
Wednesday, April 16, 2025

7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/82228187815?pwd=cSWeEHvFxqXANtCNFFgXAWtSLZlpS.1>

Agenda

7:30 a.m. Welcome & Introductions

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

- Upcoming JPACT Agenda
Presenting: Mayor Joe Buck, Lake Oswego
- Metro Community Connector Study
Presenting: Ally Holmqvist, Metro
- RFFA Public Engagement Strategy
Presenting: Jeff Owen, Clackamas
- TPAC Updates
Presenting: Jeff Owen, Clackamas; Will Farley, Lake Oswego

8:25 a.m. MPAC Updates ([MPAC Materials](#))

- Upcoming MPAC Agenda
Presenting: Mayor Joe Buck, Lake Oswego
- Metro Future Vision Commission
Presenting: Jessica Zdeb and Malu Wilkinson, Metro
- MTAC Updates
Presenting: Jamie Stasny, Clackamas; Laura Terway, Happy Valley

8:50 a.m. Transportation Package Update
Presenting: Trent Wilson, Clackamas

Attachments:

JPACT and MPAC Work Programs	Page 02
Metro Community Connector Study	Page 06
RFFA Public Engagement Strategy	Page 13
Metro Future Vision Commission	Page 16
TPAC & MTAC Updates	Page 25

2025 JPACT Work Program

As of 1/8/25

Items in italics are tentative

<p><u>January 16, 2025- in person</u></p> <ul style="list-style-type: none"> • Comments from the Chair- Regional Rail Study Update (5 min) • Resolution no. 5456 For The Purpose Of Adding Or Amending Nine Projects To The 2024-27 Mtip Including Six New Americans With Disabilities Act Upgrade Projects To Meet Federal Project Delivery Requirements (consent) • Consideration of the 12/19 JPACT Minutes (consent) • JPACT workplan review (Ted Leybold, Metro; Betsy Emery, Metro; 20 min) • Cooling Corridors (Andre' Lightsey-Walker, Metro; 30 min) • RFFA: Draft Scenario Assessment (Grace Cho and Ted Leybold; 30 min) 	<p><u>February 20, 2025- online</u></p> <ul style="list-style-type: none"> • Consideration of January 16 Minutes (consent) • Resolution no. 25-5464 For the Purpose of FFY 2025 Redistribution Funding Awards (consent) • Resolution no. 25-5465 For The Purpose Of Canceling An ODOT Rail Hazards Safety Project And Adding Three New Metro Planning Studies To The 2024-27 MTIP (consent) • RFFA: Revised Scenario Assessment (Grace Cho, Metro, 30 min) • Rose Quarter MTIP discussion (Megan Channel, ODOT 30 min) • 82nd Avenue Transit Project LPA update (Melissa Ashbaugh, 30 min)
<p><u>March 20, 2025- in person</u></p> <ul style="list-style-type: none"> • Resolution no. 25-5473 For The Purpose Of Adding A New ODOT Public Transportation Awarded Project Into The 2024-27 MTIP For Trimet Supporting Elderly And Disabled Persons Transit Needs (Consent) • Consideration of the February 20, 2025 JPACT Minutes (consent) • Resolution no. 25-5463 For The Purpose Of Amending Three Related I-5 Rose Quarter Projects To The 2024-27 Mtip To Add \$250 Million Dollars Of Approved Funding To The Projects (action) • RFAA Step 1A: Scenario packages recommendation for public comment (action) (Grace Cho, Metro) • Federal Surface Transportation Reauthorization regional priorities & T4A Transportation Overview (Beth Osbourne, Transportation for America; Betsy Emery, Metro; 30 min) 	<p><u>April 17, 2025- online</u></p> <ul style="list-style-type: none"> • Unified Planning Work Program (UPW) (action) • State Legislative Update (Anneliese Koehler, Metro; 10 min) • TV Highway LPA Update (Jess Zdeb, Metro; 10 min) • Community Connections Transit Study: Policy Framework and Vision Considerations (Ally Holmqvist, Metro; 20 min) • Comprehensive Climate Action Plan: greenhouse gas inventory and targets (Eliot Rose, Metro; 30 min)

<u>May 15, 2025- in person</u> <ul style="list-style-type: none"> • 82nd Avenue LPA Adoption (action) • Regional Flexible Funds Allocation: Step 2 (Grace Cho, Metro; 30 min) • Federal Surface Transportation Reauthorization regional priorities (draft discussion) • Oregon Transportation Survey (<i>in packet</i>) 	<u>June 12, 2025- online</u> <ul style="list-style-type: none"> • State Legislative Update (Anneliese Koehler, 10 min) • JPACT Trip update • TV Highway LPA adoption (action) (Jess Zdeb, Metro) • Montgomery Park LPA Update (Alex Oreschak, Metro; 20 min) • Federal Surface Transportation Reauthorization regional priorities (draft discussion) • Regional TDM Strategy Update • RFFA Step 1A: Bond discussion (HOLD)
<u>July 17, 2025- in person</u> <ul style="list-style-type: none"> • Annual Transit Budget Updates (comment) • State Legislative Update (Anneliese Koehler, 10 min) • Montgomery Park LPA Adoption (action) • RFFA Step 1A Bond (action) • Federal Surface Transportation Reauthorization regional priorities (action) • US DOT Certification of MPO: Findings (Tom Kloster and Ted Leybold & Federal staff; 40 min) 	<u>August- cancelled</u>
<u>September 18, 2025- online</u> <ul style="list-style-type: none"> • 82nd Avenue Transit project; Possible RTP amendment • TV Highway LPA Discussion • Cooling Corridors • HOLD for Sunrise Acceptance of Action Plan 	<u>October 16, 2025- in person</u> <ul style="list-style-type: none"> • TV Highway (action) • JPACT trip report back • CCT Study: Priorities • HOLD for IBR LUFO
<u>November 20, 2025- online</u>	MPACT- October 25 th <u>December 18, 2025- in person</u> <ul style="list-style-type: none"> • SS4A Annual update •

Holding Tank:

- Better Bus Program update

2025 MPAC Work Plan

Updated 3/6/25

<p><u>January 22, 2025- online</u></p> <ul style="list-style-type: none"> • Consideration of the December 11, 2024 MPAC Meeting Minutes (consent) • MPAC Leadership Action (Commissioner Treece, MPAC Chair; 10 min) • Cooling Corridors (Andre Lightsey-Walker, Metro; 30 min) • Follow up on UGB process (Eryn Kehe, Metro; 30 min) <p>Send by Jan 31st- Annual compliance Report</p>	<p><u>February 26, 2025- online</u></p> <ul style="list-style-type: none"> • Consideration of the January 22, 2025 MPAC Minutes (consent) • MTAC Nominations (consent) • MPAC intro/workplan review (Malu Wilkinson, Metro; 30 min) • 82nd Avenue Transit Plan LPA update (Melissa Ashbaugh; 30 min)
<p><u>March 19, 2025- online</u></p> <ul style="list-style-type: none"> • Consideration of the February 26, 2025 MPAC Minutes (consent) • State Legislative Update (Kyung Park, Metro; (20 minutes) • Supportive Housing Services Funding Update (30 minutes) • Regional Housing Coordination Strategy: scope of work and engagement plan (Emily Lieb and Eryn Kehe, Metro; 45 min) 	<p><u>April 23, 2025- online</u></p> <ul style="list-style-type: none"> • Comprehensive Climate Action Plan: greenhouse gas inventory and targets (Eliot Rose, Metro; 30 min) • Community Connections Transit Study (Ally Holmqvist, 30 min) • TV Highway LPA Update (Jess Zdeb, Metro; 30 min) • Future Vision: Scoping and workplan (Jess Zdeb, Metro; 30 min)
<p><u>May 28, 2025- in person</u></p> <ul style="list-style-type: none"> • State Legislative Update • 82nd Avenue LPA (action) • Regional Housing Coordination Strategy - engagement themes; categories of preliminary list of strategies (Emily Lieb and Eryn Kehe, Metro; 45 min) • Montgomery Park Streetcar LPA update (Alex Oreschak, Metro; 30 min) 	<p><u>June 25, 2025- online</u></p> <ul style="list-style-type: none"> • Montgomery Park Streetcar LPA adoption (action) • TV Highway LPA adoption (action) • Placemaking Grants Update (Dana Lucero, Metro; 30 min) • Cooling Corridors • Future Vision

<u>July 23, 2025- online</u> <ul style="list-style-type: none"> • Montgomery Park Streetcar LPA (action) • CPRG • Future Vision • State Legislative Update • Regional Housing Coordination Strategy - evaluation framework and draft RHCS (Emily Lieb and Eryn Kehe, Metro; 30 min) 	<u>August 27, 2025 cancelled</u>
<u>September 24, 2025- in person</u> <ul style="list-style-type: none"> • Future Vision • Cooling Corridors • Supportive Housing Services Funding Update 	<u>October 22, 2025- online</u> <ul style="list-style-type: none"> • Regional Housing Coordination Strategy - evaluation framework and draft RHCS ((Emily Lieb and Eryn Kehe, Metro; 45 min) • Future Vision
<u>November 19, 2025- online</u> <ul style="list-style-type: none"> • Future Vision • 2040 Grants update 	<u>December 17, 2025- in person</u> <ul style="list-style-type: none"> • Future Vision • Supportive Housing Services Funding Update

Holding Tank:

- Happy Valley downtown development and/or parking requirements
- How cities are responding to housing analysis/production
- How are cities providing affordable housing and other services
- 2040 grant presentations by grant recipients

JPACT Worksheet

Agenda Item Title: Community Connector Transit Study: Policy Framework and Assessment

Presenter: Ted Leybold, Transportation Policy Director, Metro; Ally Holmqvist, Senior Transportation Planner, Metro

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

Purpose/Objective

Provide an update on the Community Connector Transit (CCT) Study to support a discussion that will help shape the role in the regional transit vision for community connectors (improving access to the regional transit network) and mobility hubs (creating comfortable, convenient connections within that network), guide how areas of opportunity are identified for both tools, and influence the approach for engaging community in that work.

Action Requested/Outcome

Staff is seeking JPACT's feedback on: 1) the developing policy framework, 2) the proposed opportunity area and mobility hub assessment methodologies and 3) the planned engagement approach. The study will make recommendations for updates to the Regional Transportation Plan.

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

The CCT Study is being updated in four key phases, ending in Spring 2026 to align with the timeline for the 2028 Regional Transportation Plan update (see Attachment 1). In October, JPACT (and Metro and County advisory committees and regional partners) received an introduction to the study. Staff heard it was important to consider: where people are already trying to travel to work and other places today, understanding the needs of shift workers, incorporating perspectives from more local city staff and leaders, looking at where inter-city providers are part of the equation for mobility hubs and elements for hubs where micromobility doesn't exist today.

Since then, staff has been working with the Transit Working Group (a group of agency partners) to incorporate what was heard from decision-makers, advisory committees, regional stakeholders, and community to create a draft policy framework, develop and begin to implement the approach for re-envisioning the regional community connector transit network, and implement the engagement strategy. This study is leveraging a foundation of work by regional and local partners to explore improved coverage and connection solutions for the local element of our transit vision.

Updating the Local Transit Policy Framework

There are many tools in the transit toolbox for implementing the regional vision to better serve growing communities and achieve regional goals of equity, climate, economy, safety, and mobility in the future. Community connector transit is one of these tools. To understand how to best use this tool, the project team leveraged existing work done to identify needs through regional and local plans (e.g., Washington County Transit Study, Clackamas Transit Development Plan, Forward Together) and community feedback (from the [summary](#) of the past ten years of transit input).

This work led to the development of four key themes that guided regional and national best practices research to explore where and how community connectors have been successful and what elements contributed to that success. In addition to informing future recommendations by the study, this insight gave shape to the role that community connectors can play as part of our regional transit system (see Attachment 2). In addition to facilitating first and last-mile connections to frequent and high-capacity transit to extend the reach of the existing network, community

connectors can provide mobility solutions for: lower-density suburban and exurban areas at the regional edge (including both neighborhoods and community places), industrial and/or shift work jobs, and major recreation sites. In areas where local bus service is planned but does not yet exist today, community connectors can bridge the gap to build ridership for future service.

As we plan for shuttles to link to frequent and high-capacity transit – it will also be important to ensure there is space to facilitate convenient connections and connection points are comfortable. Mobility hubs are places where people can access and make efficiently transfer between different types of transit and transportation options. A forthcoming Mobility Hub Toolkit will provide concepts and guiding principles to encourage cooperative partnership by regional and local agencies to implement mobility hubs together in ways that respond to local character.

Identifying Opportunity Areas Using the Framework

Building from the emerging vision for the role of community connectors, the project team has developed approaches for identifying opportunity sites for both community connectors and mobility hubs to update the regional transit network vision map to include more solutions meeting community needs and contributing to our transportation goals (see Attachment 3).

Identifying community connector opportunity areas involves answering three key questions:

- Where are areas today not served by transit, but where people may need it?
- Within these unserved areas, what locations demonstrate demand for and/or the different transit-supportive ingredients that are part of the recipe for success?
- Within these unserved areas, what do other resources tell us about existing or future markets for community connectors?

The outcome will be a map of opportunity areas in four categories: current opportunities today, temporary opportunities where bus service is envisioned in the future, but connectors can build ridership near-term, and future opportunities that anticipated to build that market in the future.

Identifying potential mobility hub locations involves the following factors (see Attachment 4):

- **Connectivity:** Being well-integrated into the broader transportation network where seamless connections are needed between different types of transit and different modes of transportation.
- **Land use and regional significance:** Aligning with areas planned for higher-density, mixed-use development with strong transit connections, creating ideal conditions for integrating multimodal transportation services and enhancing regional mobility.
- **Equity and community impact:** Serving historically marginalized neighborhoods and reduce transportation barriers for underserved communities and improve connections to key destinations like jobs, healthcare, and education.
- **Transit access:** Enhancing seamless access to and from the regional transit system, including bus, light rail, and other high-capacity modes.

The result will identify regional hubs supporting a mix of transit services (e.g., Beaverton Transit Center), town hubs bridging regional and local travel with vibrant public spaces (e.g., Orenco Station), and local and emerging hubs connecting local travel modes (e.g., Tualatin Park & Ride).

Next Steps

Following community outreach, staff will return to JPACT this fall to discuss the outcomes of both assessments through the lens of regional priorities that will guide study recommendations.

What packet material do you plan to include?

1. CCT Study Workplan (Updated)
2. CCT Best Practices Research Technical Memorandum
3. CCT Opportunity Area Assessment Criteria Technical Memorandum
4. CCT Mobility Hub Evaluation Criteria Presentation



Community Connector Transit Study

April 2025

What are the milestones?

Context & Framework

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

Assessment & Vision

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

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

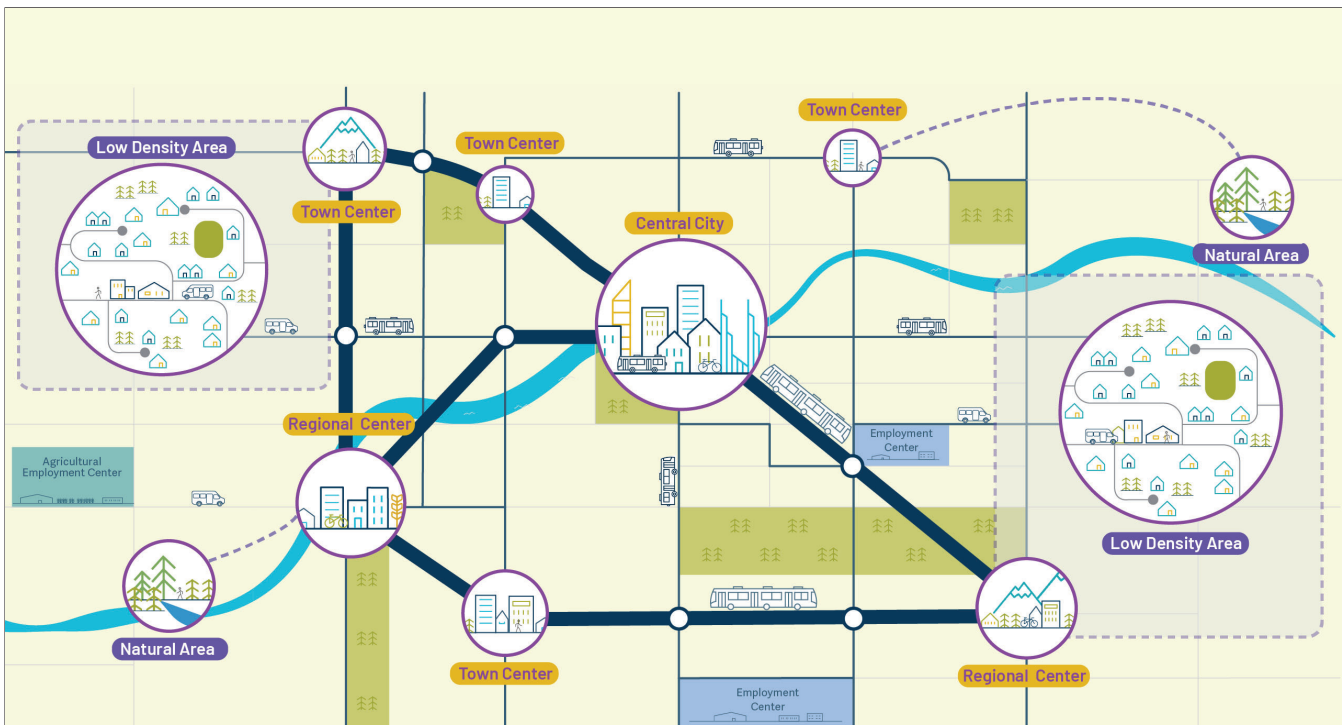
Describe the local transit context, opportunities and vision and outline actions partners can take to support and expand local transit service.



Identifying current gaps and needs

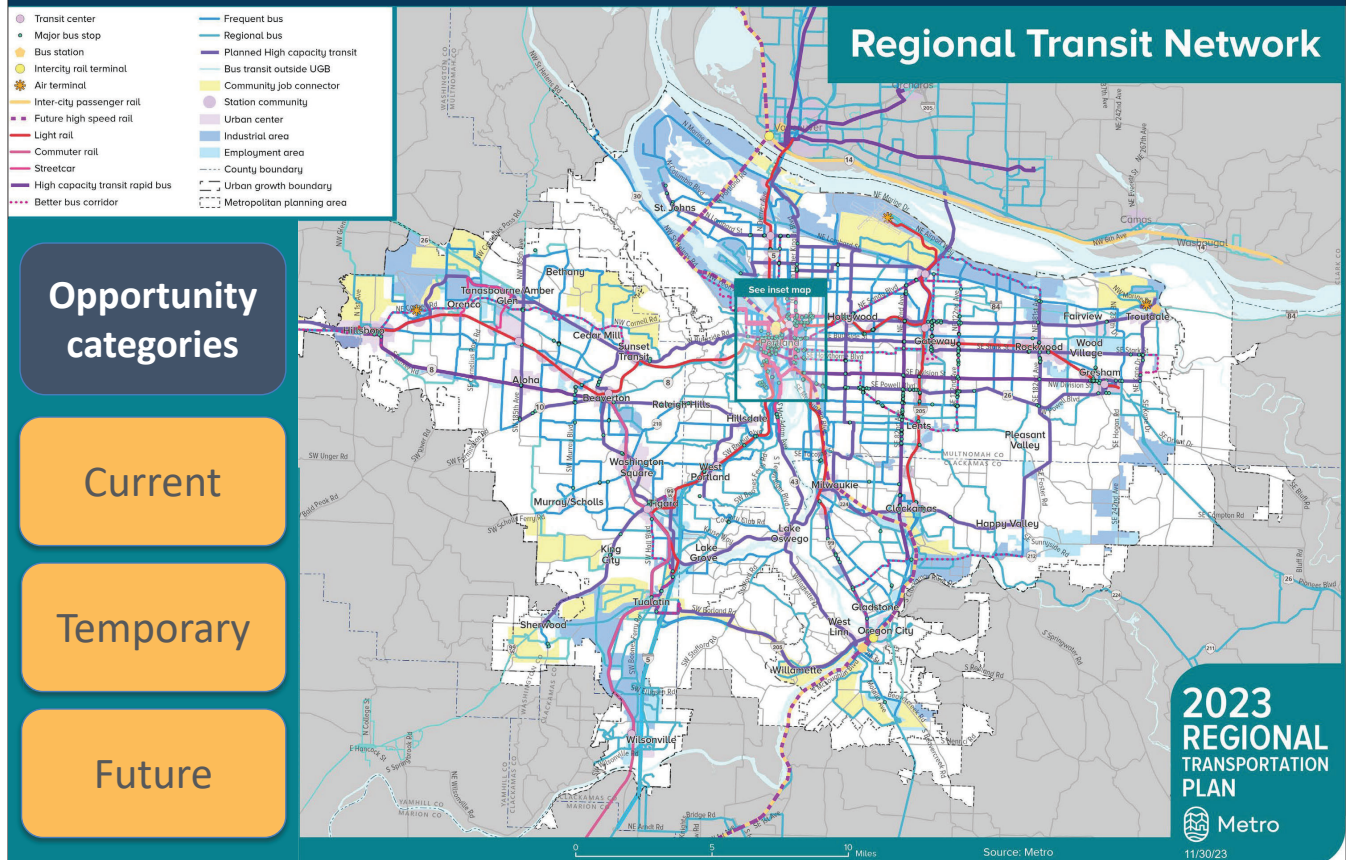


- Mobility in **low density areas** (*neighborhoods, local places*)
- Access to **jobs**
- Access to major **outdoor recreation areas**
- Mobility by time-of-day



Defining its role in meeting our goals

Reconsidering the network vision



Identifying opportunities based in goals

Where are the needs and the gaps?	What gap areas are transit-supportive?	What do other resources tell us about markets?
<i>Mobility, Equity and Climate</i>	<i>Equity, Economy and Safety</i>	<i>Mobility, Equity, Economy and Climate</i>
Distance from transit service Key community destinations Medium-density zoning	Population and land use character Equity Focus Areas Major employer sites	Local and regional plans Partner and community feedback Travel demand

Defining mobility hubs



**MAJOR
HUBS**
Portland Transit
Mall

**REGIONAL
HUBS**
Beaverton Transit
Center

**REGIONAL
HUBS**
Beaverton Transit
Center

**REGIONAL
HUBS**
Beaverton Transit
Center

TOWN HUBS
Orenco Station

LOCAL HUBS
Tualatin Park &
Ride

LOCAL HUBS
Tualatin Park &
Ride

LOCAL HUBS
Tualatin Park &
Ride



The collage features several documents from the Community Connector Transit Study. On the left is the 'Community connector transit study' report cover, which includes a table of contents and a timeline. Next to it is a 'About the tool' section explaining the purpose of the study. To the right is a table titled 'Community connector destinations' listing various locations and their distances. Below the table is a map of the study area. Further right is a photo of a green 'Ride' public transportation vehicle. To the right of the photo is a 'Public Transit 803' report cover. On the far right is a title card for the 'Community Connector Transit Study TWG #3: January 22, 2025'.

Community connector transit study

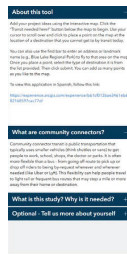
About the tool

Community connector destinations

Destination	Distance (miles)
North end of region	1.0
Midwest	1.2
South end of region	1.0

Public Transit 803

Community Connector Transit Study TWG #3: January 22, 2025



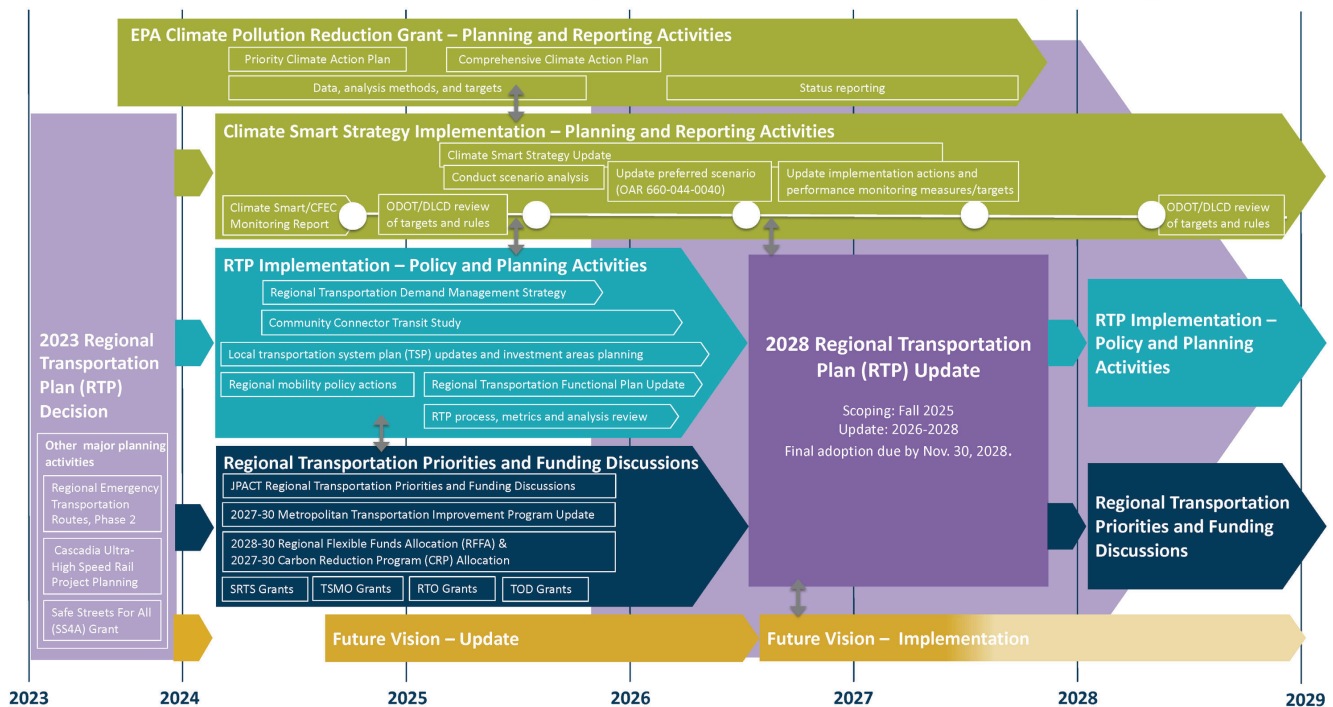
Who?

- Community organizations & members
- Groups: youth, affordable housing, schools, health agencies, parks
- Tribal organizations & members
- Major employer & business chambers
- State, Regional, Local and Transit Agency Partners

How?

- Public Survey
- Event tabling
- Gatherings
- Meeting presentations
- Direct noticing and flyering
- Working group and workshop
- Metro and County committees

2023-28 Coordinated timeline of RTP implementation and climate action planning



RTP implementation actions

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

oregonmetro.gov
/community-connector-transit-study



Regional Flexible Fund Allocation (RFFA)

C4 Public Engagement Strategy | April 16, 2025

Metro has opened a public comment opportunity for transportation projects submitted to the 2028-2030 RFFA Process. Public comments will be accepted through April 30. The framework below outlines key engagement opportunities, survey links, and possible C4 engagement points.

STEP 1.A1 (BOND)

Share input on a bond that would help fund regionally significant transit projects proposed by cities and counties. Decision-makers are considering awarding up to \$88.5m dollars to five proposed projects. Provide feedback through the survey below, hosted by Metro:

[Step 1.A1 survey](#)

C4 NEXUS

C4 submitted a letter on 3/19 urging JPACT to prioritize meaningful investment in the Sunrise Gateway Corridor as part of any proposed bond scenario.

Next Steps:

Clackamas County has prepared a webpage to support public testimony about Sunrise. The webpage includes sample scripts, video testimony ideas, and more.

[Sunrise Testimony Resources](#)

STEP 2

Share what you think about the 24 proposed community transportation projects seeking to invest in trails, sidewalks and roadways. Up to \$42m is available in the competitive Step 2 phase. Comment below:

[Step 2 survey \(English\)](#)

[Step 2 survey \(Spanish\)](#)

C4 NEXUS

Coordinating committees and the City of Portland may submit subregional priorities in early June.

Questions for Consideration

1. Should C4 submit subregional priorities?
2. How would C4 Metro like to be engaged?
Is there a desire to prioritize *projects* or *regional goals*?
3. Is staff support needed from CTAC?

PROVIDE PUBLIC TESTIMONY

Share your thoughts in the presence of decision-makers at the Joint Policy Advisory Committee on Transportation (JPACT) on Thursday, April 17.

[Meeting details](#)

Appendix 1

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation All Applications Ratings Summary Condensed - Corrected Draft

28-30 Regional Flexible Funds Step 2: Construction Applications									
Project Tracker ID	Project	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	70.97	Best	Best	Best	Best	Best	Better	Best
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Ave	60.58	Best	Best	Better	Best	Good	Better	Best
CFP23	NE MLK Jr Blvd Safety and Access to Transit	60.56	Best	Best	Best	Better	Better	Best	Better
CFP16	Beaverton Creek Trail: Merlo Road Improvements	60	Best	Better	Best	Best	Best	Better	Best
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	59.45	Best	Best	Good	Better	Better	Better	Best
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	58.14	Better	Better	Better	Better	Better	Better	Best
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	57.92	Better	Better	Good	Best	Best	Better	Better
CFP12	Gladstone Historic Trolley Trail Bridge Construction	57.8	Better	Best	Better	Best	Better	Better	Best
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	54.62	Better	Better	Good	Better	Best	Better	Better
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements	52.32	Better	Best	Good	Better	Good	Best	Good
CFP26	W Burnside Green Loop Crossing	52.21	Better	Better	Best	Good	Better	Better	Better
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	51.1	Better	Better	Good	Good	Better	Best	Better
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	50.9	Better	Better	Best	Better	Better	Better	Good
CFP6	Westside Trail Segment 1 - King City	47.65	Good	Better	Better	Better	Good	Good	Better
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	47.3	Good	Better	Better	Good	Best	Better	Good
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	45.53	Good	Better	Good	Good	Good	Better	Better
CFP9	Red Electric Trail East of SW Shattuck Rd	44.78	Good	Good	Better	Good	Good	Good	Best
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	44.48	Good	Good	Good	Best	Better	Better	Good
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	44.14	Good	Good	Best	Good	Best	Good	Better

28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications									
Project Tracker ID	Project	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	81.41	Best	Best	Best	Best	Best	Best	N/A
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	54.05	Better	Better	Best	Better	Better	Better	N/A
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	51.88	Better	Better	Better	Better	Better	Better	N/A
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	30.3	Good	Good	Good	Good	Good	Better	N/A
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	27.9	Good	Good	Good	Good	Good	Good	N/A

Clackamas County "Step 2" Projects

Metro RFFA: 28-30 Regional Flexible Funds Step 2 Outcomes Evaluation

Construction	Project Tracker ID	Project	Lead Agency	Total Score	Overall Rating
	CFP12	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	57.8	Better
	CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	52.32	Better
	CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	County	51.1	Better

Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
Best	Better	Best	Better	Better	Best
Best	Good	Better	Good	Best	Good
Better	Good	Good	Better	Best	Better

Risk Rating	Public Comment	Amount Requested
Medium-High	TBD ~May	\$ 8,721,932
Medium	TBD ~May	\$ 12,026,118
Medium-High	TBD ~May	\$ 7,228,290

<i>Subtotal</i>	\$	27,976,340
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Planning and Project Development	CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	54.05	Better
	CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	51.88	Better
	CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	30.3	Good

Better	Best	Better	Better	Better	N/A
Better	Better	Better	Better	Better	N/A
Good	Good	Good	Good	Better	N/A

Low	TBD ~May	\$ 2,707,217
Low	TBD ~May	\$ 3,832,341
Low-Medium	TBD ~May	\$ 983,000

<i>Subtotal</i>	\$	7,522,558
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Total Requested from within Clackamas County \$ 35,498,898

Total requested into the program regionwide \$ 140,000,000

Amount that is anticipated this cycle/up to \$ 42,000,000

Renewing our Future Vision: *C4 Metro Subcommittee*

April 16, 2025



1

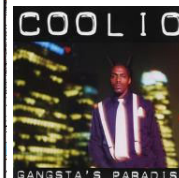
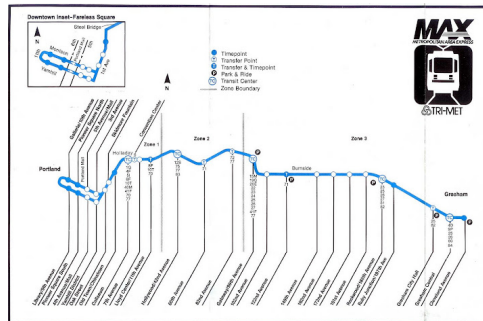
Where were we in 1995?



Reuters/Jeff Vinnick, via The Atlantic



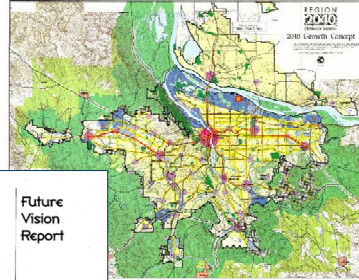
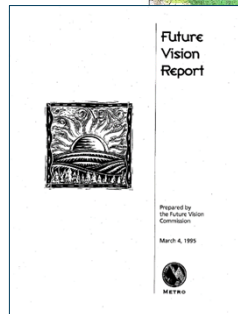
David Ake / AFP / Getty Images, via cbs.com



1

2

Visioning in 1995



Hillsdale - Mixed-use developments, pedestrian traffic improvements and new neighborhood businesses are transforming a '50s-style strip into a walkable, livable town center.



3

Why update the vision?

- While many values remain similar, some 1995 language and strategies are out of step with current regional priorities
- Current vision has little to say about climate change and racial equity, key regional issues and Metro values
- Opportunity to reflect Metro's current responsibilities and more closely tie policies and plans to a vision

4

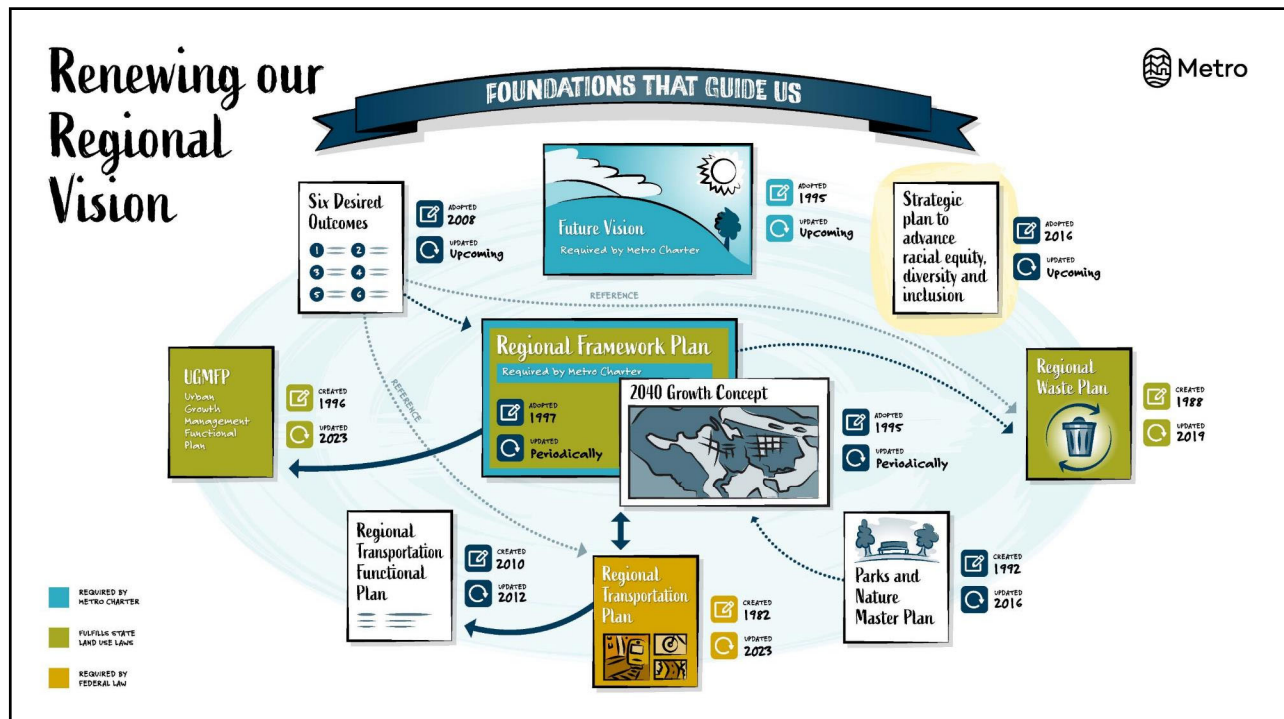
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2

Charter context: Future Vision

- “The Future Vision is a **long-term, visionary outlook** for at least a 50-year period.”
- “The Future Vision is **not a regulatory document.**”
- “The Council shall **appoint a commission** to develop and recommend” a Future Vision

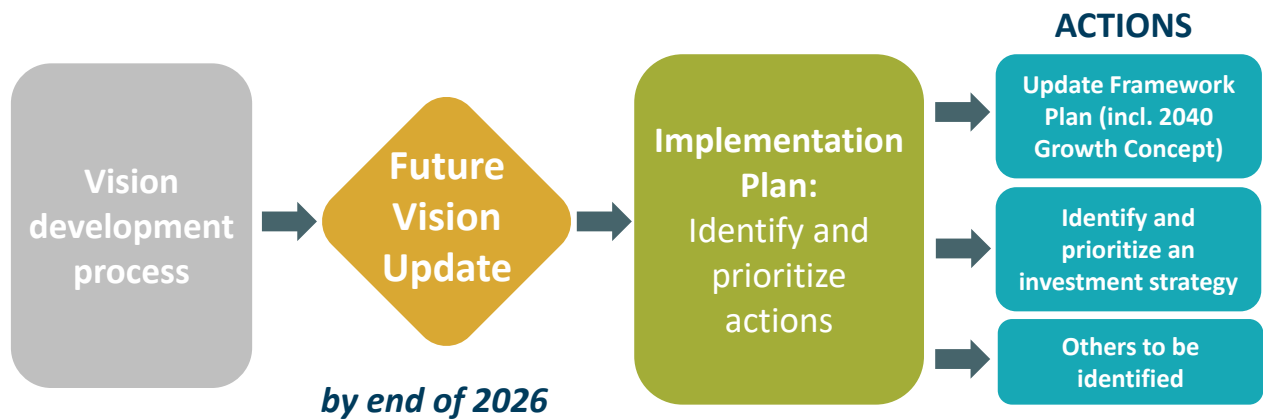
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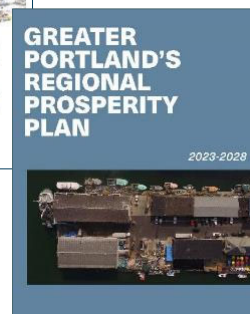
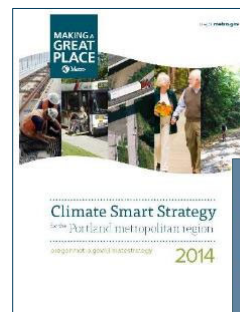
Project process outline



7

Coordination with other efforts

- Within Metro, examples
 - Regional Housing Coordination Strategy
 - Cooling corridors study
 - Climate Smart Strategy update
- Other partners, examples
 - Comprehensive Economic Development Strategy (CEDS) update
 - Portland Central City Plan update
 - Forest Grove Community Vision



4

8

Future Vision Commission

- “The Council shall **appoint a commission** to develop and recommend” a Future Vision
- Membership requirements
 - Public and private sectors, including academic community
 - At least one member from outside the “Metro Area”

9

Commission charge

Recommend a Future Vision to Council

Seek relevant information and “consider all relevant information and public comment”

Meet in person, monthly for 18 months

10



Future
Vision
Report

Prepared by
the Future Vision
Commission

March 4, 1995



5

10

Commission composition

4 elected officials: 1 each from
Clackamas, Multnomah, Washington and
Clark Counties

2 members per Metro Council district

1 non-voting Metro Councilor as Chair

Tribal members based on interest and
ability to participate

Additional members to round out
interests/experiences needing
representation

11



11

Possible Vision topics



**Creativity and
innovation,**
including arts and
culture



**Economic
prosperity**
including sports
and sports tourism,
workforce
development



**Climate
resiliency,** energy
and resources



Thriving places,
land use,
transportation,
and housing



Racial equity

12

12

Council guidance: project outcomes

- An opportunity to incite excitement and dreaming about our region's potential
- Aspirational vision and supported by an actionable implementation plan
- Better reflect Metro's purview today
- Work must encompass and reflect the whole region, recognizing the current place/role of suburbs
- Reflect the unique attributes of the Portland region

13

Council guidance: project process

- Convene extensive community engagement, including the business community and those left out of the 1995 process
- Embody regional coordination
- Provide a basis to open difficult conversations and grapple with tough questions
- Empower the youth voice
- Consider relevant trends, e.g., demographic change, rapid advancement of technology

14

7

Engagement approaches



15

Venues for coordination

- MPAC and MTAC
- Councilor quarterly check-ins
- As-requested presentations
- Additional staff-level venues/opportunities tbd

16



16

Questions?

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17

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18

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Memorandum

To: C4 Metro Subcommittee
From: Team TPAC, Representing Clackamas County & Clackamas Cities
Re: TPAC Highlights from April 4, 2025
Date: April 4, 2025

Overview

Following is a summary of the April TPAC Meeting and a look ahead into future meetings. April meeting materials can be found [here](#).

General Updates & Committee Updates from around the Region

- **Fatal Crash Update:** According to recent data available, Metro shared that there were approximately eleven traffic deaths from the beginning of March until April 2 across Clackamas, Multnomah, and Washington counties. Of this total, two people died while walking, five while operating a motor vehicle, three as passengers in a motor vehicle, and one while operating a motorcycle. Four fatalities occurred in Clackamas County. Metro continues their commitment to a safe systems approach, advocating for safe streets, speeds, and people. Some of the actions regional partners are taking for safer streets include:
 - **ODOT:**
 - ODOT is installing rectangular rapid flashing beacons with safety and accessibility upgrades at three high-priority sites in Portland, Aloha, and Tigard, with construction currently underway. More information can be found at these links: [Project 1](#), [Project 2](#), and [Project 3](#).
 - ODOT is installing new real-time advisory speed signs on I-5 between the Ross Island Bridge and Terwilliger Boulevard to reduce crash risk. More information can be found [here](#).
 - ODOT has awarded a \$23.3 million contract for OR-224 upgrades in Milwaukie, starting in spring 2025, to include pavement resurfacing, ADA improvements, and a new safer bike/pedestrian crossing at Monroe Street, aligned with the city's Greenway Plan. More information can be found [here](#).
 - **PBOT:** the City of Portland has activated new flashing beacons and high-visibility crosswalks at NE Beech and SE Ash on 82nd Avenue, part of a \$1.7 million project to improve safety on this high-injury corridor ahead of permanent upgrades this spring. More information can be found [here](#).
 - **Portland Police Bureau:** During St. Patrick's Day weekend, the Portland Police Bureau and partners conducted a four-day high-visibility enforcement operation through MATEC—making 1,213 stops, issuing 730 citations, and arresting 85 individuals (including 58 impaired drivers)—focusing on SOLID priorities as part of ongoing Vision Zero efforts. More information can be found [here](#).
 - **USDOT:** the latest round of Safe Streets for All (SS4A) funding is offering \$982 million in grants for planning and implementation projects, with applications due June 26, 2025. More information can be found [here](#).
 - **PSU:** the Transportation Research Center has launched a new pedestrian data dashboard in the BikePed Portal that uses push-button data from traffic signals across Oregon to estimate pedestrian volumes. More information can be found [here](#).

- Transit Minute: According to the data available for the month of February, Metro reported that ridership was just under 5.5 million rides, slightly lower than the previous year. Metro also provided the following updates on transit ridership and improvements:
 - C-TRAN's Partnership with Aira: C-TRAN launched a partnership with Aira, offering real-time remote visual interpretation services for riders who are blind or have low vision.
 - TriMet's Fare Equipment Upgrades: TriMet began replacing older fare equipment with modern fare machines and updated fare boxes on buses, aiming to improve rider experience.
 - Better Bus Program Tools: new planning tools were introduced through the Better Bus Program, including a delay map identifying congested transit segments and a toolkit of strategies to improve speed and reliability.
- Sunrise Corridor Community Visioning Update: the final Steering Committee meeting for the Sunrise Corridor Community visioning project was held on Wednesday, April 2, where unanimous support was given to the Vision Action Plan. The Clackamas County Board of Commissioners is scheduled to review the plan on April 29, followed by consideration of the Happy Valley City Council on May 6. A key next step is the formation of a community-led coalition to support NEPA reevaluation and future project development. The project remains a regional priority and is linked to the current Regional Flexible Fund Allocation (RFFA) Step 1 process.
- 2028-30 RFFA Public Comment Period: Metro announced that public comment for the 2028-30 RFFA process is open until April 30 and encouraged participation in the survey for [Step 1](#) and [Step 2](#), respectively. Additional information and resources (in multiple languages) are available on [Metro's RFFA website](#). Only virtual public testimony is available for members of the public on Thursday, April 17, during the Joint Policy Advisory Committee on Transportation (JPACT) meeting at Metro Regional Center. The JPACT meeting begins at 7:30 am and public testimony participants will be signed up on a first-come-first served basis. If there are more sign-ups for public testimony than time allows for the April 17 JPACT meeting, then Metro will continue the public testimony opportunity at the following (May 15) JPACT meeting.
- 2028-30 RFFA Step 2 Technical Evaluation: Metro staff provided draft results of the RFFA Step 2 technical evaluations, which assessed how proposed projects aligned with regional goals and their potential delivery risks. The public comment period on these evaluations is open until April 30.
- Climate-Friendly and Equitable Communities (CFEC) Survey: Metro reminded and encouraged local jurisdictions to complete Metro's [CFEC survey by April 18](#). The report will summarize local planning actions from 2024 related to climate and equity mandates.
- Draft Unified Planning Work Program (UPWP) Recommendation to JPACT: TPAC voted unanimously to recommend the Draft UPWP to JPACT. The recommendation follows minor revisions to align terminology with recent federal executive orders; these edits did not alter project scopes but ensured compliance with current guidance. The expedited adoption schedule will allow for timely federal review and continued planning funds, starting July 1.
- Oregon DEQ: there is an update on proposed amendments to Oregon's Clean Truck Rules. These amendments aim to align with recent changes by the California Air Resources Board. More information can be found [here](#).
- Minutes Approved: The March 7 TPAC minutes were approved with no changes.
- MTIP Amendments Summary: TPAC recommended JPACT approval of MTIP Resolution 25-5481 for the purpose of amending or adding three projects: adding one new ADA construction upgrade project, amending one existing ODOT PTD project, and canceling one ODOT PD project. TPAC also recommended JPACT approval of MTIP Resolution 25-5481 unanimously, with zero abstentions. The following summarizes each project in the MTIP bundle:

- Portland Metro Area 2024-2027 Curb Ramps, Phase 6: (Key 23763, New Project) Construct ADA curb and ramp required upgrades at various locations. ODOT is the lead agency; the OTC approved \$15,350,000 funding; the source of funding for this project is State GARVEE Bonds.
- Oregon Transportation Network TriMet FFY27: (Key 23763, Existing Project) Transit award to TriMet supporting elderly and disabled persons' transit needs. The lead agency for this project is ODOT PTD (for TriMet) and the OTC approved an increase of \$945,307 in funding for this project.
- Enhanced Mobility E&D (5310) Tri County Area FY25: (Key 23015, Existing Project) Cancel 5310 programmed project as a duplicate in MTIP. The lead agency for this project is ODOT PTD (for TriMet); the OTC canceled \$4,968,103 in funding for this project.

Community Connector Transit Study: Policy Framework

Overview

Metro staff presented a policy framework for the Community Connector Transit Study that will guide how the region identifies and supports community connectors and transit hubs. The presentation gathered feedback on the draft framework and evaluation criteria before Metro finalizes the assessment of potential opportunity areas. This project stems from implementation action in the 2023 Regional Transportation Plan (RTP) and is designed to support transit access and connectivity in parts of the region that could be better served by transit services. The presentation clarified the roles of community connectors (such as shuttles, circulators, and demand-responsive services) within the larger regional transit vision, and how mobility hubs can serve as transfer points between different modes. The study is intended to build alignment across jurisdictions and agencies, provide consistent criteria for evaluating future service opportunities, and prepare a policy foundation for long-term investment strategies, including integration into the 2026 RTP update.

Committee Discussion Themes and Highlights

- Committee members emphasized the importance of integrating community feedback into the development of opportunity area and mobility hub criteria.
- The group discussed aligning the study's outcomes with existing regional transportation plans and priorities.
- TPAC considered the need for equitable access to transit services, particularly for underserved communities.
- Members highlighted the potential challenges in implementing the proposed criteria and assessment approaches.

Next Steps:

- Metro will incorporate TPAC's feedback into the policy framework and criteria development.
- The project will continue stakeholder engagement to refine opportunity area and mobility hub assessments.
- The Community Connector Transit Study will be presented at upcoming regional committees, including the East Multnomah County Transportation Committee and Clackamas County Coordinating Committee.

2027-2030 MTIP Performance Measures, Approach, and Methods

Metro Staff presented the performance measures and evaluation methods that will be used to assess the 2027-2030 Metropolitan Transportation Improvement Program (MTIP) for consistency with the 2023 RTP and federal targets. The analysis will use tools such as the regional travel demand model, MOVES emissions modeling, and geographic information systems (GIS). TPAC members were invited to provide feedback on the approach and suggest any additional analyses that would be useful.

Discussion Highlights

- One committee member asked how much of the evaluation work goes beyond federal requirements and raised interest about the sensitivity of the MOVES emissions tool for project-level analysis. Metro clarified that the base evaluation satisfies federal mandates, while the proposed climate lens offers added value aligned with state and regional goals.
- Committee members requested clarification on the next opportunities for TPAC engagement and emphasized the importance of continued check-ins before the draft MTIP release.

Next Steps

- Metro will finalize project allocations in the summer of 2025.
- Performance evaluation will be conducted in fall 2025, using the outlined tools and assumptions.
- TPAC will receive draft MTIP and evaluation summary in January 2026, prior to public comment.
- Metro offered to return to TPAC later in 2025 to provide a progress update as the evaluation work continues.

Highway Transit and Safety Project

Metro staff presented an update on the Tualatin Valley (TV) Highway Transit and Safety Project, which proposes upgrading TriMet's Line 57 to Frequent Express (FX) bus rapid transit service between Beaverton and Forest Grove. The project aims to address critical safety issues and to improve transit access, reliability, and amenities for the corridor's over 6,000 daily riders. The presentation outlined components of the Locally Preferred Alternative (LPA), including 41 station pairs, pedestrian safety upgrades, and zero-emission buses. Staff also detailed the project's funding strategy and timeline and confirmed that the project team is coordinating with corridor cities, Washington County, and community-based organizations to advance the design and secure development-phase funding.

Next Steps

- Metro and TriMet will continue seeking formal LPA endorsements from corridor jurisdictions ahead of upcoming presentations to TPAC (June), JPACT, and Metro Council.
- A RTP amendment will follow LPA endorsement.
- TriMet will lead the design phase from 2024 to 2027; revenue service is expected to begin in 2030.
- Key funding commitments are anticipated in summer 2025 and summer of 2026.
- April 2025 – TPAC votes, then JPACT and Metro Council adopt in a single round for expedited approval.
- June 30, 2025 – final federal approval deadline.

Upcoming Agenda Highlights

APRIL 9 – WORKSHOP	MAY 2
<ul style="list-style-type: none"> Regional Transportation Demand Management Strategy Update 	<ul style="list-style-type: none"> MTIP Formal Amendment 25-XXXX Recommendation to JPACT Draft FY 2025-26 UPWP Recommendation to JPACT Community Connector Transit Study: Policy Framework TIP Performance Evaluation TV Highway Transit Project
JUNE 6	JUNE 11 – WORKSHOP
<ul style="list-style-type: none"> MTIP Formal Amendment 25-XXXX Recommendation to JPACT 2028-30 Regional Flexible Fund Step 1A.1 – Public Comment Considerations and Overview of Draft Bond Legislation 2028-30 Regional Flexible Fund Step 2 – Allocation Package Options TV Highway LPA Recommendation 	<ul style="list-style-type: none"> Regional Emergency Transportation Routes Phase 2: Tiering Methodology 2027-30 MTIP Performance Measures Follow-Up and Milestone Timeline

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Memorandum

To: C4 Metro Subcommittee

From: **Team MTAC, Representing Clackamas County & Clackamas Cities**

Re: March 19, 2025 MTAC Highlights

Date: March 20, 2025

Overview

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

General Updates

- Metro's Regional Barometer and Survey: MTAC received an update on Metro's ongoing efforts to track key indicators through the [Regional Barometer](#). This tool provides data on housing, transportation, employment, and environmental trends. Metro encouraged committee members to participate in the [Regional Barometer Survey](#), designed to gather feedback on how well the tool serves local governments and agencies.
- Updates from Committee Members around the Region:
 - Several jurisdictions announced upcoming Transportation System Plan (TSP) updates, with ongoing work in Beaverton, Gresham, Sherwood, and Tigard. Members noted that local planning efforts are in alignment with new state and regional policies on climate and equitable communities.
 - ODOT: the [Transportation Growth Management Program is accepting pre-applications](#) for the 2025 cycle, with submissions due by the end of March.
 - Portland Public Schools: there is an upcoming [bond measure](#) on the May ballot supporting building modernization and construction efforts.
- Approval of February MTAC Meeting Minutes: minutes were approved with no opposition and one abstention.

TV Highway Transit Project Update

Metro and TriMet provided an update on the planning and design process for the TV Highway Transit Project, which aims to improve transit service along the 16.2-mile corridor spanning Beaverton, Hillsboro, Cornelius, and Forest Grove. The project team summarized collaboration with local agencies, jurisdictions, and community-based organizations to refine the project's locally preferred alternative (LPA). The preferred transit mode is Frequent Express (FX) Bus Rapid Transit, featuring 41 station pairs and key transit hubs at Beaverton and Hillsboro Transit Centers. The presentation covered anticipated project benefits, including enhanced pedestrian safety, improved bus reliability through transit signal priority, and increased service frequency to every 12 minutes. The team also outlined the funding

strategy, which includes a mix of federal, state, and local contributions to reach the \$300 million project cost.

Discussion Highlights & Next Steps:

- MTAC discussed the impact of station placement and pedestrian access, particularly in unincorporated areas.
- Questions were raised about potential budget constraints and the ability to secure the full federal match.
- There was discussion about alignment with other transit investments and future expansion opportunities.
- The project team will seek approval of the LPA from various governing bodies and continue engagement with local jurisdictions to secure funding commitments.
- Next Steps: TriMet plans to issue an RFP for design work in mid-April 2025.

Regional Housing Coordination Strategy: Scope of Work and Engagement Plan

Metro staff presented an in-depth overview of the Regional Housing Coordination Strategy (RHCS), a six-year action plan designed to support housing production and accessibility across the region. The strategy is Metro's response to state-mandated housing production requirements and aims to identify opportunities for regional collaboration, best practices, and policy alignment across jurisdictions. The discussion highlighted the scope of Metro's role, emphasizing that the agency will not impose regulations but will serve as a convener and facilitator to address shared housing challenges. Metro staff detailed planned engagement activities, including a work group comprising planners, housing officials, and community advocates. The RHCS will focus on removing barriers to housing development, streamlining permitting processes, and identifying potential funding mechanisms to support affordable and middle-income housing. There was also discussion about the ongoing housing equity efforts, particularly in mitigating displacement risks for vulnerable communities.

Discussion Highlights & Next Steps:

- MTAC members discussed the need for regional coordination on zoning, permitting efficiencies, and infrastructure funding to accelerate housing production.
- There was strong interest in best practice research from other metropolitan regions, both nationally and internationally.
- Committee members discussed the challenges of middle-income housing development, which often falls between market-rate and subsidized housing.
- Metro will continue refining the strategy with input from the implementers' work group and will convene additional focus groups with housing developers and service providers.
- Next Steps: Metro will present a draft strategy to MTAC later in 2025 before seeking Metro Council approval by December.

Draft Comprehensive Climate Action Plan Inventory, Projections, and Targets Discussion

Eliot Rose, Senior Transportation Planner at Metro provided an update on the Comprehensive Climate Action Plan (CCAP), which aims to create a roadmap for reducing greenhouse gas emissions across the seven-county metropolitan region. The presentation outlined the key findings from the updated regional emissions inventory, highlighting that transportation and building energy use remain the largest sources of emissions. Staff discussed preliminary projections indicating that while state-level policies on clean energy and fuel standards will drive significant reductions, additional local and regional actions are necessary to meet ambitious climate targets. Metro is considering aligning regional targets with Washington State's greenhouse gas reduction goals. Public engagement findings from a recent online open house were also shared, indicating that the most widely supported climate strategies include expanding transit service, retrofitting homes for energy efficiency, and reducing food waste.

Discussion Highlights & Next Steps:

- Members expressed concern over the feasibility of meeting aggressive climate targets and the need for cost-benefit analysis of proposed actions.
- The committee discussed the potential role of AI-driven energy consumption and industrial emissions in undermining regional climate progress.
- Some members advocated for stronger alignment with land use policies to ensure housing and transportation strategies support climate resilience.
- Next Steps: Metro will refine the CCAP measures based on technical analysis and public feedback and return to MTAC in May 2025 with a draft list of climate actions.

2023 Regional Transportation Plan Implementation and Local TSP Support Update

Kim Ellis, Metro's Climate Program Manager, provided a comprehensive update on the implementation of the 2023 Regional Transportation Plan (RTP) and support for local transportation system plan (TSP) updates. The presentation covered key projects advancing through the RTP, including major transit corridor improvements, the Regional Travel Options Program, and ongoing work on emergency transportation routes. Ellis emphasized the importance of aligning local TSPs with new state climate and equity requirements, particularly the Climate-Friendly and Equitable Communities (CFEC) rules. Metro has developed new guidance and tools to assist local jurisdictions, including a vehicle miles traveled (VMT) per capita methodology that will help evaluate transportation impacts. Additionally, the Climate Smart Strategy update, expected to begin in late 2025, will incorporate findings from the CCAP and legislative discussions around transportation funding and pricing policies.

Discussion Highlights & Next Steps

- MTAC members discussed the complexity of integrating climate requirements into TSP updates, particularly in suburban and rural areas.
- Questions arose about funding availability for local jurisdictions to implement transportation demand management measures.

- The committee reviewed challenges in data collection and modeling for the VMT per capita methodology.
- Metro will distribute a survey to assess local needs for TSP updates and convene a regional coordination group to support jurisdictions.
- Next Steps: additional workshops will be scheduled in mid-2025 to refine the Climate Smart Strategy update.

Upcoming Agenda Highlights

APRIL 16, 2025 – HYBRID	MAY 21, 2025 – VIRTUAL
<ul style="list-style-type: none"> • Community Connector Transit Study: Policy Framework • Montgomery Park Streetcar LPA Discussion • Future Vision Update 	<ul style="list-style-type: none"> • Metro Cooling Corridors Study Update • Regional Housing Coordination Strategy: Preliminary list of strategies, draft evaluation • Comprehensive Climate Action Plan: Draft transportation and land use measures
JUNE 18, 2025 – VIRTUAL	JULY 16, 2025 – HYBRID
<ul style="list-style-type: none"> • Regional Housing Coordination Strategy: Technical analyses • Montgomery Park Streetcar LPA Recommendation • TV Highway LPA Recommendation • Flood Storage Mitigation Banking Under NFIP Revisions 	<ul style="list-style-type: none"> • Community Connector Transit Study: Network Vision • Regional Housing Coordination Strategy: Evaluation framework results, final draft RHCS • Feedback on draft Comprehensive Climate Action Plan

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