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**Clackamas County**  
[www.clackamas.us](http://www.clackamas.us)

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Wednesday, October 16, 2024

7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/81915146841?pwd=8J6xmCKy9GCCk08HUFUNPWcHCVS1Tj.1>

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## Agenda

**7:30 a.m. Welcome & Introductions**

**7:35 a.m. JPACT ([JPACT Materials](#))**

- Community Connector Transit Study  
*Presenting: Ally Holmqvist, Metro*
- Sunrise Visioning Project Update  
*Presenting: Jamie Stasny, Clackamas*

### **TPAC Update**

- *Presenting: Jeff Owen, Clackamas  
Jaimie Lorenzini, Happy Valley*

**8:20 a.m. MPAC Update ([MPAC Materials](#))**

- Solid Waste Facilities Plan  
*Presenting: Marta McGuire, Estee Segal, and Luis Sandoval - Metro*
- Vision Commission Application  
*Presenting: Jamie Stasny, Clackamas;*

### **MTAC Update**

- *Presenting: Laura Terway, Happy Valley  
Jamie Stasny, Clackamas*

## Attachments:

JPACT and MPAC Work Programs	Page 02
CCT Presentation	Page 04
CCT Supporting Materials	Page 16
Sunrise Presentation	Page 42
TPAC Memo	Page 60
Solid Waste Facilities Plan Materials	Page delayed
Vision Commission Application (copy of email notice)	Page 62
MTAC Materials	Page 63

## 2024 JPACT Work Program

**As of 07/1/24**

*Items in italics are tentative*

<p><b><u>July 18, 2024 (online)</u></b></p> <ul style="list-style-type: none"> <li>• <b>Resolution No. 24-5426</b> For the Purpose of Adding, Canceling, or Amending a Total of Seven Projects to Meet Federal Transportation Project Delivery Requirements (<b>consent</b>)</li> <li>• Resolution No. 24 -5424, For the Purpose of Adding Two New Projects and Canceling One Existing Project from the 2024-27 MTIP, and Amending the Previously Obligated Rose Quarter Improvement Project, to Meet Federal Transportation Project Delivery Requirements (<b>action</b>)</li> <li>• RFFA Next Steps (Ted Leybold (10 min)</li> <li>• Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (Anneliese Koehler, Metro; 60 min)</li> <li>• Regional Emergency Transportation Routes Phase 2 (Tom Kloster, Metro; 20 min)</li> </ul>	<p><b><u>August 15, 2024- No meeting</u></b></p>
<p><b><u>September 19, 2024</u></b></p> <ul style="list-style-type: none"> <li>• <i>RTP follow up and table setting (Catherine Ciarlo, Metro; 30 min)</i></li> <li>• TriMet Safety and Security Presentation (JC Vannatta, other presenters TBD; 30 min)</li> <li>• Westside Multimodal Improvements Study (Stephanie Millar, ODOT, Malu Wilkinson, Metro; 30 min)</li> <li>• Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (JPACT Member Discussion)</li> </ul>	<p><b><u>October 17, 2024</u></b></p> <ul style="list-style-type: none"> <li>• Connecting First and Last Mile (Ally Holmqvist, Metro; 30 min)</li> <li>• Regional TDM Strategy Kickoff (Noel Mickelberry, Metro, Grace Stainback; 30 min)</li> <li>• Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (JPACT Member Discussion)</li> </ul>
<p><b><u>November 21, 2024</u></b></p> <ul style="list-style-type: none"> <li>• Regional Transportation Priorities and Funding: Recommendation (<b>Action</b>)</li> <li>• Cascadia Corridor Ultra-High-Speed Rail (Ally Holmqvist, Metro; 20 min)</li> <li>• 82<sup>nd</sup> Avenue Transit Project Update (presenters TBD, 30 min)</li> </ul>	<p><b><u>December 19, 2024</u></b></p> <ul style="list-style-type: none"> <li>• Safe Streets for All Update (Lake McTighe (she/they), Metro; 30 min)</li> <li>• TV Highway Implementation Strategy (Jess Zdeb, Metro; 30 min)</li> </ul>

***Holding Tank:***

- I-5 Interstate Bridge Replacement Program Update (IBR): SDEIS
- Better Bus Program update
- Boone Bridge Update (Ally Holmqvist, Metro; 30 min)

## 2024 MPAC Work Program

*As of 08/22/24*

*Items in italics are tentative*

<p><b>July 24, 2024</b> (online only)</p> <ul style="list-style-type: none"> <li>• Functional Plan Amendment Recommendation (<b>Action</b>) (Glen Hamburg, Metro, he/his, 15 min)</li> <li>• 2024 Draft Urban Growth Boundary Report Eryn Kehe, she/her, Ted Reid, he/him, Metro; 60 min)</li> <li>• WPES: System Facilities Plan Update (included in packet)</li> </ul>	<p><b>August 28, 2024- CANCELLED</b></p> <p><i>COO recommendation UGM Decision released and emailed to MPAC members</i></p>
<p><b>September 11, 2024</b> (virtual)</p> <ul style="list-style-type: none"> <li>• Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions (<b>consent</b>)</li> <li>• UGM COO recommendation review and public comment feedback (Eryn Kehe, she/her and Ted Reid, he/him, Metro; 45 min)</li> </ul>	
<p><b>September 25, 2024</b> (in person)</p> <ul style="list-style-type: none"> <li>• WPES: System Facilities Plan Update (Marta McGuire (she/her), Metro, Estee Segal (she/her), Metro; 45 min)</li> <li>• UGB Expansion Recommendation to Metro Council (<b>action</b>) (Eryn Kehe, she/her and Ted Reid, he/him, Metro; 45 min)</li> </ul>	<p><b>October 23, 2024</b> (online)</p> <ul style="list-style-type: none"> <li>• <b>Future Vision: Work plan review (Jess Zdeb, she/her, Metro; 40 min)</b></li> <li>• <i>Housing Funding update (Marissa Madrigal, Metro, Andy Shaw, Metro; 30 min)</i></li> </ul>
<p><b>November 13, 2024</b> (in person)</p> <ul style="list-style-type: none"> <li>• <b>Housing funding update (Marissa Madrigal (she/her/ella), Metro)</b></li> <li>• <b>Montgomery Park Streetcar Title 4 map update (action) (City of Portland staff TBD)</b></li> <li>• 2040 Grant Update (Serah Breakstone, Metro; 20 min)</li> <li>• <b>Future Vision: Work plan recommendation (Jess Zdeb, she/her, Metro; 30 min)</b></li> <li>• <i>Introduction to the Community Connector Transit Study (Ally Holmqvist, Senior Transportation Planner, Metro; 30 minutes)</i></li> </ul>	<p><b>December 11, 2024</b> (online)</p> <ul style="list-style-type: none"> <li>• <b>Housing funding update (Marissa Madrigal (she/her/ella), Metro)</b></li> <li>• Follow up on UGM process (Ted Reid, he/him, Metro; 45 min)</li> <li>• <b>Future Vision: Future Vision Commission planning (Jess Zdeb, she/her, Metro; 30 min)</b></li> </ul>



# 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



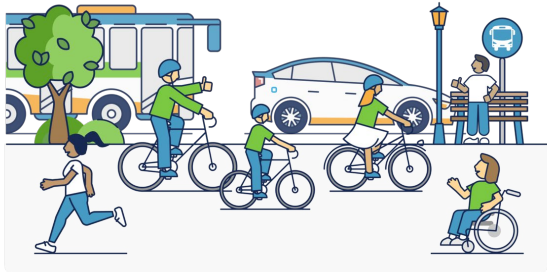
Photo courtesy of TriMet



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

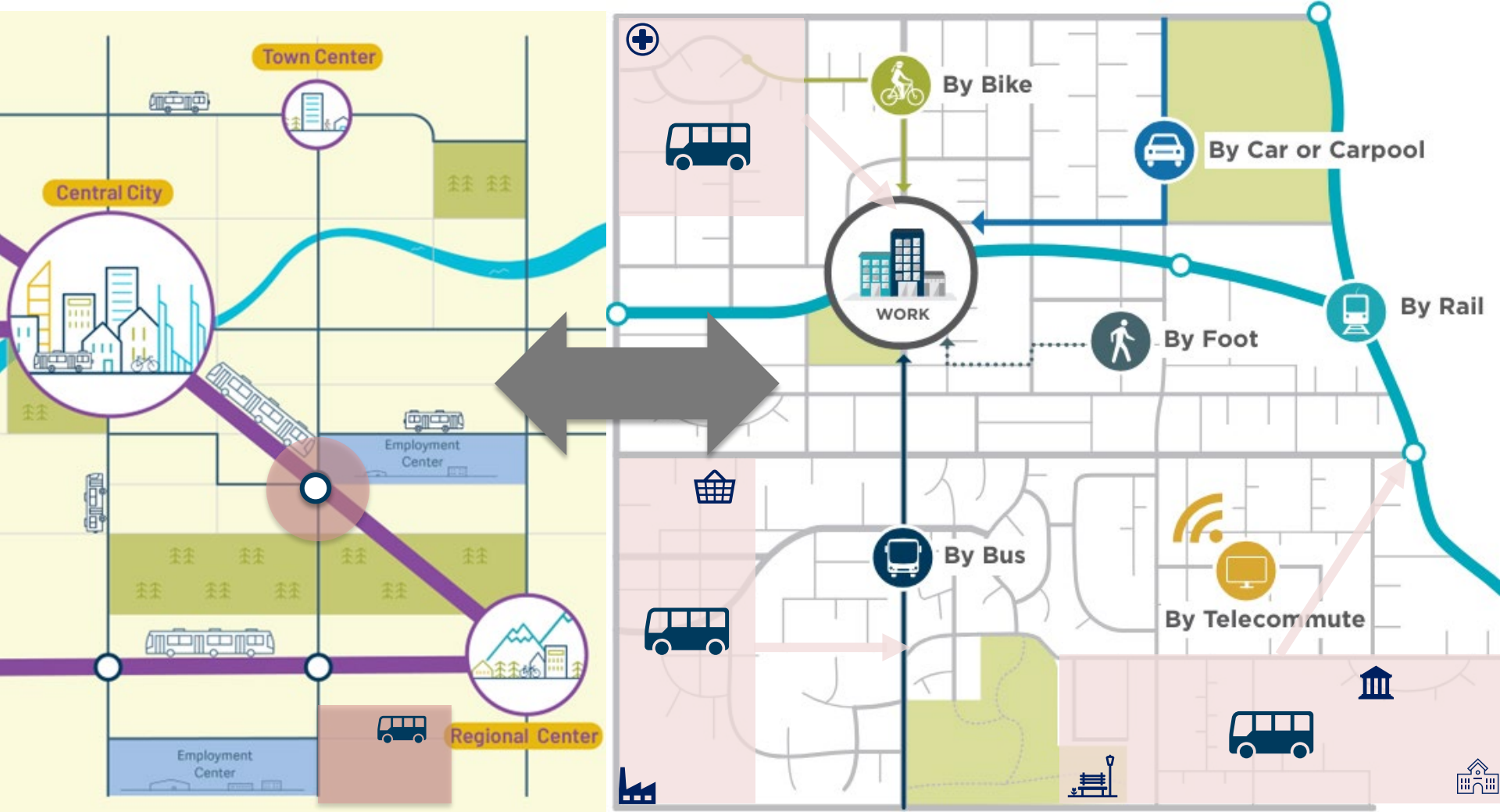
HCT

 Intercity Rail

 Aerial Tram

# A regional strategy exploration opportunity

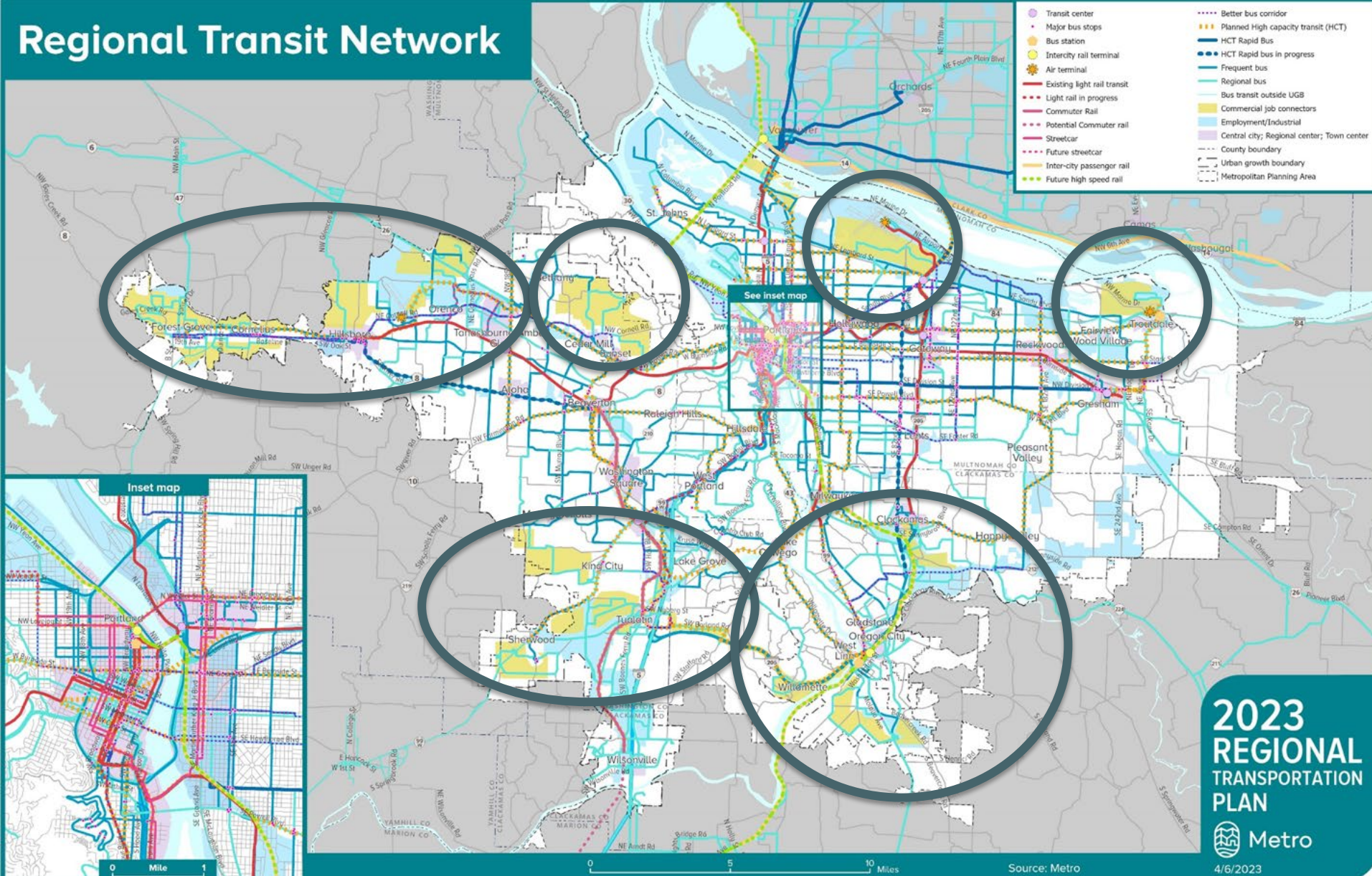




**Defining its role in meeting our goals**

# Reconsidering the vision

## Regional Transit Network





**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



Fall  
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.

## 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.

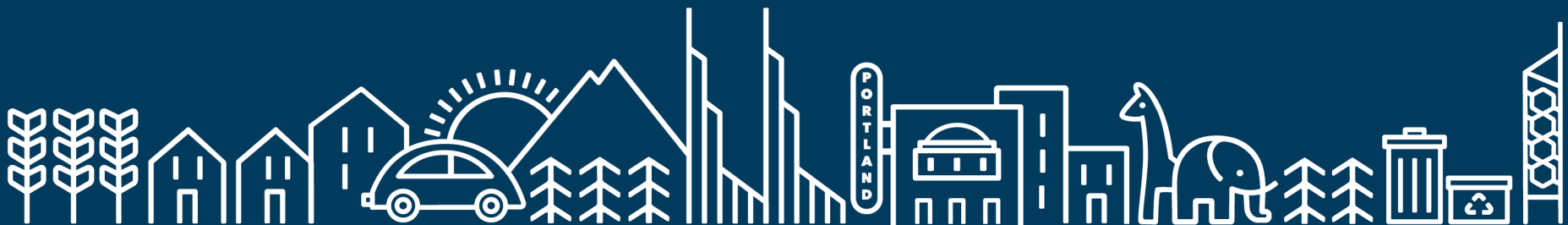
- TWG #2-5
- Transit Provider Workshop
- Survey
- Fact sheets
- Presentations

April: Context & Framework



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

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





# COMMUNITY CONNECTOR TRANSIT STUDY

## Project Milestone Work Plan: Key Activities and Events

### Fall/Late 2024

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

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

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

## Winter/Spring 2025

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

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

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

**Summer 2025**

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

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

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

**Fall/Late 2025**

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

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

Date	Who
<b>Early/Mid-September TBD</b>	<b>Working Group #7: Tools Part 1 &amp; Priorities</b> <ul style="list-style-type: none"> <li>• Priorities</li> <li>• Transit-supportive land use checklist</li> <li>• Introduce approach to parks transit development strategy</li> <li>• Governance preview</li> </ul>
<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>
<b>October 3</b>	<b>Transportation Policy Alternatives Committee (TPAC)</b>
<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>
<b>October 14</b>	<b>Metro Council (work session)</b>
<i>October 15 (tentative)</i>	<i>Clackamas County C-4 subcommittee (policy)</i>
<b>October 15</b>	<b>Metro Technical Advisory Committee (MTAC)</b>
<b>October 16</b>	<b>Joint Policy Advisory Committee on Transportation (JPACT)</b>
<b>October 22</b>	<b>Metro Policy Advisory Committee (MPAC)</b>
<b>Late October TBD</b>	<b>Working Group #8: Tools Part 2 &amp; Recommendations</b> <ul style="list-style-type: none"> <li>• Recommendations</li> <li>• Review draft governance approach</li> <li>• Introduce subarea strategies</li> <li>• Review parks transit development strategy</li> </ul>
<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"> <li>• <u>Deliverables</u> <ul style="list-style-type: none"> <li>○ Prioritization map and technical memo</li> <li>○ Transit-supportive land use plan checklist</li> <li>○ Recommendations list/matrix</li> <li>○ Governance strategy</li> <li>○ Parks development strategy</li> <li>○ Report outline</li> <li>○ Engagement summaries</li> </ul> </li> <li>• <u>Project webpage</u> <ul style="list-style-type: none"> <li>○ Survey: Priority investments</li> <li>○ <i>Fact Sheet #5: Where are first/last mile investments needed most today?</i></li> </ul> </li> <li>• <u>Stakeholder Meetings/Interviews and Focus Groups/Community and Business Events</u> <ul style="list-style-type: none"> <li>○ Are these the right investment priorities for the region?</li> <li>○ Will these priorities help meet our equity, economy and climate goals?</li> <li>○ What should we consider to set us up to implement the Vision?</li> </ul> </li> </ul>

## Winter/Spring 2026

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

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

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



# **PUBLIC ENGAGEMENT PLAN**

**Community Connector Transit Study**

**September 2024**

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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.

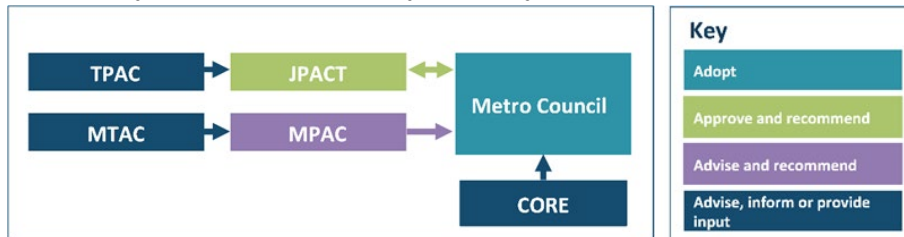
- 6. **Clear Communication:** Ensure that all communications with partners and the community are clear and effective, facilitating collaboration and supporting shared recommendations, including communicating beyond the end of this project to report back to participants how input was incorporated into 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	<p>Agency staff engaged in discussions about transit strategies and their implementation for the Community Connector Transit Study.</p> <ul style="list-style-type: none"> <li>Advise Metro staff on study and task approaches, milestone deliverables and engagement strategies to reflect agency and local expertise in the items brought forward to the Metro advisory committees.</li> <li>Guide the project, provide expert feedback, and act as a sounding board for ideas.</li> </ul> <p>See charter in Attachment A for more detail.</p>
Regional and intercity transit providers	Consult	Workshops in each county at major project milestones; feedback given to staff, advisory committees and Council	Small transit provider staff representing transit agency interests to provide insights on the operations impact of transit policies and services.
Clackamas County's STP	Consult	Meet at major project milestones;	

Group	Level of engagement (i)	Activity and purpose	Representation, roles and responsibilities
		discuss operational challenges and coordination with larger transit networks; feedback given to staff, advisory committees and Council	
County coordinating committees	Consult	Up to 5 meetings anticipated over the course of the project; feedback given to staff, advisory committees and Council	Local agency staff coordinating to address land use and transportation planning issues within their respective county.
TPAC and MTAC	Collaborate	6 meetings each anticipated over the course of the project; feedback given to staff, JPACT and MPAC	Community and business representatives and local agency staff discussing and evaluating land use and transportation policy options and provide technical support to Metro's policy committees JPACT and MPAC, respectively.
JPACT and MPAC	Defer to/Collaborate	5 meetings each anticipated over the course of the project; feedback given to staff and Council	<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"> <li>● Discuss the transit system's impact on local businesses and the economy.</li> <li>● Share insights on how first and last mile services can improve business operations, employee commutes, and customer access.</li> <li>● Work with regional transit providers and stakeholders to ensure that transit</li> </ul>

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

Group	Level of engagement (i)	Activity and purpose	Representation, roles and responsibilities
		<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"> <li>● Share insights on transit needs and accessibility.</li> <li>● Ensure broad participation and input on transit solutions.</li> <li>● Contribute feedback via Metro’s website, social media, and surveys.</li> <li>● Review project updates and respond to promotional materials, ensuring diverse community voices are heard.</li> </ul>

## Community groups and interested parties

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

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

## Communication materials and channels

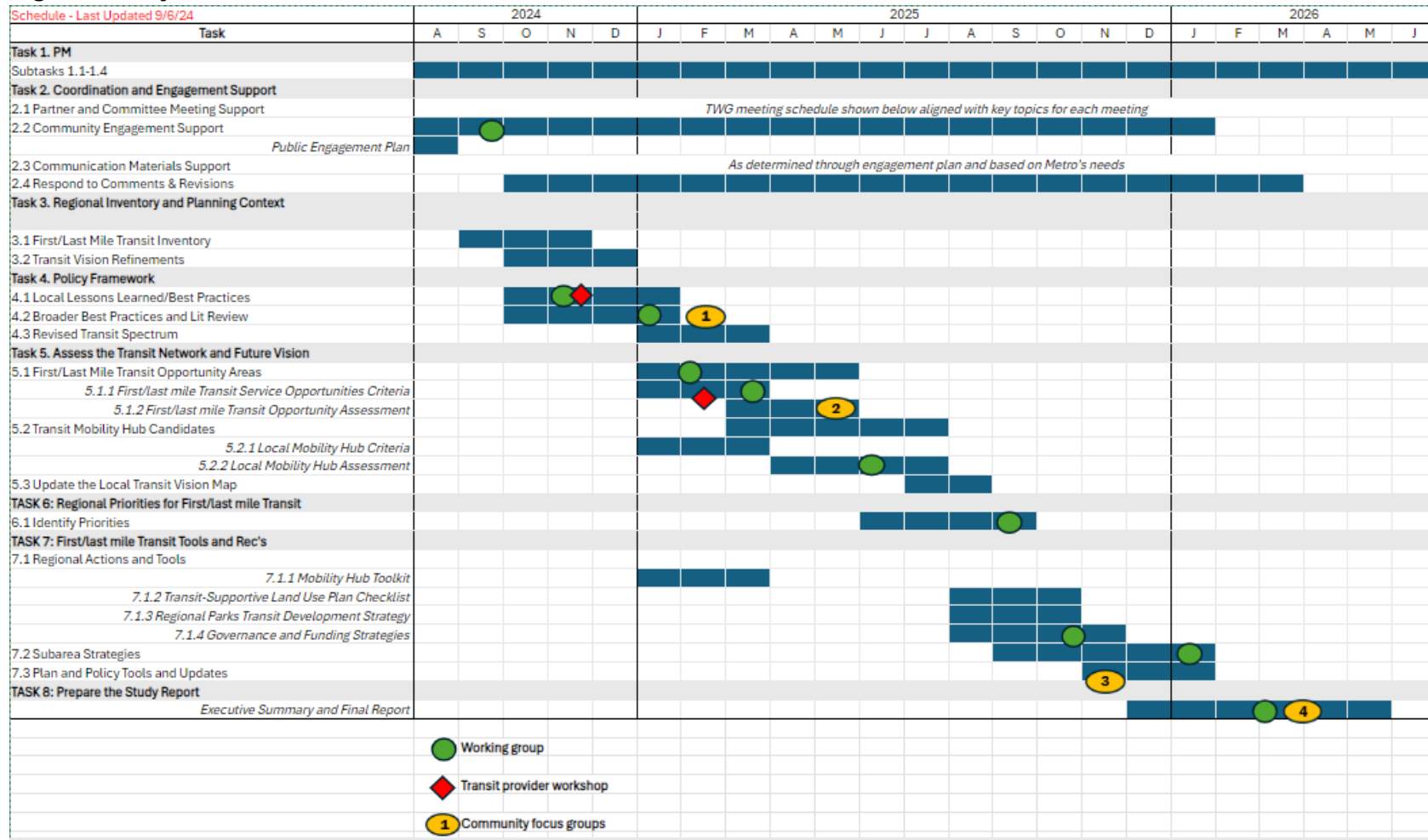
To effectively engage with community members and connect with them where they are, the project will employ a range of communication channels and materials. These will be carefully crafted to ensure broad accessibility and foster meaningful participation. Information will be disseminated virtually and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

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

# Project Timeline

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

**Figure 1. Project Timeline**



**Table 2. Engagement Milestones**

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

## REGIONAL TRANSIT FEEDBACK SUMMARY

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

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

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

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## OVERALL THEMES

These common themes were heard throughout the outreach efforts:

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

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## FEEDBACK RELATED TO CONNECTORS

### Transit Service

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

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

## Transit System

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

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

### **Destinations**

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

## **FEEDBACK RELATED TO MOBILITY HUBS**

### **Function**

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

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

## **Amenities**

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

## **Opportunities**

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

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

## Access

- Safety is important for accessing transit and at the transit stop. Community members indicated that a lack of safe and connected walking and rolling routes to reach transit is a major barrier.
- Create safer pedestrian and cyclist routes and intersections.
  - Increase visibility for all users. Ensure proper lighting.
  - Fill gaps especially near the stop or station.
  - Go beyond paint for bike infrastructure.
  - Improve sidewalks.
  - Provide extra protection for walking and biking in high crash areas. Separate bike lanes and sidewalks from driving lanes.
  - Clear sidewalk obstructions including trash. Some community members expressed concerns about sidewalk obstructions from people experiencing 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).



# Sunrise Corridor Community Visioning

C4 Metro Subcommittee  
October 16, 2024



Clackamas  
County



Happy Valley



Metro



ODOT



# Land Acknowledgement

What we now call Clackamas County is the traditional lands and waterways of the Clackamas, Chinook Bands, Kalapuya, Kathlamet, Molalla, Multnomah, Tualatin, Tumwater, Wasco and many other tribes of the Willamette Valley and Western Oregon. We will never be able to name every tribe that visited or lived upon this land because these communities frequently traveled for trade and other reasons. The Indigenous people lived, traded and navigated along great rivers and tributaries presently named the Clackamas, Molalla, Pudding, Sandy, and Willamette. Many of the original inhabitants of this land died from disease, war and other conflicts. Those that survived these tragedies were forcibly removed and relocated by European settlers and the United States Government because of the land's value. Today, their descendants live on, still carrying on the traditions and cultures of their ancestors.

We honor the Native American people of Clackamas County as a vibrant, foundational and integral part of our community here today. We respectfully acknowledge Wy'east, also known as Mount Hood, and Hyas Tye Tumwater, also known as Willamette Falls, as sacred sites for many Native Americans. We thank those who have connection to this land and serve as stewards, working to ensure our ecosystem stays balanced and healthy.

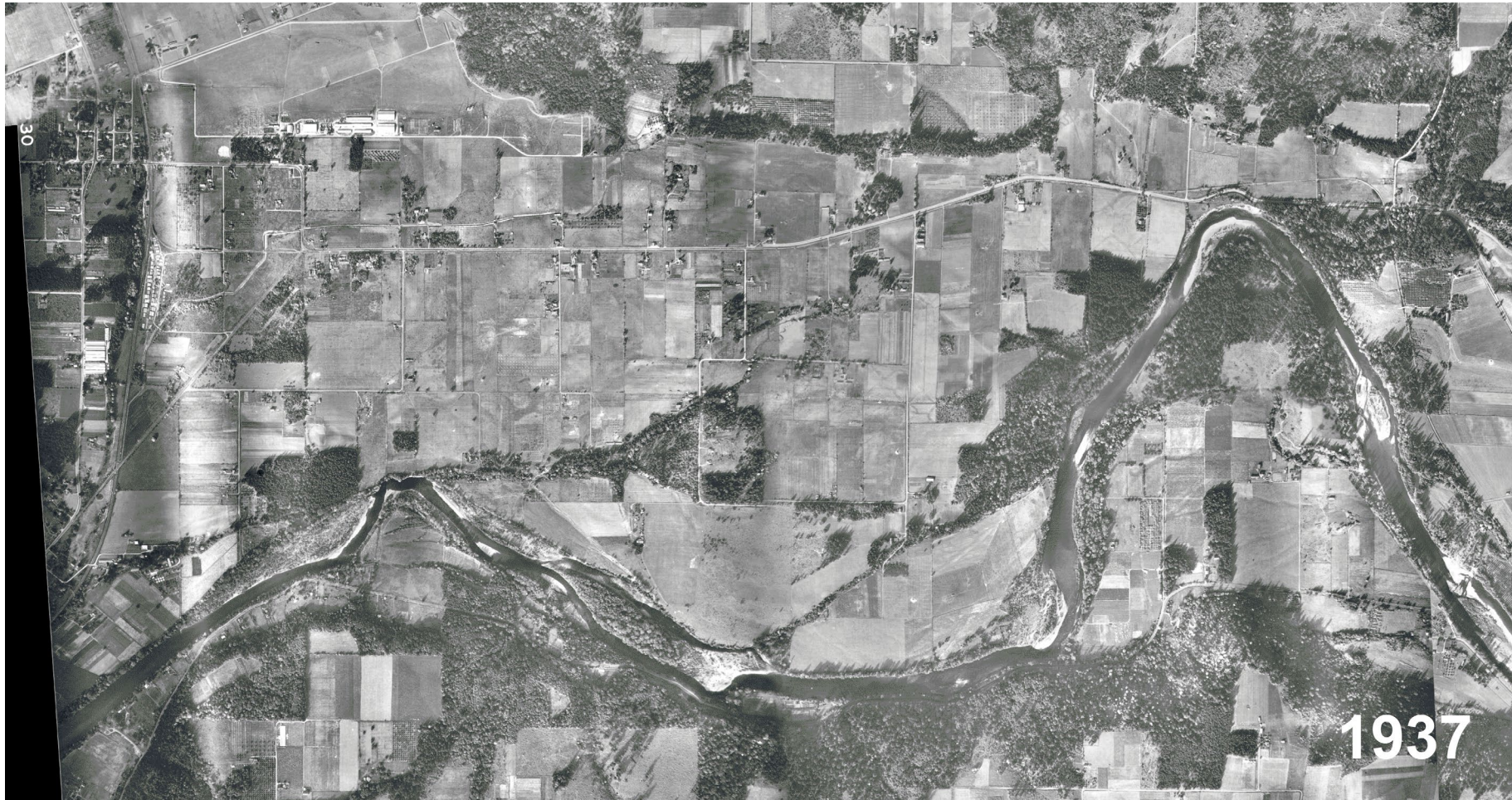
Acknowledging the original people of the land is a simple, powerful practice that demonstrates respect by making indigenous people's history and culture visible. It is also a small step along the path toward reconciliation and repair. Please join us in taking this opportunity to thank and honor the original caretakers of this land.



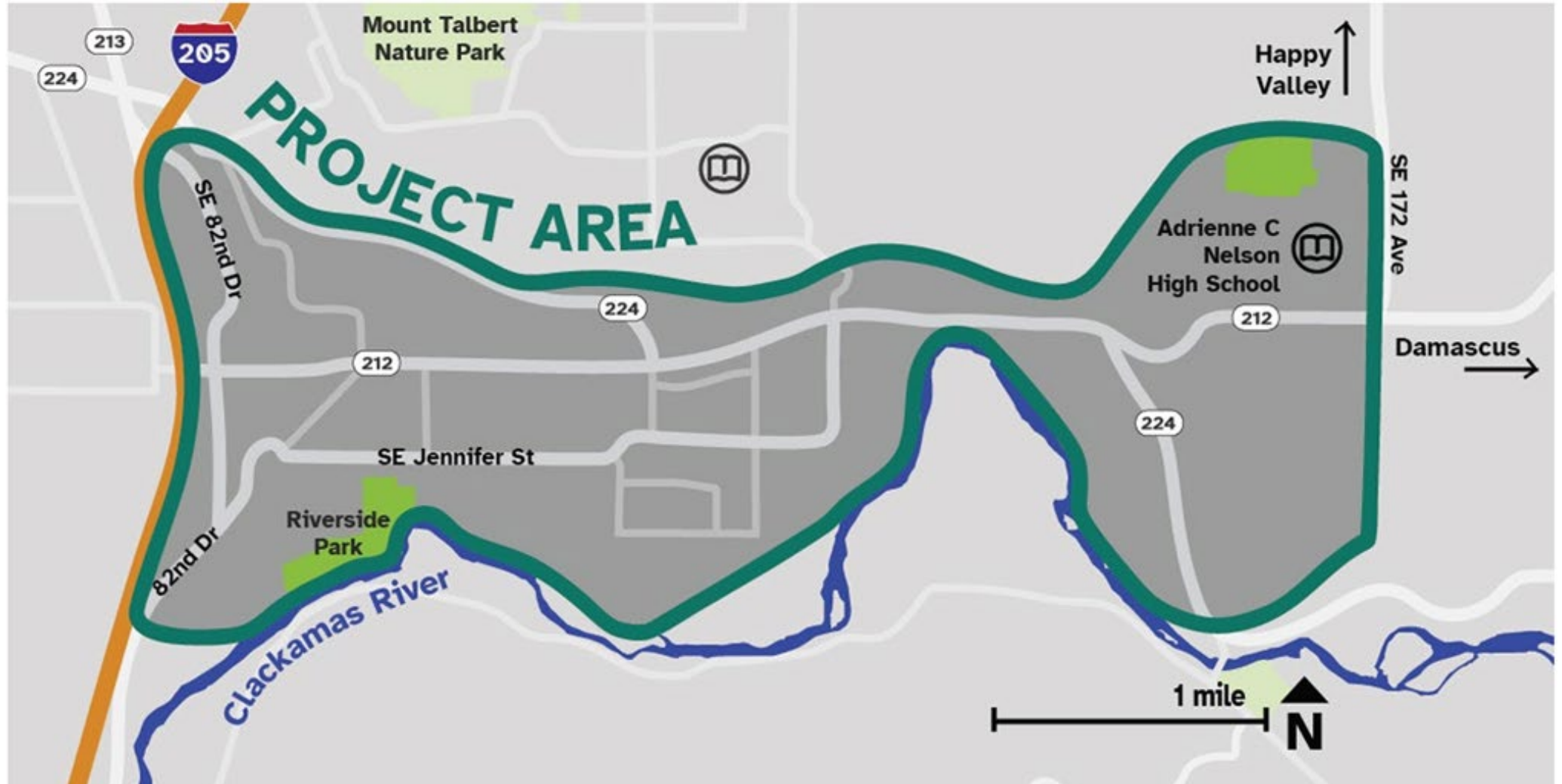
# Welcome & Introductions



# Aerial Timelapse of Sunrise Corridor from 1937-2000



# Sunrise Corridor Community Visioning



## Project Overview

- The Sunrise Corridor Community Visioning effort aims to build meaningful partnerships with people who live, work and visit the area to develop an equitable, community-supported vision for the future of the community.
- Visioning efforts will:
  - Focus on community voices and cultural history, and identify community values
  - Analyze health impacts, economic opportunities, and accessible, safe infrastructure for the area
  - The County is collaborating with the City of Happy Valley, Oregon Department of Transportation, and Metro to build momentum to implement the vision

The Visioning Area includes:



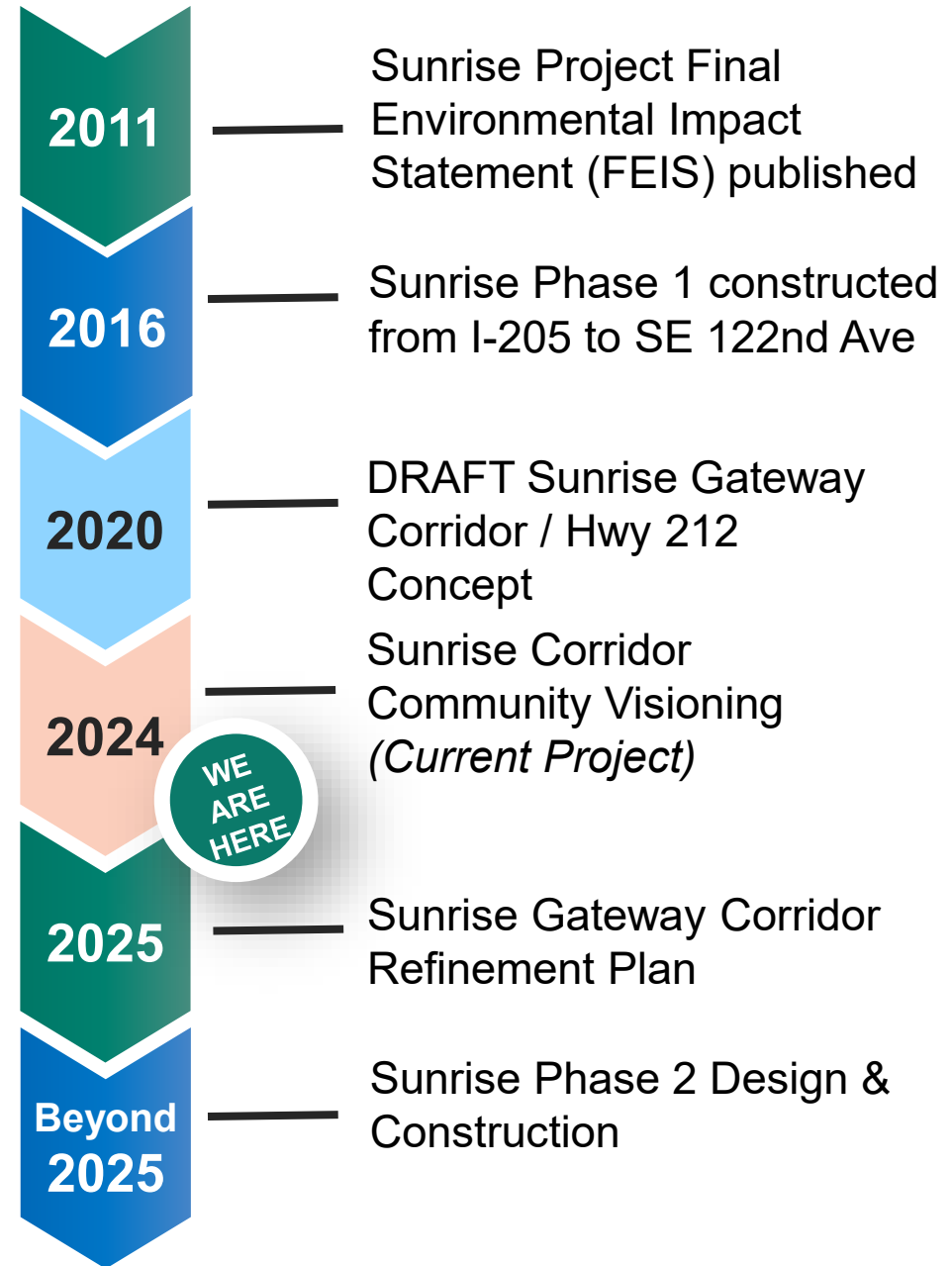
# Sunrise Road Project

The Sunrise Gateway Corridor Concept is an ODOT project that is being developed in partnership with Metro, Clackamas County and the City of Happy Valley.

Clackamas County is leading public engagement on the broader vision, known as the Sunrise Visioning Project, to ensure it meets the needs of those who live, work, recreate, and travel through the Sunrise Corridor.

**Sunrise Corridor Community Visioning project will:**

- **Build** on past Sunrise Gateway Concepts
- **Gather public input** on potential improvements and updates to the design
- **Refine** the concept for all users.



# Partnership and Decision-making



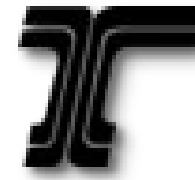
Clackamas  
County



Happy Valley



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The County is committed to collaborating with partners to envision a shared future that aligns with local and regional plans.

## Project Committees

- **Technical Advisory Committee:** Advisory group composed of agency staff who provide guidance and support to technical aspects of the project.
- **Steering Committee:** Cross-cutting group of community members, businesses, public services, and elected officials, who advocate and provide recommendations for the project.
- **Leadership Cohort:** Community advisory group of individuals who live, work, and travel through the project area, and act as liaisons for the project.



# Questions & Answers (project partners)



# Themes



# What we heard from the community

## Regional Mobility

- Address congestion and safety issues along highways 212 and 224.
- Add vehicle lanes and capacity to address traffic flow.
- Create freight specific connections.

## Local Mobility

- Improve multimodal travel options, including sidewalks and bicycle lanes.
- Increase access to roadways and transit.
- Create safe crossings along highway 212.



"We have to get deliveries very early in the morning because of the traffic, and then staff somebody to come in early and usually work overtime to receive those deliveries."  
- Business owner

I live 2 miles from work, and I don't ride my bike because it's terrifying and there's no good route to take."  
- Community member

Top: Participant providing valuable feedback during the open house. Bottom and Right: Leadership Cohort and Steering Committee members providing feedback at a workshop.

# What we heard from the community

One family said that affordability was the main reason they had been at Oak Acres for over ten years. They are concerned that improvements in the area could cause their property taxes to rise.  
– Oak Acres resident

## Public Health and Environment

- Enhance health and well-being for people and wildlife.
- Add features like soccer fields, basketball courts, dog parks, community centers, and large parks for events and river access. Protect local habitats and reduce noise, air, and water pollution.

## Economic Development

- Protect existing businesses and find ways to attract new businesses to the area.
- Improve access to business sites for employees and clients.

## Open Space and Community Identity

- Engage the community and build support for the project.
- Enhance the character in the Sunrise Corridor Community by adding elements such as murals.
- Preserve and create better access to parks and other green spaces.

## Land Use

- Create more harmony between land uses, with a mix of industrial, commercial, and residential zoning.
- Include anti-displacement strategies, with a focus on affordable housing and support of small businesses.



Project staff in conversation with a community members at open house.

# Draft Gateway Corridor Concept

## DRAFT Gateway Concept 122nd Tie-In



The 122nd Tie-in is designed to preserve the long-term diamond interchange footprint and allow phased construction of the ultimate mainline expressway and bridge over the crossroad.

## 135th/142nd/152nd Tie-In



This tie-in allows the consolidation of left-turn access to/from OR 212/224 through the development of a grade-separated overcrossing of the highway and new Sunrise Gateway Corridor and provides a gateway to the industrial site.

## Rock Creek Junction

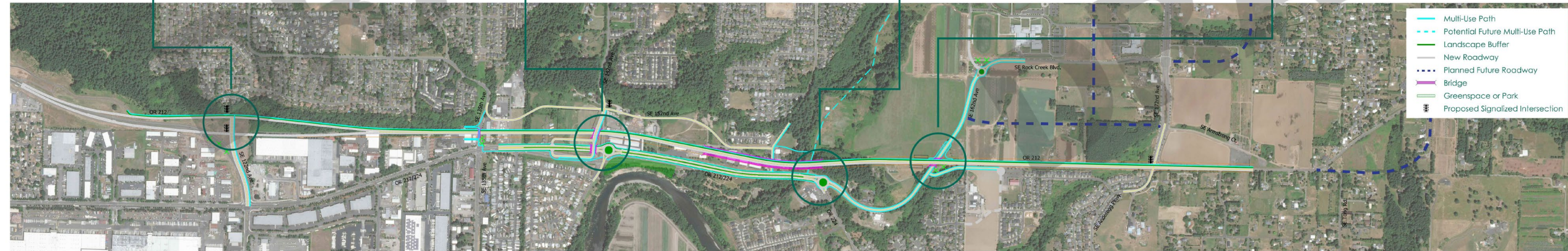


Rock Creek Junction will be converted into multi-lane roundabout to improve safety and provide adequate capacity following the development of the Sunrise Gateway Corridor.

## Rock Creek Junction/ 162nd to 172nd Tie-In



This improvement minimizes right-of-way impacts and provides access to the Rock Creek Employment area via OR212, OR224, and the Sunrise (at 172nd Avenue) corridor.

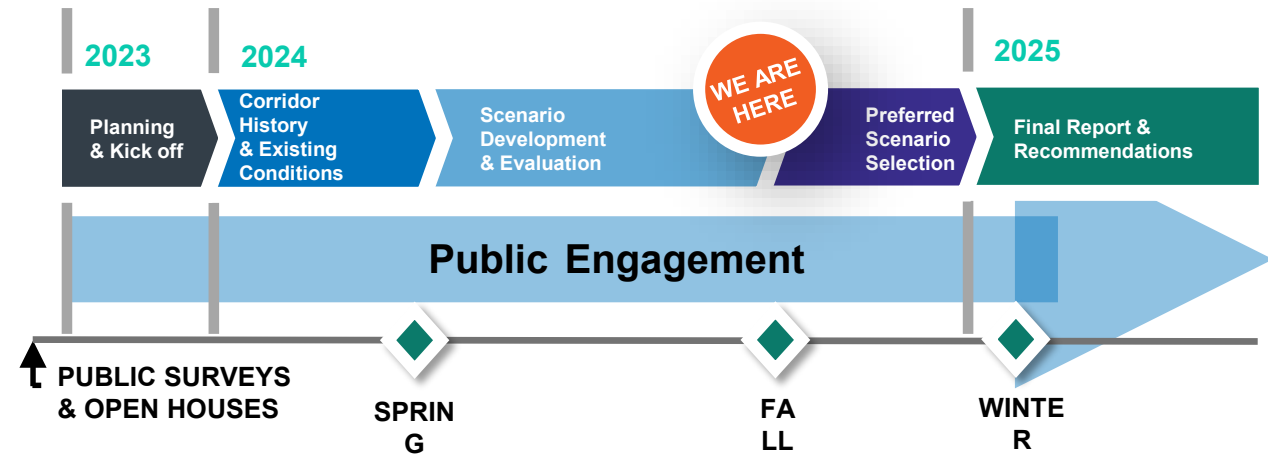


# Questions & Answers



# Next Steps

- Draft action plan for the Sunrise Corridor Community Vision
- Refinement of the Sunrise Gateway Corridor Concept
- Funding plans
- Join us for our next open house in early 2025 to share your feedback on these items.



# Ways to stay involved!

- Take our survey - <https://metroquestsurvey.com/wl6x6o?c=dir>
- Sign up for email updates
- Invite others to learn about the project
- Invite us to present to your organization
- Participate in future events
  
- **Contact us:**
  - Jamie Stasny - [JStasny@clackamas.us](mailto:JStasny@clackamas.us)

Visit the webpage for  
more information

[www.clackamas.us/sunrise](http://www.clackamas.us/sunrise)





# Thank you!

<http://www.clackamas.us/sunrise>

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# Legislative Session Update



## Memorandum

**To:** C4 Metro Subcommittee  
**From:** **Team TPAC, Representing Clackamas County & Clackamas Cities**  
**Re:** October 4 TPAC Highlights  
**Date:** October 7, 2024

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### Overview

Following is a summary of the October TPAC Meeting. Meeting materials can be found [here](#).

### General Updates

- In September, there were 14 traffic deaths in the tri-County area. Two fatalities occurred in Clackamas County, including one person walking and one person driving.
- TPAC recommended a suite of MTIP amendments to JPACT, covering a total of twelve projects, to meet federal project delivery requirements.
- Metro continues to meet its federal funding obligation targets. Satisfying federal funding obligations qualifies the region to share in “redistribution funding”, dollars rescinded from states that did not meet their respective obligation thresholds and redistributed to the areas that met their obligation targets.

### Community Connector Transit Study

During the 2023 Regional Transportation Plan (RTP) Update, concerns were raised about parts of the region that still lack access to the regional transit network. Building on recent transit planning, **the Community Connectors Transit (CCT) Study will explore how smaller-scale vehicles, like shuttles and vans, could expand the network and improve transit in areas with limited transit access.** The CCT Study will result in a regional strategy for enhancing the public transit system with community connectors and identify where to allocate resources for improvements first. The study will also inform updates to the next RTP, which is planned to begin in a few years.

### Regional Transportation Demand Management Strategy

#### What is “Transportation Demand Management”

Transportation Demand Management (TDM) informs and encourages people to use walking, biking, rolling, transit and ride-sharing to maximize the efficiency of the region’s transportation system. Different types of TDM could include commuter transportation benefit programs, Safe Routes to School efforts or tools like tolling.

#### Regional TDM Strategy

- During development of the 2023 RTP, the region identified the need for refined direction to guide TDM coordination and implementation.
- **The 2023 RTP includes new, dedicated TDM policies and updates to the Regional Mobility Policy, which provides guidance for local agencies to integrate TDM into local Transportation System Plans and comprehensive plan amendments. The Regional TDM Strategy will provide an implementation plan to meet the new regional policy direction.**
- Metro will soon share a survey for the Needs Assessment work and assemble a Technical Working Group to start meeting in January. This will support county and city staff to influence the regional strategy and share local successes and lessons learned with Metro.

- A Regional TDM Strategy, and a related RTO Program Strategy Update, will be brought back to TPAC, JPACT & Metro Council for adoption in fall 2025. Implementation will occur directly following adoption with integration of recommendations informing the FY 2027-2029 RTO competitive grant solicitation that will open in January 2026.

## New RFFA Regional Bond – Next Steps and Eligibility Screening Criteria

As part of the adoption of the 2028-2030 Regional Flexible Fund Allocation (RFFA) Program Direction, regional leadership agreed to move forward in the development of a new project bond proposal (also referred to as Step 1A.1). A project nomination period was held from July 26 to September 6 where regional partners had the opportunity to consult with Metro staff and submit a bond nomination form during that time. Ten nominations were received, including two nominations within the county, and one nomination partially within the county. A summary of the bond nominations is available on the [Regional Flexible Fund](#) webpage.

An eligibility screening process is underway for project nominations received. Feedback on proposals is scheduled to be shared with nominators on October 17 and included in comments from the chair at JPACT. Thereafter, qualifying projects will undergo a project evaluation to better understand how proposals advance the bond goals, RTP goals, and an assessment of project delivery. **Evaluation results are tentatively scheduled for presentation at the December TPAC and JPACT meetings.**

**TPAC and JPACT will both be offered the opportunity to comment on project evaluation results and provide input on bond concepts to build bond scenarios for financial analysis.** As the starting place, the bond scenarios will provide different packages and different estimated amounts of funding needed to be drawn forward by fiscal year, in creating the proceeds availability schedule and the debt servicing schedule that remains consistent with the bond principles adopted as part of the 2028-2030 RFFA Program Direction.

## Upcoming Agenda Highlights

NOVEMBER 1 – REGULAR MEETING	DECEMBER 6 – REGULAR MEETING
<ul style="list-style-type: none"> <li>• Freight Study update</li> <li>• TriMet FX Plan Program Update</li> <li>• RFFA Project Bond Eligibility Screening Results Summary and Candidate Project Evaluation Framework</li> </ul>	<ul style="list-style-type: none"> <li>• Summary of RFFA Step 2 Applications Received &amp; Next Steps</li> <li>• RFFA Step 1 Bond Project Evaluation Results, Bond Scenarios Development</li> <li>• Safe Streets for All Update</li> <li>• Climate Smart</li> </ul>

## For More Information, Contact Team TPAC

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**Cc:**

**Subject:**

Metro is inviting applications for the Future Vision Commission. Deadline: Oct. 20

**Date:**

Tuesday, October 1, 2024 4:17:11 PM

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## **Warning: External email. Be cautious opening attachments and links.**

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Hi Folks,

Metro is inviting applications for the [Future Vision commission](#) now through Oct. 20. **We are working to recruit applicants that have a diversity of lived experiences including, identity, employment, ability, culture, etc. Please share widely with your communities and networks.**

The Future Vision Commission will guide the development of an updated [Future Vision](#) for the greater Portland region. The Future Vision is a guidance document that describes a preferred future for the region in 50 years. The Vision will touch on a wide range of topics, from land use, transportation and our economy to housing, climate, nature, arts and culture. The Future Vision is not a policy document, but it will create a foundation of shared regional values to guide Metro's programs, plans and policies in the future.

The Future Vision Commission will bring together a group of people from across the region and beyond that represent a variety of backgrounds, perspectives, jobs and life experience.

The Future Vision Commission (the Commission) will exist for the duration of the Future Vision project. Commission members will be appointed by the [Metro Council](#) through an application process. The Commission's role is to work together, with the support of Metro staff, to recommend a Future Vision to the Metro Council. The Commission's recommendation may be partially or fully adopted by the Metro Council as the Future Vision. Other advisory committees that typically advise the Metro Council will also be involved in developing the Future Vision but will not be on the Commission (e.g., the [Metro Policy Advisory Committee](#)).

The Commission is one way to be involved in the Future Vision Update. We will circle back with you as we start conversations about the broader engagement for this project. **[Visit the Metro website](#) to learn more about the Future Vision Commission and apply.**

Please reach out to Molly Cooney-Mesker ([Molly.Cooney-Mesker@oregonmetro.gov](mailto:Molly.Cooney-Mesker@oregonmetro.gov)) if you have any questions.

Sam Hart (she/her)

MPAC/JPACT Intern  
Metro Council Office  
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Portland, OR 97232-2736  
805-452-6502

## Memorandum

**To:** C4 Metro Subcommittee  
**From:** **Team MTAC, Representing Clackamas County & Clackamas Cities**  
**Re:** September 18, 2024 MTAC Highlights  
**Date:** October 16, 2024

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### Overview

Following is a summary of the September MTAC Meeting. Meeting materials can be found [here](#).

### General Updates

- **Future Vision Update:** the Metro staff is preparing to provide updates on the Future Vision process, focusing on the 2040 growth plan, maps, and scoping efforts. In the meantime, members are encouraged to share recent visioning processes from their communities, which could be relevant to regional planning efforts.
- **Urban Growth Management (UGM) Decision Process:** after MTAC's recommendation to MPAC, MPAC members will be asked to give formal recommendations to Metro Council at MPAC's September 25<sup>th</sup> meeting.
- **Final UGM Decision:** Metro Council must make a decision prior to the end of the year.
- **Action Items for MPAC on September 25<sup>th</sup> Meeting:**
  - Review MTAC's recommendation for the UGM including the Sherwood West UGB expansion.
  - Consider the feedback provided on housing, industrial land protection, and conditions for approval.

### Urban Growth Management Decision: MTAC Recommendation to MPAC

Metro Staff reviewed the timeline and process of recommending an Urban Growth Boundary (UGB) expansion to include the Sherwood West urban reserve. The committee's task was to provide a recommendation to MPAC, with discussions around conditions for approval.

#### Key Conditions of Approval Discussed:

- Establishing a minimum number of housing units.
- Ensuring housing affordability, targeting households earning 120% of Area Median Income (AMI) or below.
- Protecting large industrial sites to foster the region's high-tech sector.
- Emphasizing broad community engagement and tribal consultation in planning processes.

#### Additional Conditions of Approval Discussed:

- Adjusting the slope threshold for buildable employment lands from 10% to 7%.
- Updating the region's long-term vision to align with the 2040 Growth Concept.
- Improving equity assessments in growth management and concept planning for new urban areas.

#### Main Subjects for Committee Discussion:

- **The Planning Process:** Discussion about the extent to which conditions ought to change the Sherwood West plan after the local planning process as well as the feasibility of local jurisdictions to implement conditions.
- **Housing Density:** Members discussed appropriate density levels, with some advocating for a range of 9.2 to 16.4 units per acre to support transit and meet housing needs. Concerns were raised about balancing density with local preferences.
- **Affordability:** Some committee members emphasized the need for affordable housing, while others cautioned against imposing requirements without securing funding or local support.
- **Industrial Land Protection:** The committee highlighted the importance of safeguarding large industrial sites and proposed conditions for maintaining these areas as employment lands.

#### Concept of Breaking the Vote:

Chair Kehe proposed separating the decision into two votes: one on expanding the UGB and the other on recommendations for conditions. The committee ultimately agreed to discuss conditions before voting on the expansion itself.

#### MTAC Discussion on Conditions and Amendments:

- **3,000 Housing Units Minimum:** A proposed amendment to require a minimum of 3,000 units in the expansion area. This amendment failed to pass (18 against, 3 in favor).
- **Industrial Land Designation:** A motion to include a proposed amendment to condition the industrial lands in Sherwood West as Title IV regionally significant areas also failed (17 against, 6 in favor).

#### Final Recommendation:

The committee ultimately voted on the original motion to recommend the UGB expansion for Sherwood West without specific conditions but rather passing along MTAC's discussion. The motion carried with 16 votes in favor, 3 against, and 3 abstentions.

#### Additional Comments and Next Steps:

- **Future Planning Considerations:** Committee members suggested ideas for improving future UGB cycles, including better integration of transit-oriented development and reviewing opportunities for redevelopment of existing urban areas.

- **Economic Perspectives:** Some members highlighted the economic challenges facing the region, emphasizing the importance of balancing growth with economic vitality and industrial job opportunities.
- **Future Task Force Recommendation to MPAC:** Committee members agreed to forward some technical recommendations about conditions to MPAC including the creation of a task force for MPAC’s consideration at their September 25<sup>th</sup> meeting:

*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.*

## Upcoming Agenda Highlights

OCTOBER 16 – MEETING (VIRTUAL)	NOVEMBER 20 – MEETING (VIRTUAL)
<ul style="list-style-type: none"> <li>• Proposed Amendment to Urban Growth Management Functional Plan Title 4 Map for Montgomery Park</li> <li>• Community Connector Transit Study Introduction</li> <li>• Regional Housing Coordination Strategy: Introduction</li> <li>• Metro Cooling Corridors Study – Introduction</li> </ul>	<ul style="list-style-type: none"> <li>• 2040 Vision Update Process</li> <li>• 2023 Regional Transportation Plan Implementation and Local TSP Support Update</li> </ul>
DECEMBER 18 – MEETING (HYBRID)	JANUARY (TBD) – MEETING (TBD)
<ul style="list-style-type: none"> <li>• Urban Growth Management Decision: Follow Up on Process</li> <li>• Safe Streets for All Update</li> </ul>	

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