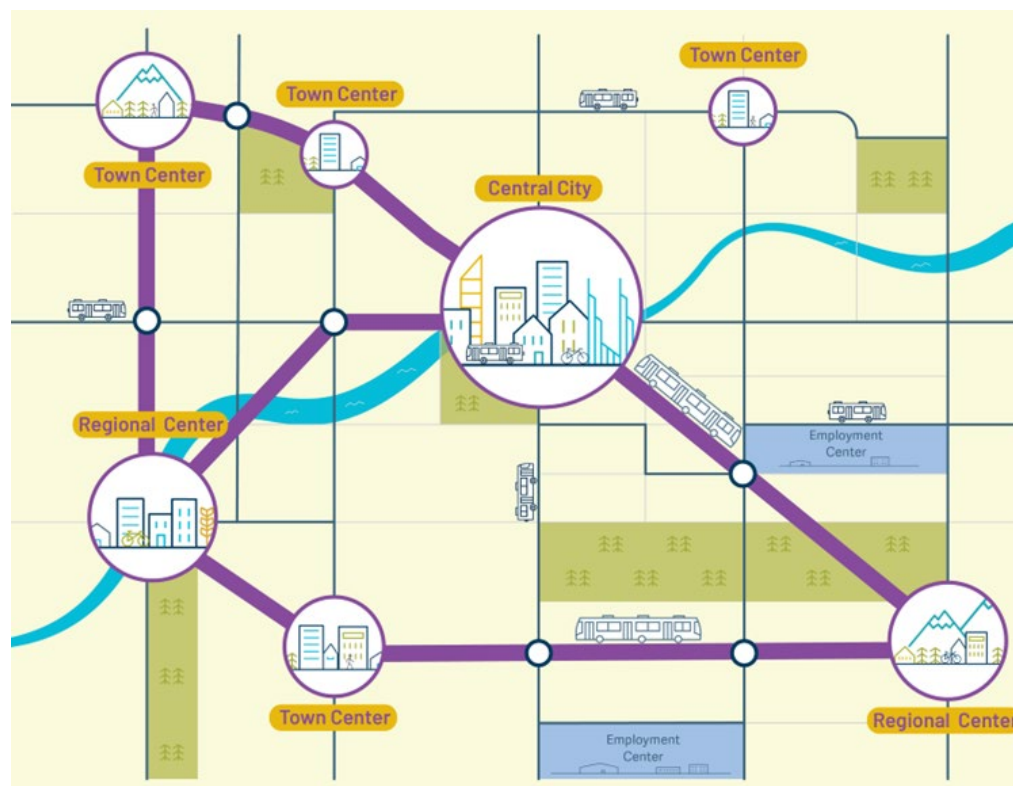
Policy Context

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

2040 Growth Concept and Regional Transportation Plan

The [Regional Transportation Plan](#) (RTP) sets regional transportation policy that guides local and regional planning and investment decisions to meet the transportation needs of the people who live, work and travel in greater Portland – today and in the future. It implements the blueprint for development set forth in the [2040 Growth Concept](#) which concentrates mixed-use and higher density development in urban centers, station communities, corridors and main streets that are well-served by transit. The 2040 vision for connecting the central city to regional centers like Gresham, Clackamas and Hillsboro with high capacity transit was expanded by the 2023 High Capacity Transit Strategy to include town centers along corridors like Milwaukie, Troutdale, and Sherwood. The RTP goes further to imagine a complete network of transit along most arterial streets and new mobility connections to high frequency transit to better serve existing and growing communities and achieve regional transportation goals of equity, climate, safety, and mobility.

Figure 3 Regional Transit Policy Framework



Community connector transit is one of the tools in the toolbox for implementing this blueprint for the future. It can help expand the transportation network and improve transit in areas with limited access. This makes our transportation system more equitable for people who rely on transit, including people with low incomes, of color, with disabilities, who are older and single-parents. Fewer cars on the road leads to less air pollution, more physical activity, less time in traffic, fewer crashes and more reliability for moving people and goods – supporting the health, safety, mobility, economy and quality of life of our region.

Regional Transit Network Policy 5 directs investment decisions to “[c]omplete a well-connected network of local and regional transit on most arterial streets – prioritizing expanding all-day frequent service along corridors and main streets linking town centers to each other and neighborhoods to centers.” Additionally, Policy 9 calls for investments to also “[i]ncrease access to transit by improving pedestrian and bicycle access to and bicycle parking at transit stops and stations. Use new mobility services to improve connections to high-frequency transit when walking, bicycling or local bus service is not an option.” The RTP (through almost 35 related policies including 11 for transit) provides additional guidance for community connector transit to support:

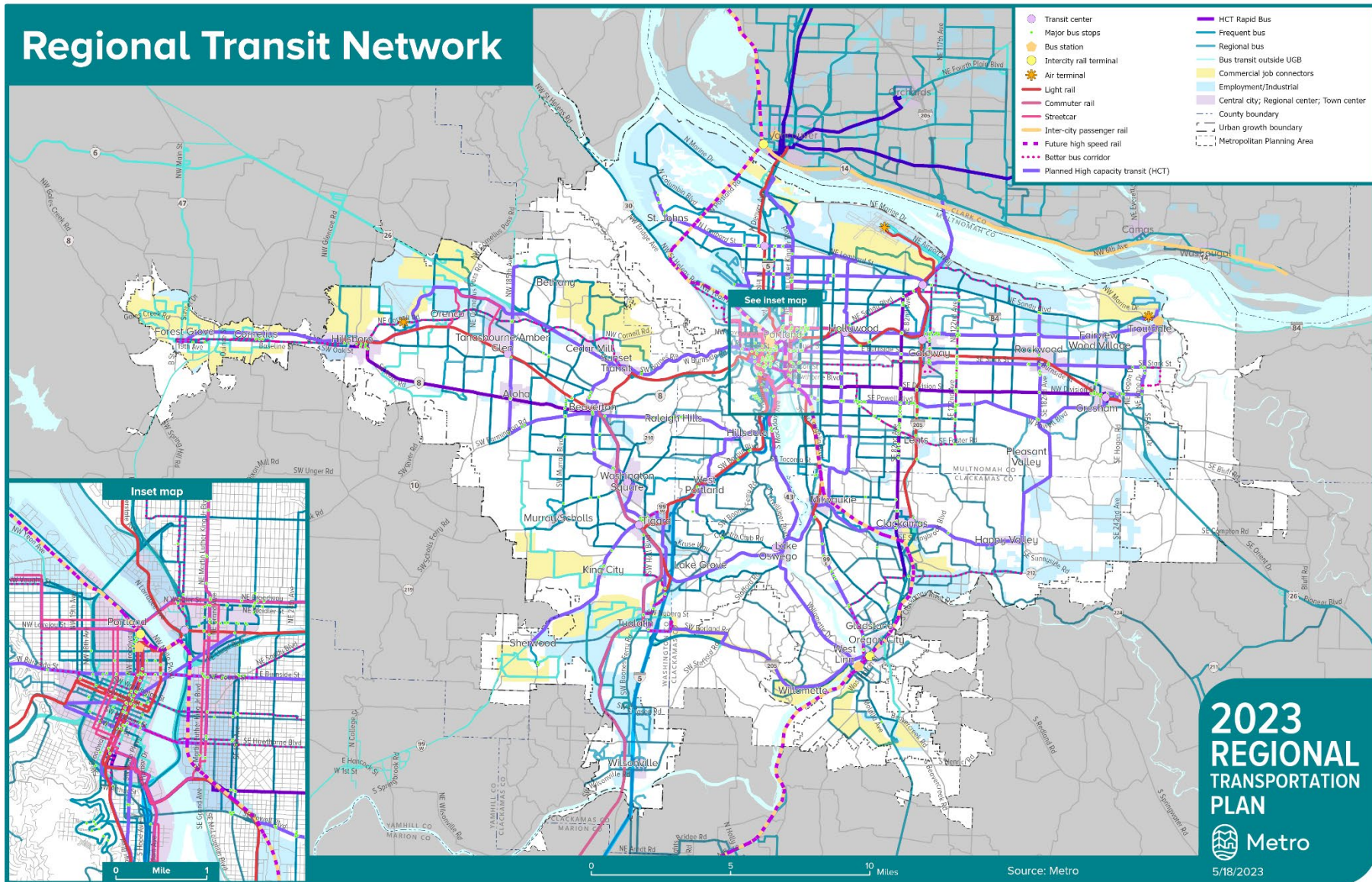
- Providing a high-quality, safe and accessible transit network that makes transit a convenient and comfortable transportation choice for everyone to use.
- Ensuring that the regional transit network equitably prioritizes service to those who rely on transit or lack travel options; makes service, amenities, and access safe and secure; improves quality of life (e.g., air quality); and proactively supports stability of vulnerable communities, particularly communities of color and other marginalized communities.
- Creating a transit system that encourages people to ride transit rather than drive alone and supports transitioning to a clean fleet that aspires for net zero greenhouse gas emissions to meet state, regional, and local climate goals.
- Using technology to provide better, more efficient transit service, including meeting the needs of people for whom conventional transit is not an option.
- Supporting expanded commuter rail and intercity transit service to neighboring communities and other destinations outside the region.
- Making transit affordable, especially for people with low incomes.

Regional Transit Strategy

The [2018 Regional Transit Strategy](#) (RTS) is an element of the 2018 RTP which supported the transit modal component of the plan. It was created to highlight the region’s plans for meeting regional goals for transit as the region continues to grow steadily, as well as provide the region with a transit vision and policy framework for capital investments and operational improvements. Together, Metro and partners developed a regional shared vision to make transit more frequent, convenient, accessible and affordable for everyone. One key focus area of the RTS vision was local and regional transit service improvements, as well as high capacity transit investments, such as light rail and bus rapid transit, which community connector transit can increase the accessibility of.

The RTS established the regional transit network vision carried forward in the RTP. It was developed using TriMet’s Service Enhancement Plans to identify frequency and coverage improvements over a 20-year planning horizon. In those plans, TriMet worked with the HB 2017 Advisory Committee to identify areas where transit is needed but where land use conditions make fixed route service not a priority or even not viable. The vision was to continue TriMet’s history of forwarding federal, state, or local grant funds to other organizations to operate their own shuttle services to meet the needs of residents and employees. These community/jobs connectors were incorporated into the regional transit vision as shown in Figure 4 below. Further, the HB 2017 legislation required that funding be used to help facilitate trips between the TriMet district and areas outside the TriMet district. Local providers can apply for STIF funds for shuttle services.

Figure 4 Regional Transit Network Vision



The RTS also identified many actions for Metro and partners to take in supporting community connector transit (among other transit-supportive recommendations more generally), including:

- Provide new community and regional transit connections to improve access to jobs and community services and make it easier to complete some trips without multiple transfers.
- Test and evaluate new mobility services like microtransit, ride hailing services and car/bike sharing to improve connections to high-frequency transit when walking, bicycling, or local bus service isn't an option. Provide programs and adopt policies that help increase transit usage and reduce drive alone trips, such as travel options information and support tools (e.g., trip planning services, wayfinding signage, bike racks at transit stops), individualized marketing, commuter programs (e.g., transit pass programs), and actively managing travel in downtowns and other mixed-use areas.
- Explore and pilot test technologies such as automated vehicles and dynamic routing to provide better transit in communities that currently lack frequent service.
- Explore and pilot test the potential of new mobility services to provide more convenient and cost-effective paratransit and human service transportation.
- Enhance transit access to jobs and other daily needs, especially for historically marginalized communities, youth, older adults and persons living with disabilities.
- Facilitate service connections between transit modes and providers at transit hubs.
- Provide biking, walking, shared ride and park-and-ride facilities that help people access the transit system.
- Implement and coordinate with state, regional, neighboring cities and transit providers future service plans.
- Invest in High Capacity Transit corridors.
- Coordinate transit investments with local and regional land use and transportation visions and improvements to pedestrian and bicycling infrastructure that provide access to transit as service improvements are prioritized.
- Coordinate and link transit-oriented development strategies with transit investments.
- Coordinate efforts between transportation providers to increase information sharing and ease of use (e.g., transfers and payment integration).

Emerging Technology Strategy

The Emerging Technology Strategy (ETS) identifies steps that our region can take to harness new developments in transportation technology – including new mobility services like microtransit which describes a variety of new services (e.g., Via, Chariot, Leap) that offer more flexible schedules, use smaller vehicles and/or involve a greater level of private sector involvement than conventional transit. New services like this are bringing more affordable and efficient options to the region and offer new ways to meet the transportation needs of underserved people, but can also be competing with transit and increasing congestion while also not being accessible to all. For this reason the ETS differentiates between microtransit coordinated with public transit, connecting people to high-frequency transit or operating in hard to serve areas, as opposed to luxury microtransit, offering more convenience at a higher cost along existing bus routes as a competitor. Coordinated microtransit can help us achieve regional goals related to transportation choice reliability, equity, transparency and fiscal stewardship, while luxury microtransit is likely to do the opposite. The ETS urges regional partners to look for initial opportunities to pilot and test microtransit to continue to explore how this emerging technology can help us better operate and manage the transit system, while providing the following guidance:

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

- Support new mobility services that reduce vehicle miles traveled by connecting people to transit or providing shared trips, particularly in communities that currently lack options.
- Explore and pilot test new technology, such as automated vehicles and dynamic routing, to improve transit service.
- Enable all people – regardless of race, age, language and culture, immigration status, banking status and digital access – to access new mobility services.

The ETS also conducted early analysis of opportunity areas suitable for microtransit and/or vanpool service which will inform the assessment conducted by this study.

Climate Smart Strategy

The [Climate Smart Strategy](#) (CSS) affirmed the region’s commitment to provide more transportation choices, keep our air clean, build healthy and equitable communities, and grow our economy – all while reducing greenhouse gas emissions. It provides clear direction to invest more in making our transit system more convenient, frequent, accessible and affordable in order to meet regional sustainability goals and objectives. Key focus areas include increasing service frequency, expanding the transit system to provide more access to jobs and community services, improving accessibility for people walking and rolling to transit stops, and making fares more affordable.

Smaller, more flexible community connector transit can make transit easier to access and more convenient for many communities that are difficult to serve with regular buses. Providing more people with alternatives to driving leads to fewer cars on the road and means less air pollution. The CSS identified the following near-term actions for Metro and partners to support community connector transit:

- Provide more community to community transit connections.
- Identify community-based public and private shuttles that link to regional transit service
- Provide technical assistance and funding to help establish local transit service.
- Expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations.
- Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities.
- Research and develop best practices that support equitable growth and development near transit without displacement, including strategies that provide for the retention and creation of businesses and affordable housing near transit.
- Make funding for access to transit a priority.
- Seek seed money for demonstration projects that leverage (1) local, regional, state and federal resources and (2) state and regional technical assistance to plan for and implement community demonstration projects that combine the following elements:
 - investments in transit facility and/or service improvements identified in TriMet Service Enhancement Plans or the South Metro Area Regional Transit (SMART) Master Plan, including community-based services that complement regional service, such as the GroveLink service in Forest Grove.
- Seek and advocate for new, dedicated funding mechanism(s) and seek transit funding from Oregon Legislature.
- Consider local funding mechanism(s) for local and regional transit service.
- Support and/or participate in efforts to build transportation funding coalition.

Regional Travel Options Program

The Regional Transportation Plan includes transportation demand management (TDM) policies that guide Metro’s Regional Travel Options (RTO) Program. TDM is a series of activities aimed at ensuring people are aware of, understand and have access to the full variety of travel options

available within the region. It includes information, encouragement and incentives to help people make more of their trips safely and comfortably without driving alone.

TDM complements and enhances other RTP policy areas by helping ensure the transportation system is used in a balanced way to maximize investments in transportation Plans like the Climate Smart Strategy identify implementation of TDM programs as a part of the actions required for objectives to be met. The RTO Program funds grants and provides technical assistance to local partners implementing TDM programs which can include programming that supports first/last mile transit, micromobility, or active transportation connections.

Many commuters live outside the region and have no option other than driving to work. TDM efforts are compromised by a lack of first/last mile connections to transit, or by a lack of 24-hour transit service and vanpools. Improvements to the regional transit system, as outlined in the RTP and RTS, are critical to TDM program effectiveness. In focusing on smaller, more flexible forms of transit, the CCT study will provide a framework supporting TDM implementation through the RTO program.

Other Regional Planning Work

Metro

Consistent with the policy context, the Community Connector Transit (CCT) Study will also be informed by, coordinated with and ultimately itself inform other past, recent or in-progress regional study and planning efforts (summarized in Table 1 below).

Table 1. Regional Work Related to the Community Connector Transit Study	
Guiding Study and Informing Development	Coordinated with the Study
<ul style="list-style-type: none"> • 2040 Growth Concept • Mobility Corridors Atlas (2014) • Strategic Plan to Advance Racial Equity, Diversity and Inclusion and Equity Framework (2016) • Regional Transit Strategy (2018) • Southwest Corridor Equitable Development Strategy (2017) and Locally Preferred Alternative (2018) • Regional Travel Options Strategy (2018) • Division Transit Locally Preferred Alternative (2019) • Regional TDM Inventory Needs and Opportunities Assessment (2019) • Designing Livable Streets and Trails Guide (2020) • Transportation System Management and Operations Strategy Update (2021) • Emerging Technology Strategy (2018) and Emerging Transportation Trends Study (2022) • Transit-Oriented Development Strategic Plan (2022) • Metro Commute Program Current State Report and Action Plan (2022) • Regional Transportation Plan and High Capacity Transit Strategy (2023 Update) • Westside Multimodal Improvements Study (2024) • Various work by partners (see below) 	<ul style="list-style-type: none"> • Regional Transportation Demand Management Strategy and Regional Travel Options Strategy Update (2025) • Tualatin Valley Highway Corridor Study (2026) • 82nd Avenue Corridor Study (2026) • Local work, specifically: <ul style="list-style-type: none"> ○ TriMet’s Forward Together 2.0 ○ Washington County’s Transit Development Plan
	<p>To Be Potentially Informed by the Study (2026+)</p> <ul style="list-style-type: none"> • Regional Transit Strategy Updates • Regional Transportation Plan updates • Regional Transportation Functional Plan updates • Urban Growth Management Functional Plan updates • Future partner work

Partners

Further, with the additional local transit opportunities provided through the Statewide Transportation Improvement Fund (in HB 2017), several local agencies and jurisdictions have completed or are currently working on local transit plans and/or studies that have identified local needs and opportunities for expanding the transit network that will inform the Community Connector Transit Study. Agency partners participating in the CCT Transit Working Group will help ensure this recent work is reflected in the update, which includes:

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

Key Questions to MTAC

- Are there any key related items we missed that should be considered or explored in this update (e.g., related efforts, key questions within the scope)?
- What do you hope to get out of this process? What do you see as key policy considerations?
- What stakeholders would you like to see engaged as part of the process?

Attachments

1. Transit 101 Fact Sheet
2. Fact Sheet #1: About the Community Connector Transit Study
3. Community Connector Transit (CCT) Study Workplan and Timeline
4. CCT Study Working Group Meeting #1: Agenda
5. CCT Study Public Engagement Plan
6. CCT Study Past Transit Engagement Feedback Summary

cc: Ted Leybold, Transportation Policy Director
Tom Kloster, Regional Planning Manager
Marne Duke, Senior Regional Planner, Resource Development
Jason Nolin, Associate Transportation Planner, Investment Areas
Andrea Pastor, Senior Development Project Manager, Housing & TOD



Public Transit 101

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.

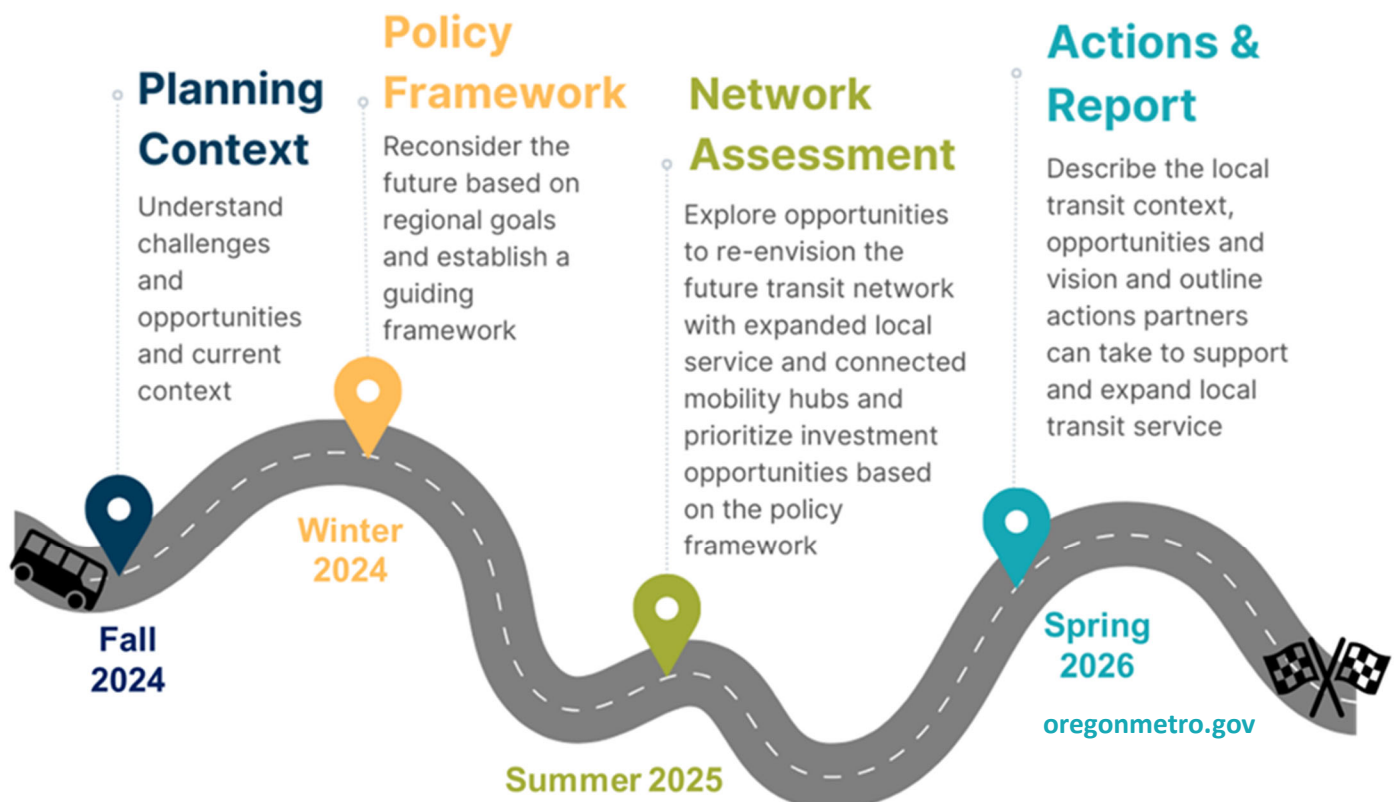
Why explore community connectors?

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)
<p><u>October-December</u></p> <p><i>Collaboratively identify needs and policy considerations. Consider past lessons learned.</i></p> <p><i>Achieve shared understanding of what is important to address.</i></p> <p><i>Define study process to meet needs.</i></p>	<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
<p><u>January-May</u></p> <p>Co-create subarea strategies guiding local transit development.</p> <p>Reflect partner feedback on the report and recommendations.</p> <p>Shared understanding of regional strategy for local transit.</p>	<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



Agenda

Meeting: Community Connector Transit Study: Working Group #1
Date: Tuesday, October 1, 2024
Time: 10:00 to 11:00 a.m.
Place: Zoom
Purpose: Kick-off! Discuss work and engagement plan and policy considerations.
Outcome(s): Shared understanding of the work and engagement plans and working group charge, list of stakeholders for outreach, and updated list of policy considerations to inform the framework.

- 10:00 a.m. Welcome! Group Introductions and Icebreaker (Tom/All)
- Name, Preferred Pronouns, Agency, Hometown Transit Agency
- 10:10 a.m. Overview, Work Plan and Engagement Plan (Ally/Ryan/Lisa)
- What stakeholders would you like to see engaged as part of the process? (specifically regional transit providers)
 - Are there any upcoming engagement partnership opportunities?
- 10:40 a.m. Working Group Charge and Outcomes Discussion (Ally/Tom/All)
- What do you hope to get out of this process?
 - What do you see as key policy considerations?
 - What have you been hearing from the public or learning through your work that is important for us to know? Or anything we missed that should be explored (e.g., relevant planning efforts)?
- 10:55 a.m. Next Steps:
- Anything we didn't cover?
 - Homework:
 - Fall Transit Provider Workshop Invite List
 - Winter Public Engagement Events
 - Working Group Meeting #2: Background Context and Policy Framework
 - Scheduling for November (TBD)

Thank you!!



PUBLIC ENGAGEMENT PLAN

Community Connector Transit Study

September 2024

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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.

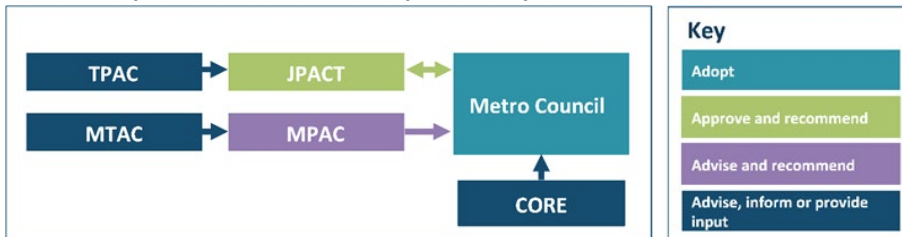
- 6. **Clear Communication:** Ensure that all communications with partners and the community are clear and effective, facilitating collaboration and supporting shared recommendations, including communicating beyond the end of this project to report back to participants how input was incorporated into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

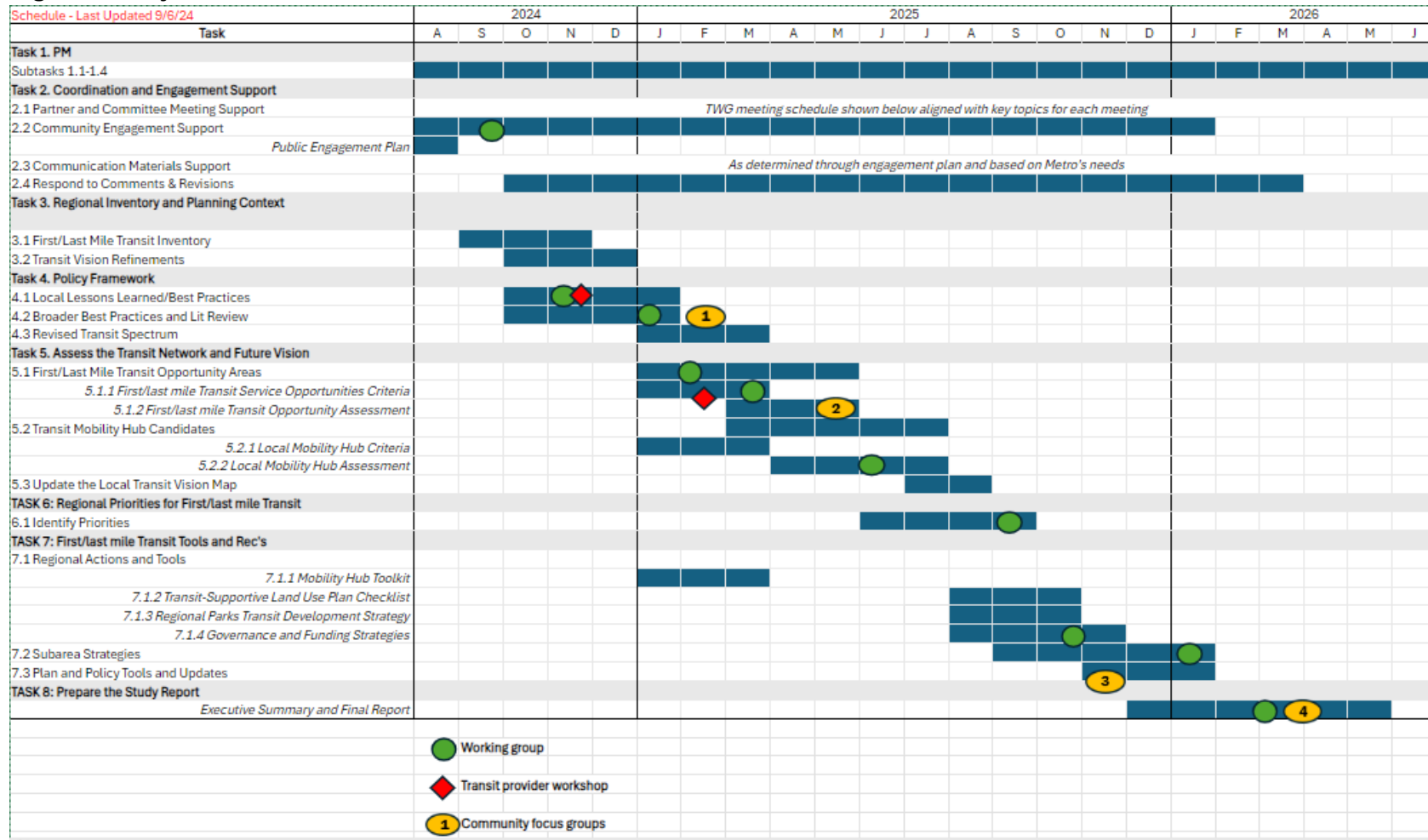


Table 2. Engagement Milestones

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	<i>Sept – Dec 2024</i>	<i>Jan – June 2025</i>	<i>Oct – Dec 2025</i>	<i>March – May 2026</i>

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).



Community Connector Transit Study

October/November 2024

Is

~~Is not~~

Frequent

Convenient

Accessible

Affordable

What is it?



Photo courtesy of SMART



Photo courtesy of Ride Connection



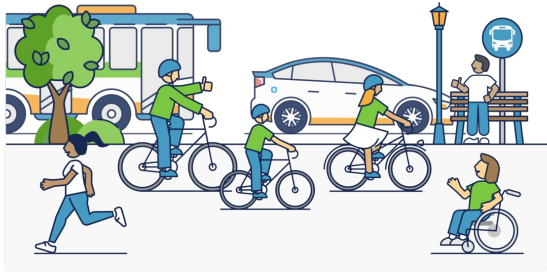
Photo courtesy of TriMet



Photo courtesy of C-TRAN



Photo courtesy of TriMet



A tool on the rise in our region

Level of Transit
Prioritization
(Speed & Reliability)

Limited Priority

Moderate to High Priority

Full Priority

This Study!

 Local Bus

Forward
Together
2.0 (2025)

 Regional Bus

 Frequent Bus

Enhanced

HCT
Strategy
(2023)

 Streetcar

HCT

(Better Bus)

 Rapid Streetcar

HCT

Frequent
Express
(FX)

 Rapid Bus
(Corridor-Based Bus Rapid Transit)

HCT

FX Plan
(2025)

 Bus Rapid Transit

HCT

Regional
Rail
Futures
Study
(2025)

 Light Rail

HCT

Oregon State Rail Plan (2020)



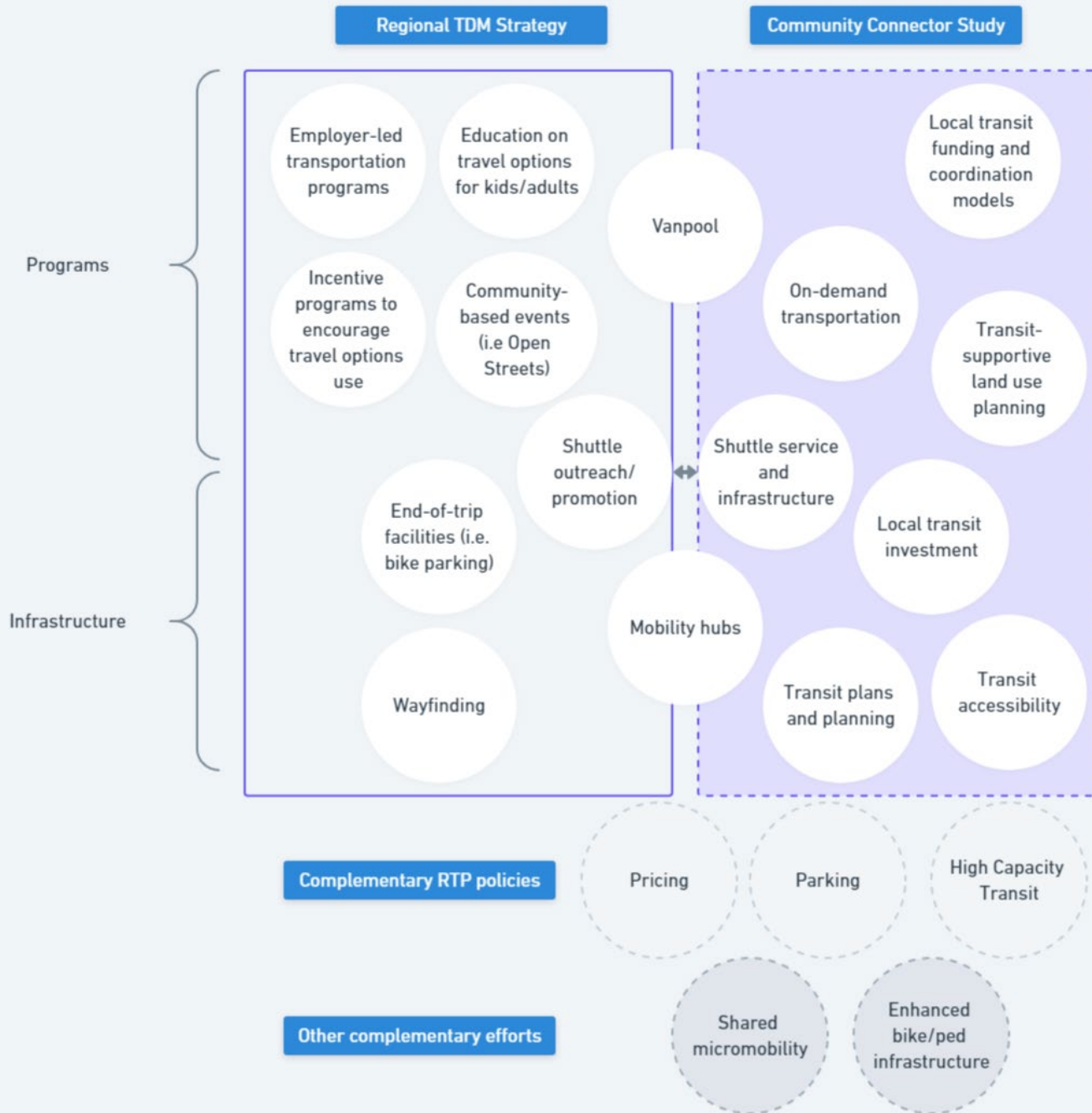
 Commuter Rail

HCT

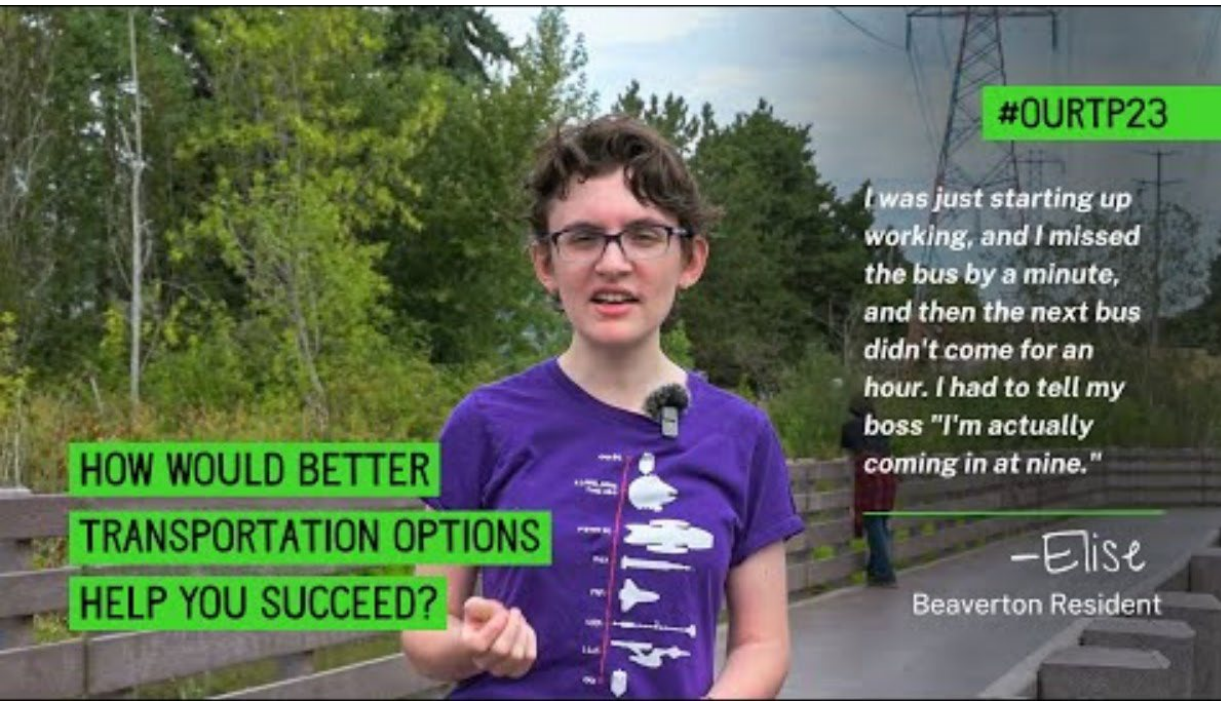
 Intercity Rail

 Aerial Tram














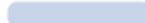
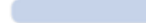






































A regional strategy exploration opportunity



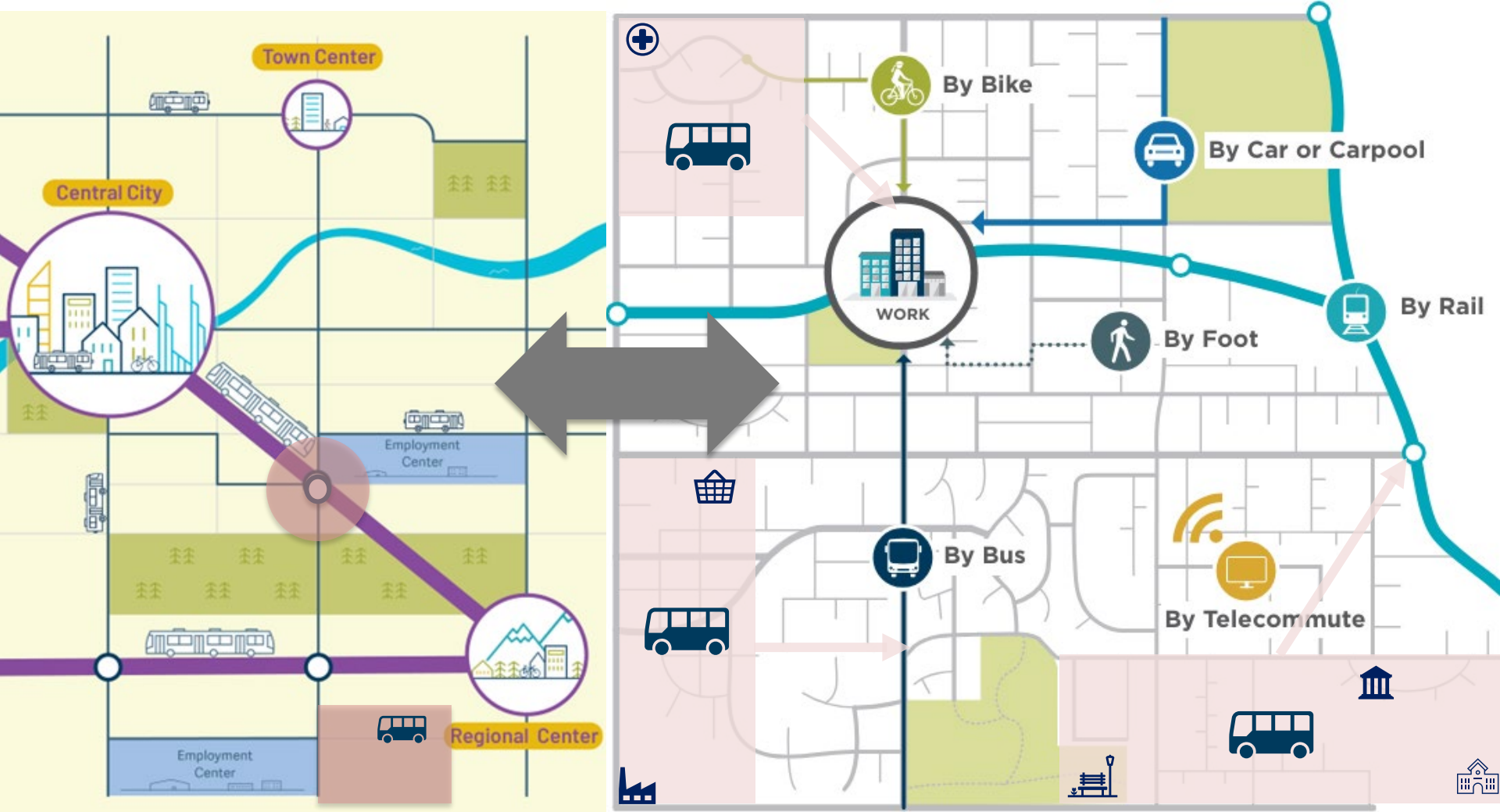
CCT Study vs. TDM Strategy



A chance to
respond to
what we've
heard

Mode	 Commuter Rail HCT	 Light Rail HCT	 BRT HCT	 Rapid Bus (Corridor-Based BRT) HCT	 Frequent Bus	 Local Bus	 On-Demand / Shuttle	 Vanpool
Level of Transit Prioritization (Speed & Reliability)	Full Priority 	Full Priority 	High Priority (>50% Exclusive Guideway) 	High to Moderate Priority 	Moderate to Low Priority (Spot Treatments) 	Limited to No Priority 	No Priority 	No Priority 
Frequency	 Frequent (Peak Hours) 15-30 mins	 Most Frequent ~ 10 mins	 Very Frequent ≤15 mins	 Very Frequent ≤15 mins	 Frequent 15 mins	 Less Frequent (Varies)	 On-Demand (varies)	Set Schedule
Market Demand/Activity Density ¹	 25+ Serves medium or higher volume corridors with commute-oriented demand	 50+ Serves high volume corridors	 25+ Serves medium-high volume corridors	 25+ Serves medium-high volume corridors	 12.5 Serves medium volume corridors	 Serves low to medium volume corridors	 Serves low density areas or operates at lower-demand times (such as late night)	 Connects between homes or common meeting locations and employment sites
Passenger Capacity ²								
Transit Access Shed	 1/2 Mile	 1/2 Mile	 1/2 Mile	 1/2 Mile	 1/4 Mile	 1/4 Mile	 1/4 Mile	
Stop/Station Amenities								N/A

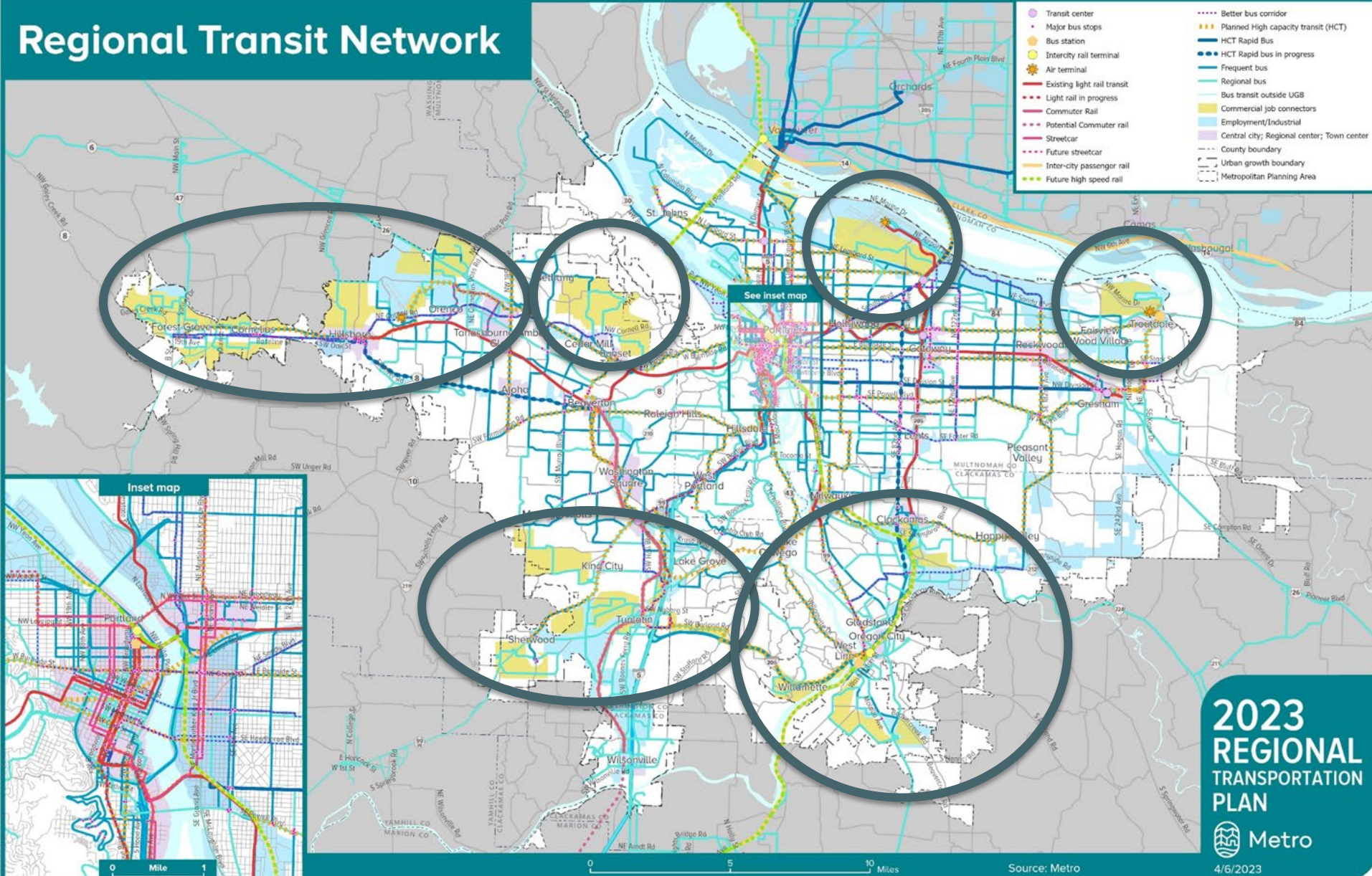
Understanding how to use this tool



Defining its role in meeting our goals

Reconsidering the network vision

Regional Transit Network

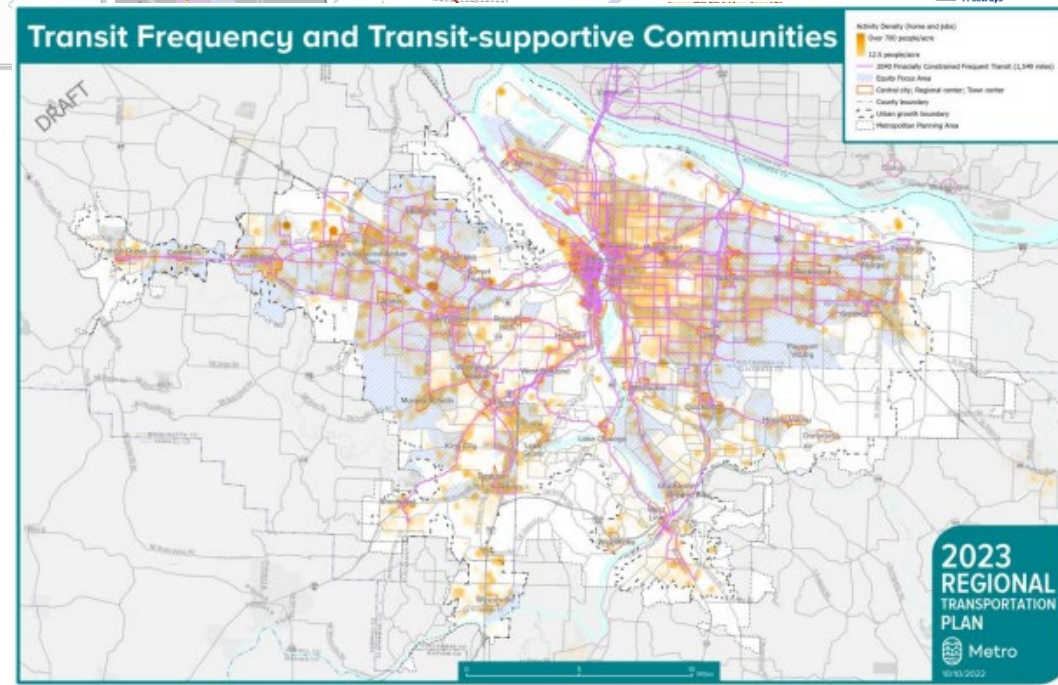
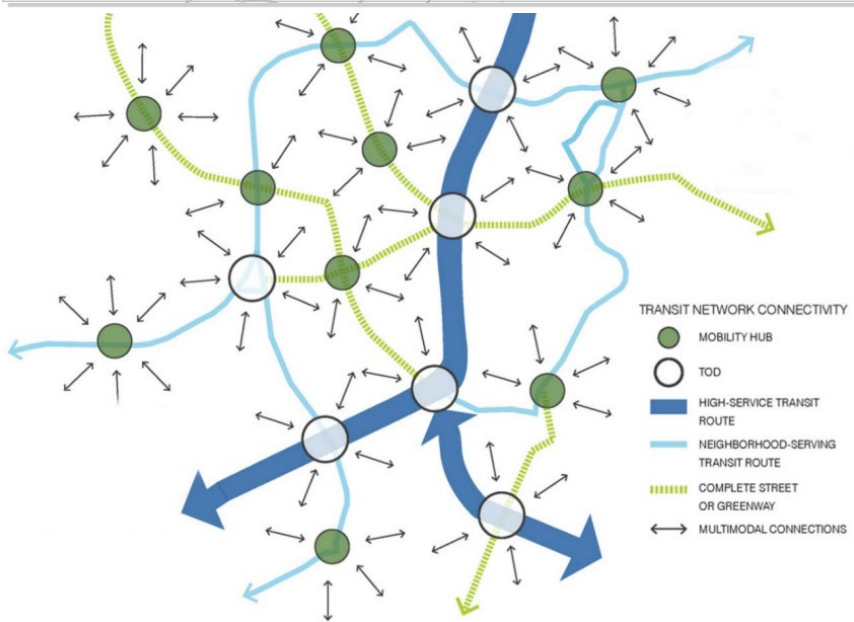
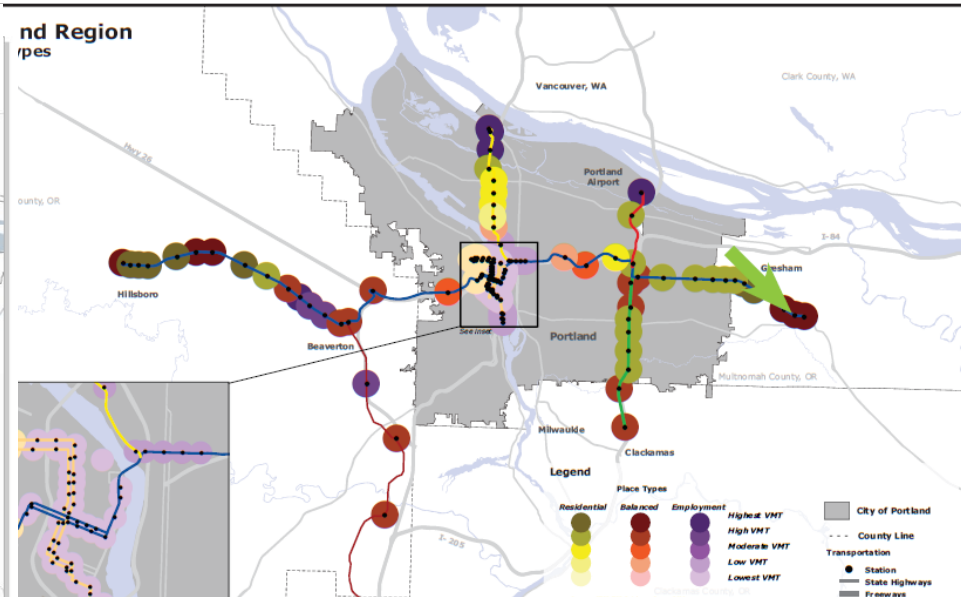
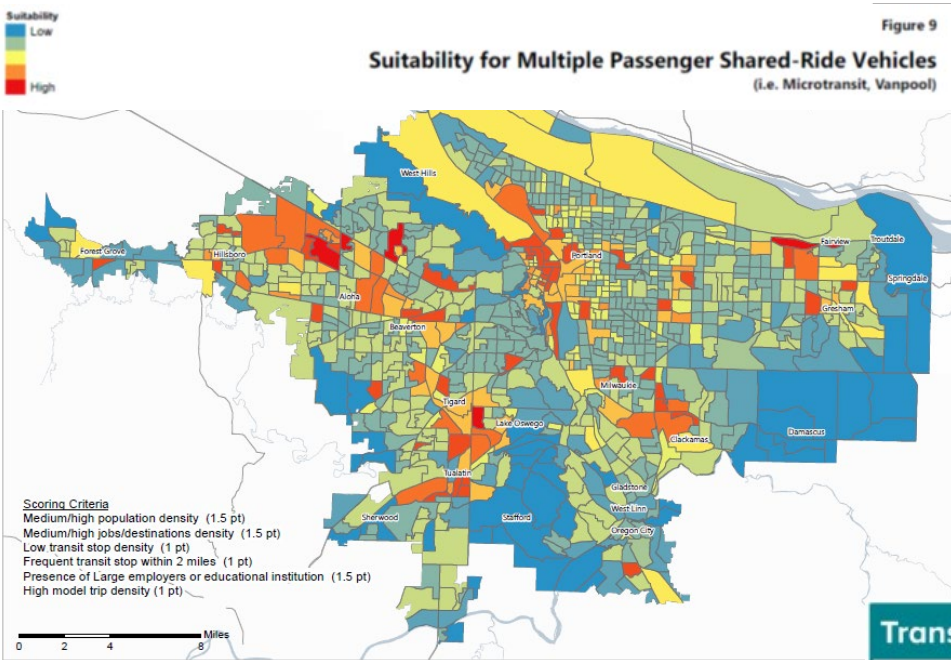


2023
REGIONAL
TRANSPORTATION
PLAN



4/6/2023

Source: Metro



Identifying and prioritizing opportunities



Developing tools and coordinated actions

TRIOMET

SMART
SOUTH METRO AREA REGIONAL TRANSIT

CLACKAMAS
COUNTY

WASHINGTON COUNTY
OREGON

Oregon
Department
of Transportation

Multnomah
County

RTC

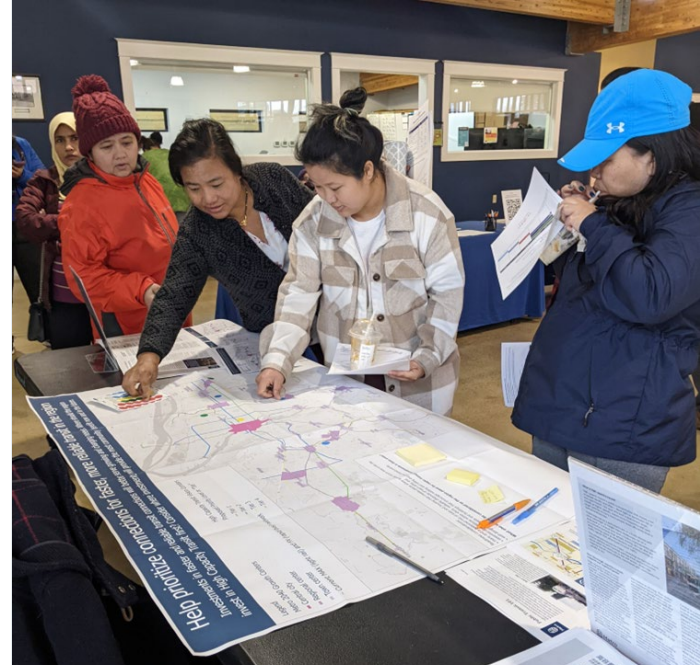


Ride
CONNECTION



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.

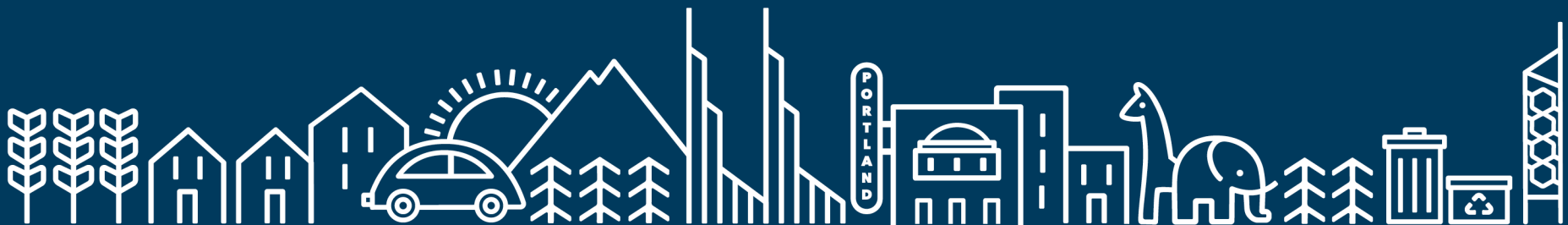
- TWG #2-5
- Transit Provider Workshop
- Survey
- Fact sheets
- Presentations

April: Context & Framework



**Ally Holmqvist,
Senior Transportation Planner
Ally.Holmqvist@oregonmetro.gov**

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



Materials following this page were distributed at the meeting.

**September 25, 2024: MPAC recommendations to Metro Council regarding the 2024
Urban Growth Management decision**

Motion: MPAC recommends the COO/Staff Recommendation to the Metro Council for approval.

Amendment: MPAC recommends that Metro Council adopts the high growth forecast instead of the baseline forecast (*found on page 6 of the COO/Staff Recommendation*).

Amendment: Metro agrees to 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.

Amendment: Metro shall not impose any additional requirements on the City of Sherwood that are not articulated in the Sherwood West Concept Plan.

The motion and amendments pass.



MONTGOMERY PARK AREA PLAN

Metro Technical Advisory Committee

October 16, 2024

Ryan Singer, BPS



THE BUREAU OF
**PLANNING &
SUSTAINABILITY**

PBOT
PORTLAND BUREAU OF TRANSPORTATION

Montgomery Park Area Plan Vision

The Montgomery Park Area Plan envisions a dynamic, low-carbon, mixed-use neighborhood with equitable access to housing and economic opportunity.



**Housing &
Affordability**



Job Opportunities



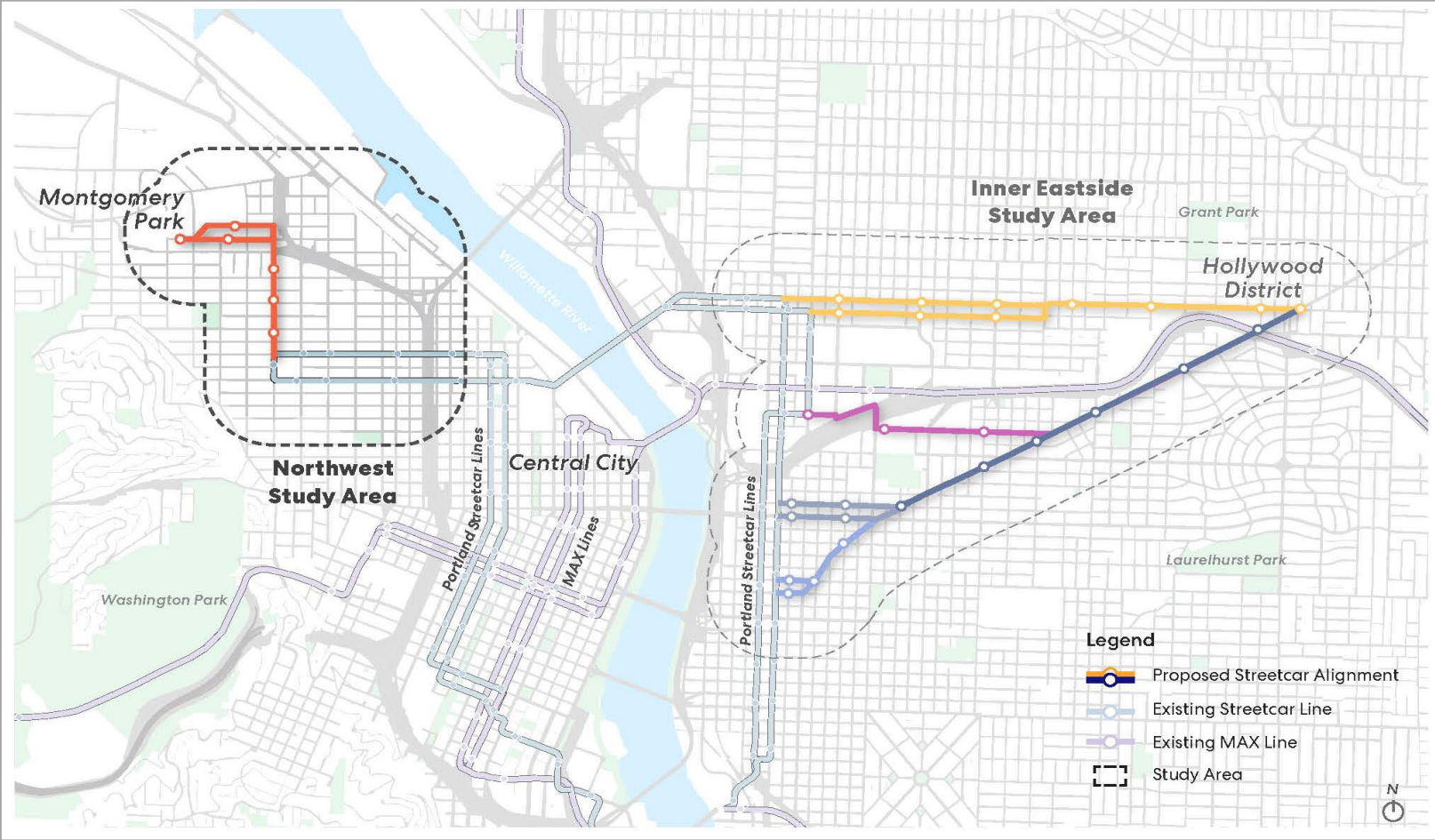
**Low-Carbon/
Transit-Served**

MPAP Vision

Key plan objectives – middle-wage jobs, affordable housing, affordable commercial space, climate resilience, and public open space – would be achieved through public policy changes and actions that leverage private investment.



Background – MP2H study



Community Engagement

Community Based Organizations – MP2H Grant

- *Friendly House, Inc. (NW focus)*
- *Northwest Industrial (NIBA)/Columbia Corridor Assn. (NW focus)*
- *Hollywood Senior Center/Urban League (NE focus)*
- *Micro Enterprise Solutions of Oregon (NE focus)*

Neighborhood, Community Groups and Other Stakeholders

- *NW District Assn, NW Active Streets, NW Industrial (NIBA), others*
- *NW Project Working Group (PWG) - 7 meetings*
- *York Street Work Group/PHCC*
- *Large property owners*

Public/Community Meetings

- *MP2H Kickoff Open House - March 2020*
- *MP2H Urban Design Scenarios - July 2020*
- *MP2H NW Project Working Group – 7 meetings, 2020-21*
- *MP2H-NW Plan Discussion Draft Open House - February 2022*
- *Design Character Workshop – June 2023*
- *Design Focus Group (BIPOC-centered) – Feb 2024*

MP2H – NW Plan Discussion Draft (2022)

MPAP Proposed Draft – Commission Reviews (2024)



MPAP – Plan Concept

- Create a new mixed-use neighborhood west of Highway 30 served by an extension of Portland Streetcar.
- Change land use designations from industrial and employment to facilitate a broader mix of uses.
- Create potential for 2,000+ new housing units with 200+ affordable units.
- Incentivize jobs in the area including middle-wage jobs.
- Retain an employment buffer along NW Nicolai Street to reduce conflicts.
- Retain industrial zoning and preserve industrial land east of US 30.



Proposed Transportation Improvements

- **Extension of Portland Streetcar** to Montgomery Park office building
- **100% off-wire extension** due to upfront and ongoing cost savings and reduced impacts
- **New multimodal local streets** (extensions of NW Roosevelt, NW Wilson, and NW 25th Ave)
- **A complete rehabilitation of NW 23rd Avenue** from NW Lovejoy Street to NW Vaughn Street
- **Projected 3000+ new daily riders**, half of whom are expected to be transit dependent



Future Urban Design Vision



— Future Streetcar Extension

— Main Street (NW Wilson)

— Green Corridor (NW Vaughn)

— Regional Trail (NW Nicolai)

— Opportunity to recognize York and historic dock conditions (NW York)



THE BUREAU OF
**PLANNING &
SUSTAINABILITY**

Projected Outcomes and Opportunities

Through a mix of regulatory and non-regulatory tools MPAP is expected to create opportunities for:

Housing

- 2,000+ units of housing
- 200 – 300 units of which would be income restricted
- Capacity to house 4,000+ new residents

Economic Development

- 4,000+ new jobs in a variety of fields
- At least 800 of which are targeted as middle-wage jobs
- 500,000 square feet of employment space of a variety of types
- Estimated 8,000 – 14,000 square feet of affordable commercial space

Public Realm

- 40,000 square foot park/open space
- 12 – 15-foot sidewalks throughout
- Placemaking and Public art commemorating York

Transportation

- 1.3 miles of track, .65-mile streetcar extension
- Serving 3,000+ new riders daily
- Reconstruction of NW 23rd Avenue and build out of NW Roosevelt and NW Wilson streets



Equitable Economic Development

Dynamic Employment Area

In the larger MP2H NW Study Area:

- 44% of jobs are in Office
- 28% of jobs are Production and Distribution
- Manufacturing, production and distribution are declining

Future Opportunities with MPAP

- 500K sq. ft. of Employment Uses
- 4,000+ new jobs in a wide array of types
- 800 middle wage jobs.



Table 6: Businesses

Sector	MP2H NW Study Area	Portland
Total	1,115	34,401
Production & Distribution	19%	18%
Education & Healthcare	10%	11%
Office Services	45%	35%
Retail & Related Services	26%	36%

Table 7: Jobs

Sector	MP2H NW Study Area	Portland
Total	16,860	455,478
Production & Distribution	28%	22%
Education & Healthcare	10%	24%
Office Services	44%	30%
Retail & Related Services	17%	24%

Equitable Housing Development

High opportunity area with relatively low household displacement risk

- Lower non-white population than Citywide:
 - Northwest 20% vs City 29%
- More educated: 65% 4-year+ degree
- Fewer children: 8% under 18 years
- Housing tenure: 71% renter
- Housing type: 80%+ multi-dwelling
- Streetcar extension not expected to increase market pressure in broader area as streetcar is already present in area
- Few existing homes in MPAP area

Future with MPAP:

Capacity for **4,420+** new residents
 Realizing this would be a **30%** growth in population.

The **200** income restricted units would be a **77%** increase in the number of income restricted units in the broader area.

NW Area Race and Ethnicity

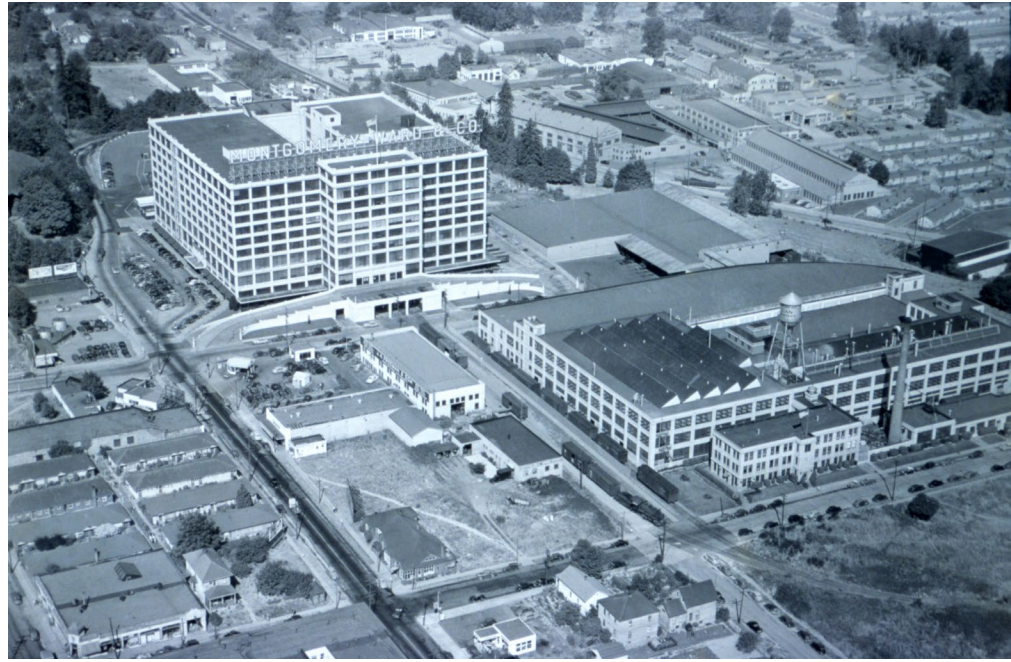
Persons	NW Area	Portland
% White	80%	71%
% Asian	10%	10%
% Black	2%	7%
% Native American	2%	2%
% Other	1%	3%
% Nat. Hawaiian/Pac Is	0%	1%
% Hispanic	8%	10%

Population & Income

	NW Area	Portland
Persons	6,735	630,331
Families	1,108	135,543
Median Household Income	\$68,834	\$63,032
Per Capita Income	\$64,295	\$37,382

MPAP Objectives and Approach

- Create opportunity for new affordable housing and middle-wage jobs in a high opportunity area with good access to jobs, services and amenities.
- Enhance multimodal street system and extend transit network.
- Achieve public benefits, through regulatory and non-regulatory tools
 - *Employment/Jobs*
 - *Housing/Affordable Housing*
 - *Open space and Placemaking*
 - *Green Features and Quality Design*



Zoning and Public Benefits Agreement

Housing	Jobs	Transportation	Open Space/ Resiliency	Quality Design
Inclusionary Housing	Space for jobs: Non-Residential Use Requirement	Height and density align with transportation	Outdoor area requirement for residential	Development must meet design standards or undergo design review
Build Up-Front Affordable Housing on larger sites, or	800 middle-wage jobs required on larger sites	Coordinated Land Use and design treatment along streetcar corridors	Public open space on largest sites	Active uses required along NW Wilson Street.
Exceed minimum Inclusionary Housing requirements	Affordable Commercial space requirement	Transportation and parking demand management	Green features options: landscaping, space for large trees; ecoroofs.	Building heights respond to context

- The provisions of the zoning code are crafted to complement and are coordinated with the public benefits agreement to achieve policy priorities.
- Use, density and height provisions are appropriate for a town center with high quality transit and proximity to existing jobs, regional open space, and other urban services.
- Urban Design provisions are supported by a Character Statement.

MPAP Implementation Tools

Comprehensive Plan Amendments

- Comprehensive Plan Map Amendment
- Town Center Extension
- Amend Northwest District and Guild's Lake Industrial Sanctuary plans
- Amend Employment and Industrial Lands Map

Zoning Map and Zoning Code Amendments

- Zoning Map Amendments
- Establish the Vaughn – Nicolai Plan District
- Amend the NW Plan District and Guilds Lake Industrial Sanctuary Plan District
- Minor technical amendments

Design Character Statement

- New guide for design of future buildings subject to design review.

Transportation Plan Elements

- Transportation System Plan changes.
- Local Improvement District (LID).

Public Benefits Agreement

- Middle Wage Jobs
- Affordable Housing
- Open Space
- Infrastructure

Thank You

Questions?





Metro

Regional Housing Coordination Strategy: Introduction

MTAC

October 16, 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

Metro partnership

- Collaboration between the Housing Department and Planning, Development, and Research
- Goals to coordinate with local jurisdictions

What is the Regional Housing Coordination Strategy?

- A 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

What is the Regional Housing Coordination Strategy?

- What are example actions?
 - Identifying or coordinating resources that support needed housing production including: funding, staff capacity, or technical support
 - Identifying local or regional barriers to developing needed housing, including: financial, regulatory, or capacity-related constraints
 - Coordinating housing production strategies between local governments across the region
 - Convening staff responsible for implementing their HPS to share resources, challenges, and lessons learned

What do we need to do?

- Data and analysis required
 - Socioeconomic and demographic characteristics of households living in existing needed housing
 - Market conditions affecting the provision of needed housing
 - Inventory of measures already implemented by Metro to promote the development of needed housing
 - Inventory of existing and expected barriers to the planning or development of needed housing
 - Evaluation of potential strategies

MTAC discussion

- What would you find to be useful as part of this strategy development process?
- How can this coordination strategy be helpful to support Housing Production Strategy implementation?
- How can this coordination strategy be helpful to addressing barriers to housing production?

oregonmetro.gov

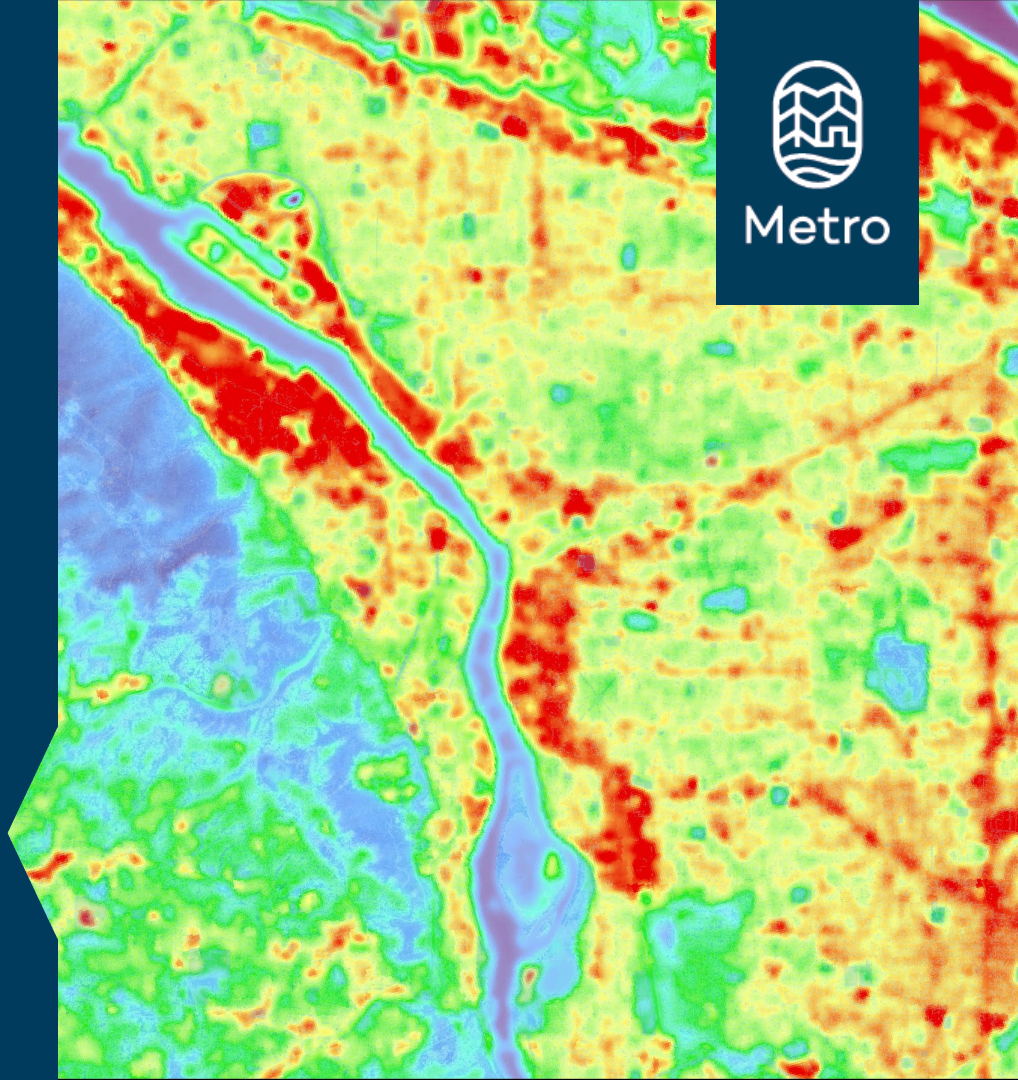


Cooling Corridors Study

Metro Technical
Advisory Committee
October 16, 2024



Metro



Why cooling corridors?

- Interest in climate resilience, ventilation corridors, regional strategy for adapting to extreme heat
- Inform Metro Future Vision and next Regional Transportation Plan update
- Could include different types of corridors
 - Land acquisition for greening
 - Targeted street interventions



Identifying Cooling Corridors

- Assess distribution of tree canopy
- Assess distribution of cool corridors and urban heat islands
- Identify options for connecting corridors
- Identify areas without existing cool corridors
 - Including assessment of geographic “system”

Pairing with implementation

- What are the tools?
 - Green infrastructure, pavements, roofs, shade, water, parks, wind?
- What is Metro's role?
 - Convener, MPO, funder, technical assistance, trails, parks and conservation



Deliverables

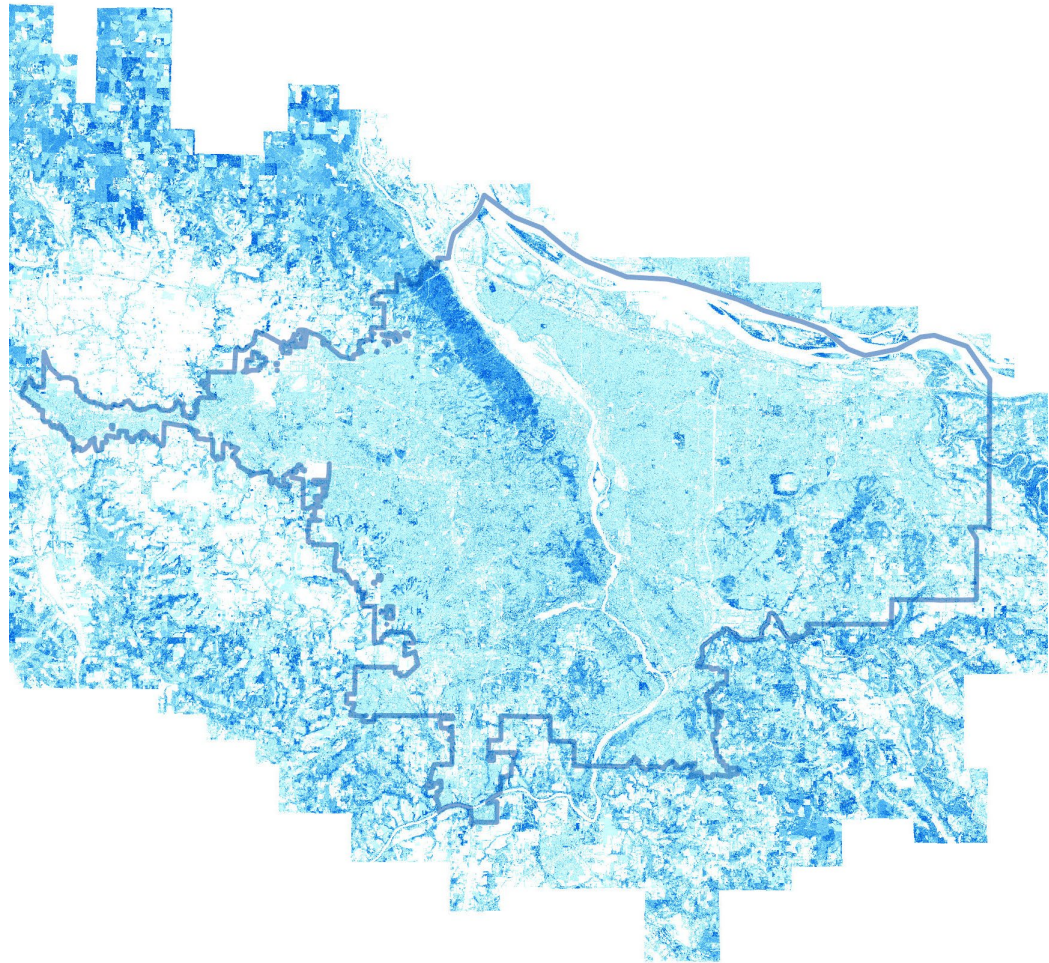
Report Chapters

- Surface & Infrastructure
- Tree Canopy Distribution
- Heat Island Distribution
- Existing Corridors
- Connecting Corridors
- Potential Corridors
- Equity Considerations
- Cost Considerations
- Implementation Options



Engagement

- Metro staff
 - COO office
 - Planning, Development & Research
 - Parks and Nature
- Governmental partners
- Expert consultation
- Smart Surfaces Coalition
- Community-based organizations

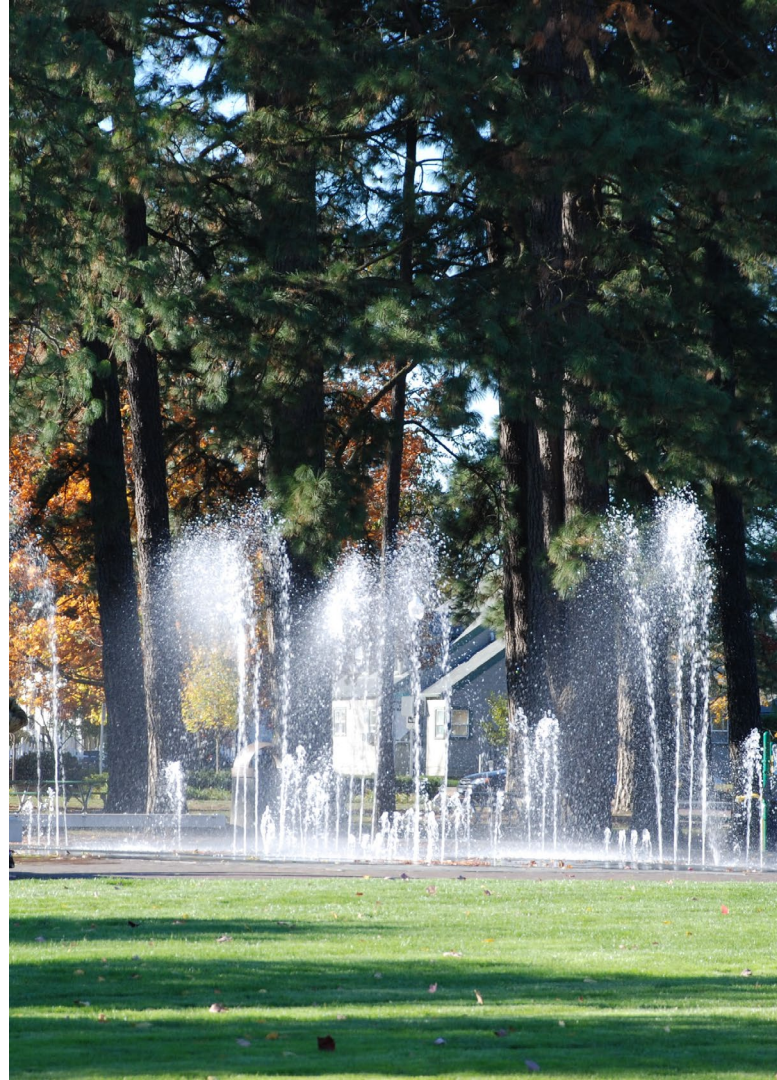


Schedule

Category	Description	24-Jul	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun
Research	Peer review / data gathering for analysis	█	█	█	█								
	Peer review / data gathering for implementation	█	█	█	█								
	Expert panel 1 - invite other agencies (public health departments)			█	█	█							
Analysis/Review	Initial results & review		█	█	█	█							
	Initial corridor category definition, intervention recommendations				█	█	█						
	Refined results & review						█	█					
	Refined corridor category definition, intervention recommendations							█	█	█			
Reporting	Expert panel 2										█	█	
	Reporting						█	█	█	█	█	█	█
CBO Engagement	Data publishing									█	█	█	
	CBO workshop					█	█	█					
Metro Committees	CBO meetings to discuss results / approach							█	█	█			
	MTAC				█							█	
	MPAC							█					█
	Council							█					█
	COO Updates					█			█		█		█

Project Outcomes

- Understand current cooling resources and opportunities to reduce impacts of extreme heat on people
- Develop a network of subject matter experts, CBOs, and governmental partners to engage in urban heat resiliency projects
- Share best practices and use them to inform regional planning, policies and investments



Questions for MTAC

- Has your agency or organization done work in this area?
- Do you know of resources that would be helpful?
- Do you have suggestions for who to engage in this study?



Thank you!

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Metro

Arts and events

Garbage and recycling

Land and transportation

Oregon Zoo

Parks and nature

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