
Wednesday, December 17, 2025

7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/88647753852?pwd=A02KfRI0gNpZZJWNGvJKsRJIBReEKR.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
- TriMet Level of Service Study
Presenting: Tom Mills & John Serra, TriMet
- Metro Community Connectors Transit Study
Presenting: Ally Holmqvist, Metro
- TPAC Updates
Presenting: Jeff Owen, Clackamas; Will Farley, Lake Oswego

8:30 a.m. MPAC Updates ([MPAC Materials](#))

- Upcoming MPAC Agenda
Presenting: Mayor Joe Buck, Lake Oswego
- Metro Future Vision Commission
Presenting: Councilor Gabrielle Blaug, Gladstone
- MTAC Updates
Presenting: Jamie Stasny, Clackamas; Laura Terway, Happy Valley

Attachments:

JPACT and MPAC Work Programs	Page 02
TriMet Study Presentation	Page 06
CCT Presentation & JPACT Materials	Page 18
Metro Future Vision Commission	Page 24
Team TPAC & MTAC Reports	Page 54

2025 JPACT Work Program

As of 11/10/25

Items in italics are tentative

<p><u>July 17, 2025- in person</u></p> <ul style="list-style-type: none"> • JPACT Trip update (Comment from the chair) • Annual Transit Budget updates (comment) • Title VI Plan Adoption (consent) • IBR MTIP Amendment (action) • RFFA Step 2 (action) • RFFA Step 1A Bond (action) 	<p><u>August- cancelled</u></p>
<p><u>September 18, 2025- online</u></p> <ul style="list-style-type: none"> • RTP amendment bundles for corridor projects (comment from the chair) • Future Vision Project update (comment from the chair) • MPACT update (comment from the chair) • RTO program update (comment from the chair) • Consideration of the July 17, 2025 JPACT Meeting Minutes (consent) • Res no. 25-5519 For The Purpose Of Adding, Amending, Or Canceling Twelve Projects To The 2024-27 Mtip To Meet Federal Project Delivery Requirements (consent) • JPACT trip report back (10 min, Betsy Emery) • Special session recap (20 min, Anneliese Koehler) • CCAP Recommendations (30 min, Eliot Rose) 	<p><u>October 16, 2025- in person</u></p> <ul style="list-style-type: none"> • Safety Dashboard Update (comment from Ted, with link) • Cooling Corridors Update (Andre Lightsey-Walker, Joe Gordon, Metro; 30 min) • Regional Emergency Transportation Routes (RETR) update (John Mermin, Metro; 30 min) • Forward Together: The Road Ahead & Planning for Service Cuts (Kate Lyman, TriMet; 30 min) <p>MPACT- October 27th- 29th</p>
<p><u>November 20, 2025- online</u></p> <ul style="list-style-type: none"> - Future Vision Project (40 min, Jess Zdeb) - Safety Dashboard Demonstration (Lake McTighe; 20 min) - Regional Rail Study: Findings and Recommendations (Elizabeth Mros-O'Hara, Metro; 20 min) 	<p><u>December 18, 2025-online</u></p> <ul style="list-style-type: none"> • Resolution no. 25-5543 For the Purpose of Adding, Amending, or Canceling Four Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements (consent) • Community Connectors Transit Study Update (Ally Holmqvist, 20 min) • SS4A Annual update (Lake McTighe, Metro; 30 min) • HOLD for Sunrise Vision Plan

Holding Tank:

2026

- Certification response
- High Speed Rail update, January 2026
- RTO Program Update: Draft Strategy- January 2026
- RTO Program Update: Public comment and revised strategy- February 2026
- RTO Program Adoption- April 2026
- RTO Program adoption, February 19th (Metro Council, March 5th)
- CCTS April

2025 MPAC Work Plan

Updated 12/8/25

<p><u>September 24, 2025- in person</u></p> <ul style="list-style-type: none"> • Consideration of the July 23, 2025 MPAC meeting (consent) • Future Vision (Jess Zdeb, 15 minutes) • Comprehensive Climate Action Plan Draft (Eliot Rose)(30 mins) • Dr. King (45 minutes) 	<p><u>October 22, 2025- online</u></p> <ul style="list-style-type: none"> • Consideration of the September 24, 2025 MPAC meeting minutes (consent) • Future Vision (Jess Zdeb, 15 minutes) • Metro Code housekeeping amendments - presentation (Glen Hamburg; 10 minutes) • Regional Housing Coordination Strategy - evaluation framework and draft RHCS (Emily Lieb and Eryn Kehe, Metro; 30 min) • Happy Valley presentation on downtown development (30 minutes)
<p><u>November 19, 2025- online</u></p> <ul style="list-style-type: none"> • Metro Code housekeeping amendments - action (Glen Hamburg) (consent) • Future Vision (Jess Zdeb, 15 minutes) • Regional Housing Coordination Strategy (action) (30 minutes) • Cooling Corridors Update (Andre Lightsey Walker and Joe Gordon, 20 minutes) 	<p><u>December 17, 2025- in person</u></p> <ul style="list-style-type: none"> • Future Vision Update: Engagement Plan (Jess Zdeb, 30 minutes) • City of Vancouver 2025-2045 Comprehensive Plan Update (Rebecca Kennedy (she/her), Deputy Director, Community Development Department , Meredith Herbst (she/her), Associate Planner, Community Development Department). (25 minutes) • 2040 Planning and Development Grants program update (Serah Breakstone, 25 minutes) • SHS update (25 minutes)

January

- Voting on officers

Holding Tank:

- How cities are responding to housing analysis/production

- How are cities providing affordable housing and other services – nexus with SHS work/reform – maybe July?
- 2040 grant presentations by grant recipients
- Housing Bond Update
- CCTS for 1s quarter 2026
- Economic Development Workgroup (Jaye Cromwell and Malu Wilkinson, 30 minutes)
-

TriMet Level of Service Study

C4 Metro

December 17, 2025



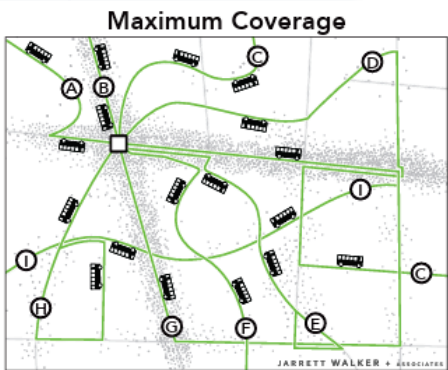
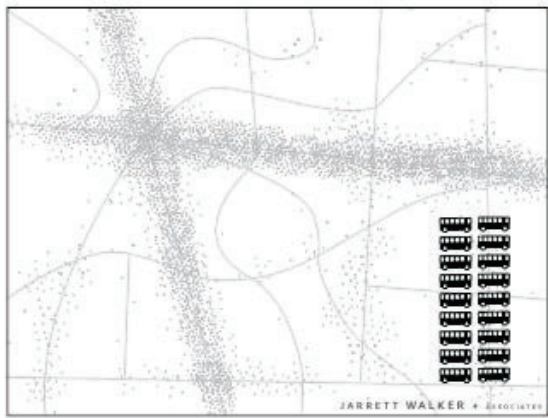
Constraints on Fixed Route Service Planning

Constraints

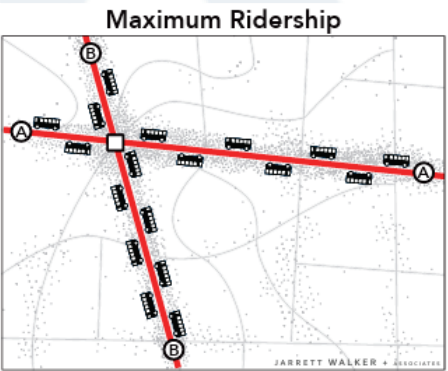
- Revenue
 - Not enough revenue to serve all origins & destinations at all times of day
- Mass transit
 - Fixed route services with 40' buses
 - Can't deviate to pick people up
 - Time
 - Cost
 - Street network



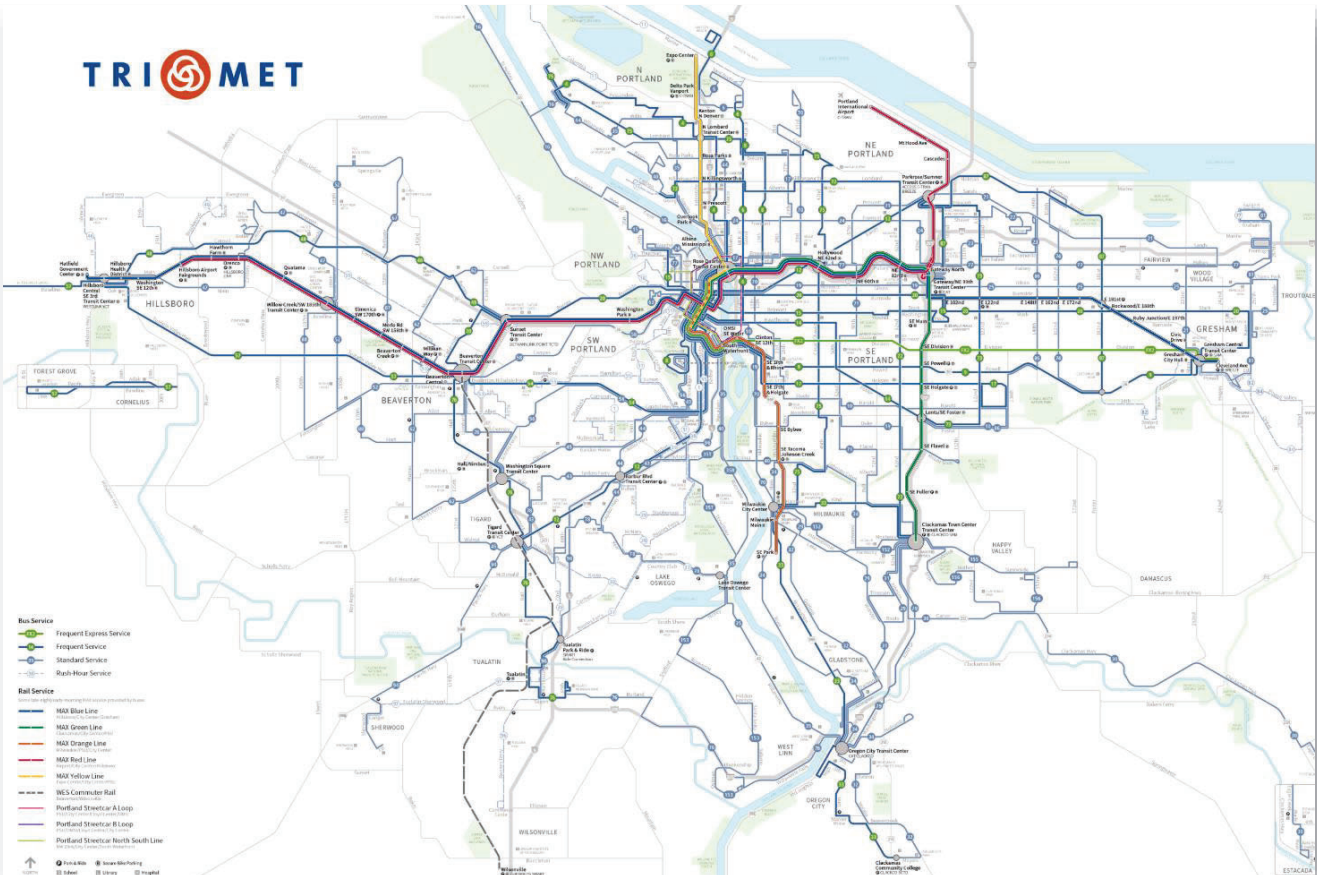
Coverage vs. Ridership Tradeoff*



Or



*Images courtesy of Jarrett Walker & Associates



How Well Does the Fixed Route Network Serve the Region?

- Level of Service Analysis (LOS)
 - 2013 Clackamas County Transportation System Plan (TSP) – Kittelson & Associates
 - 2021 Clackamas County Transportation Development Plan (TD) – Kittelson & Associates
- Transit Capacity & Quality of Service Manual (TCQSM)
 - Standards for transit service
 - Early editions had A thru F grades
 - 3rd edition eliminated the grades
- Standards aren't tied to the transit market

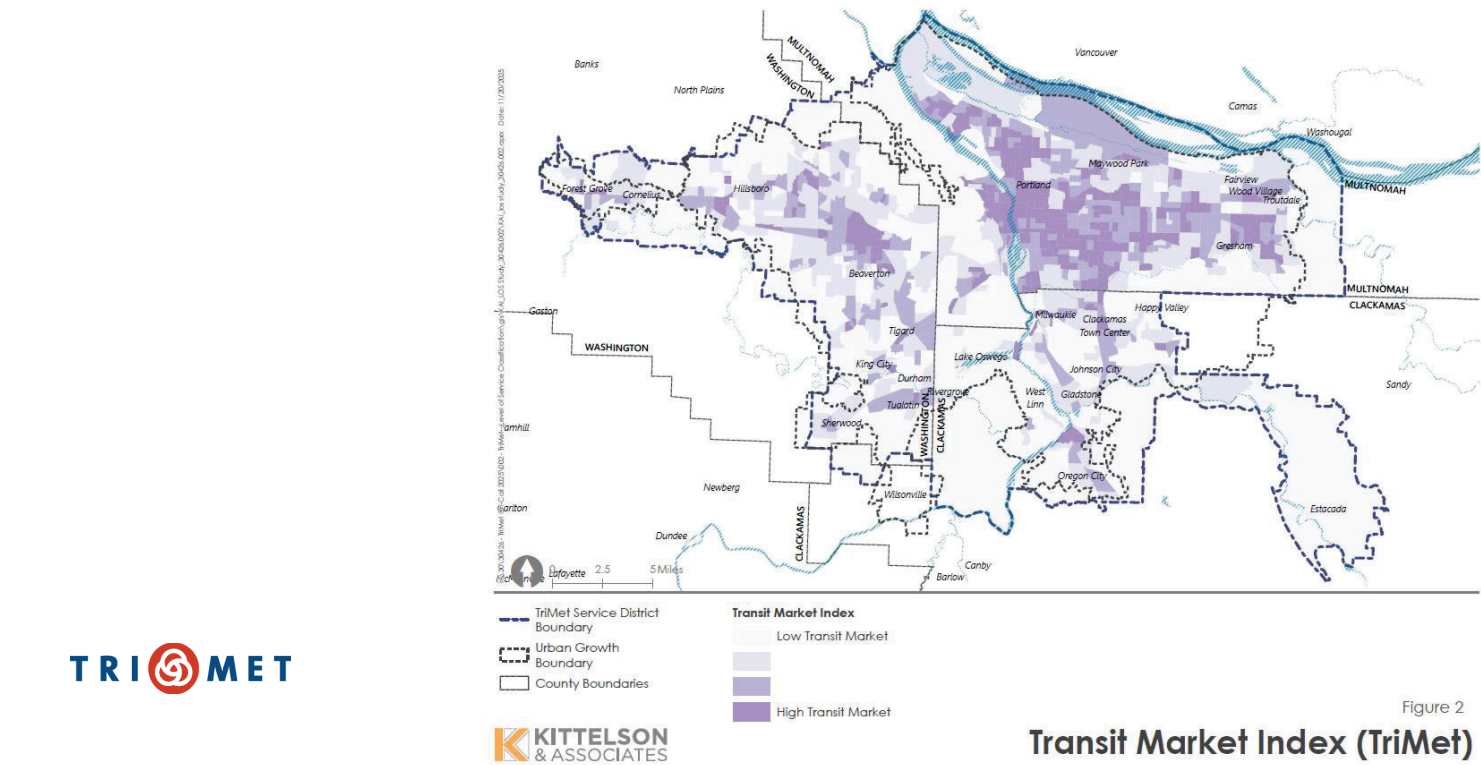


Transit Market Index

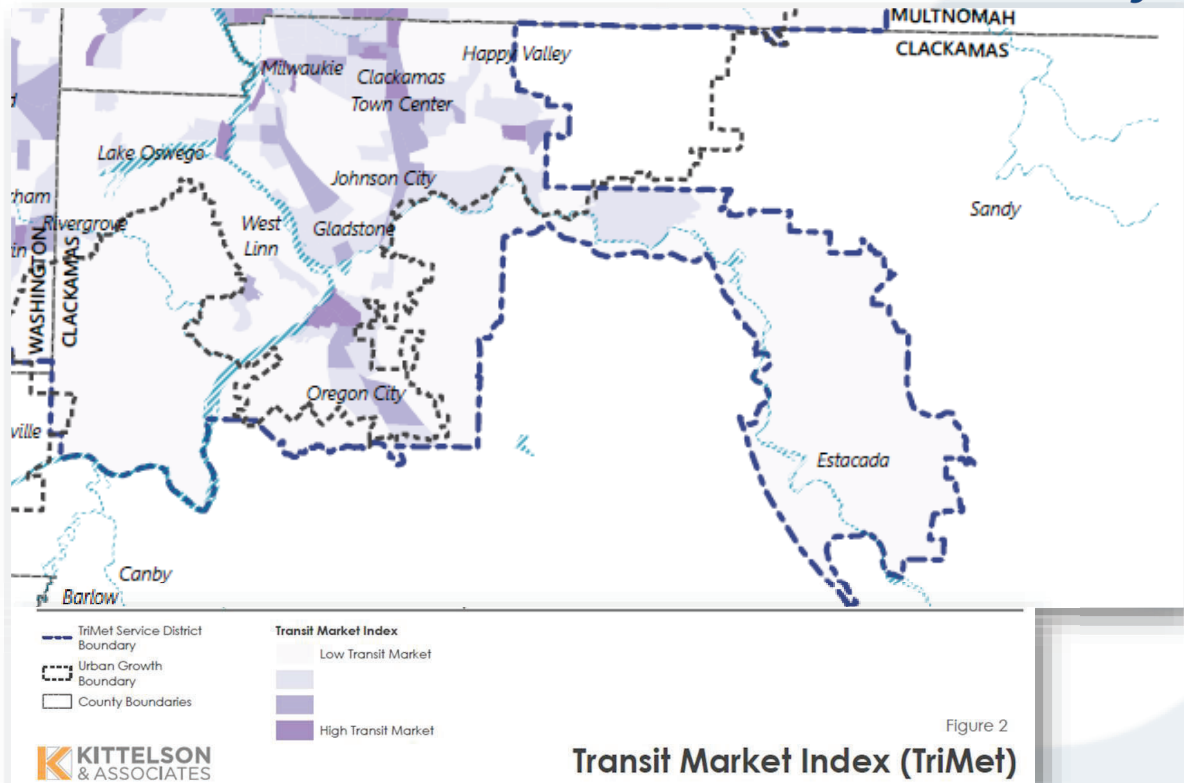
- 10 Transit Market Factors
 - Population density
 - Median household income
 - Employment density
 - Prevalence of low and medium wage jobs
 - Youth & young adults (ages 15 to 29)
 - People with a disability (under age 65)
 - Households with limited vehicle access
 - Sidewalk coverage
 - Intersection density
 - Presence of high density land use



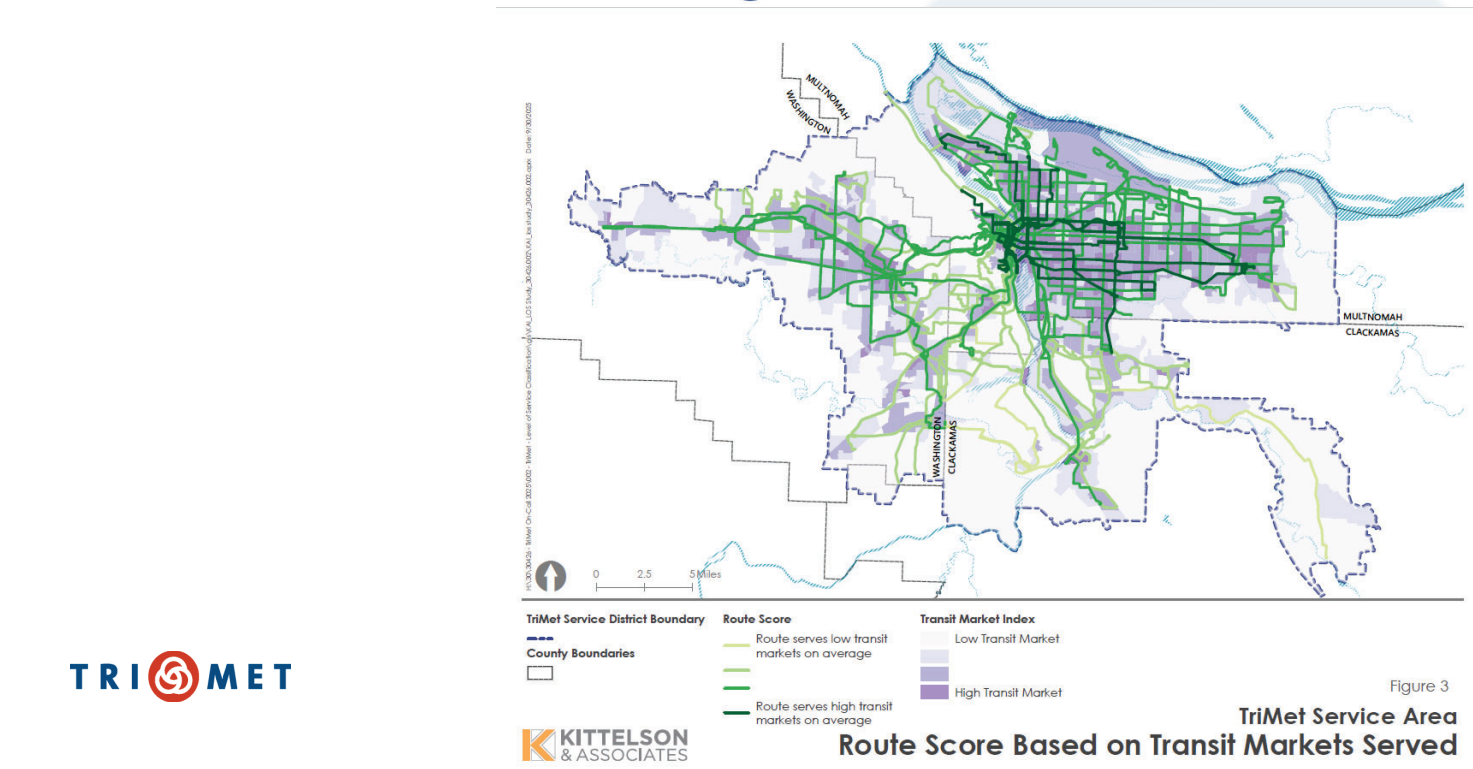
Transit Market Index



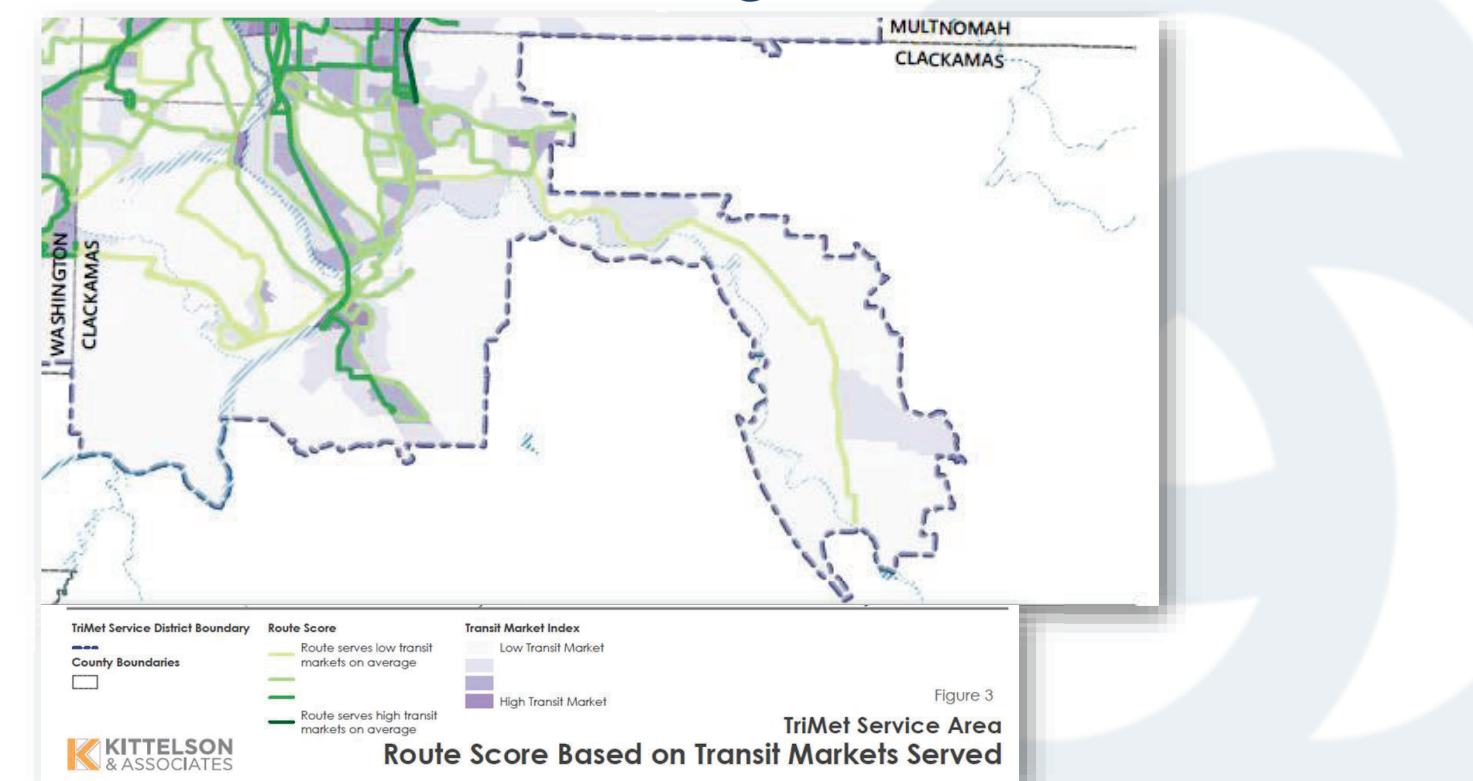
Transit Market Index in Clackamas County



Transit Market Index Averaged Across Transit Lines



Transit Market Index Averaged Across Transit Lines



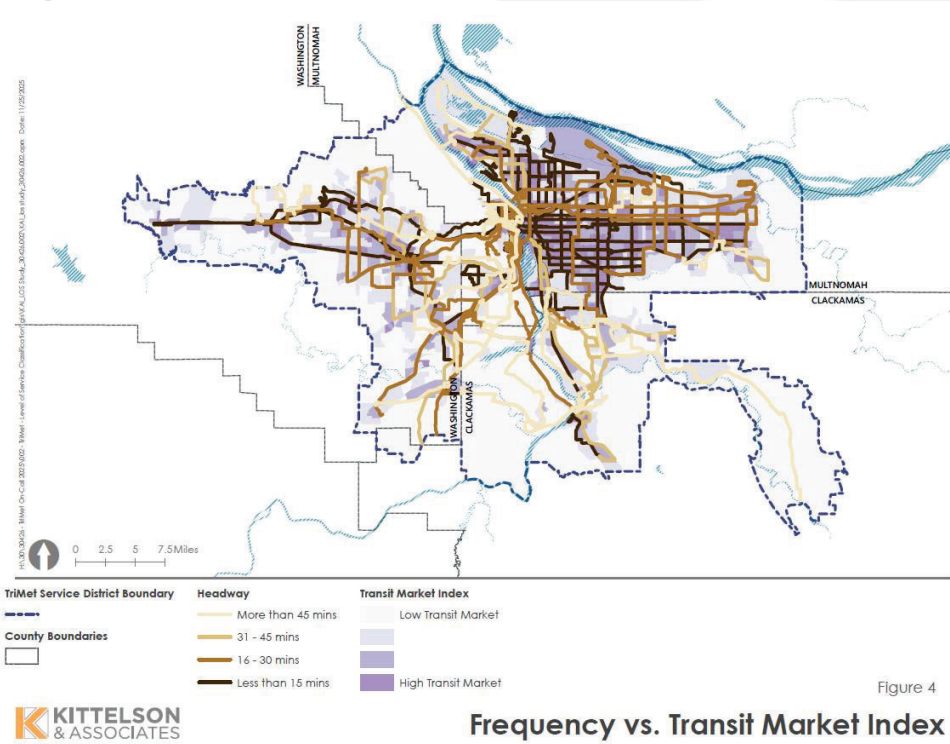
Frequency Standards Based on Transit Market Index

Table 8. Service Frequency – Level of Service Thresholds

Transit Market Index	Service Frequency (min)	Description of Service Frequency
3 (High Transit Market)	<=15	Considered as “frequent service,” typically in conjunction with long service hours. Passengers typically won’t consult schedules. Feasible in higher-density corridors, with a high transit market index and along routes which serve major activity centers.
2	16-30	Passengers will check arrival times to minimize their waiting time, and may need to adapt their travel to the transit schedule. Feasible in moderate-density corridors where transit market is not strong enough to guarantee frequent service.
1	31-45	Passengers must adapt their travel to the transit schedule, though still more convenient than hourly service. Feasible in low-to-moderate density corridors.
0 (Low Transit Market)	>=46	Typically provided to meet a minimum service coverage for basic urban travel needs. Feasible for low-density corridors with a weaker transit market.



Actual Frequency



Actual Frequency – Clackamas County

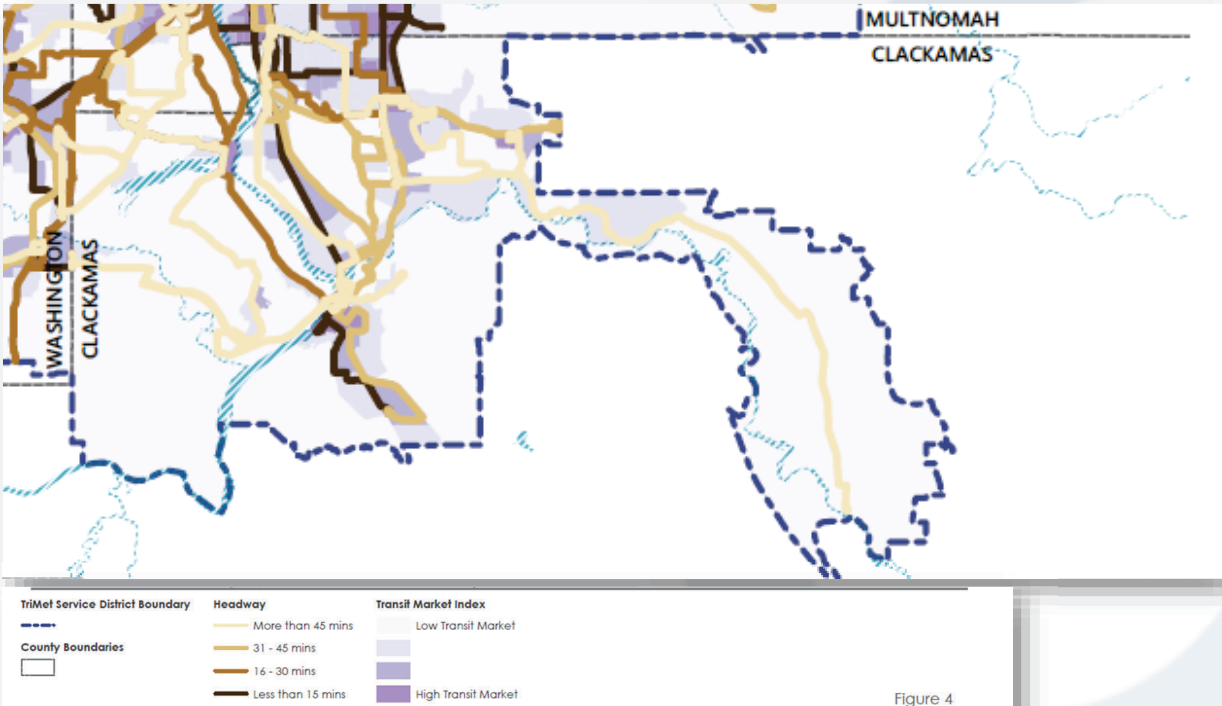


Figure 4
Frequency vs. Transit Market Index

Frequency Results

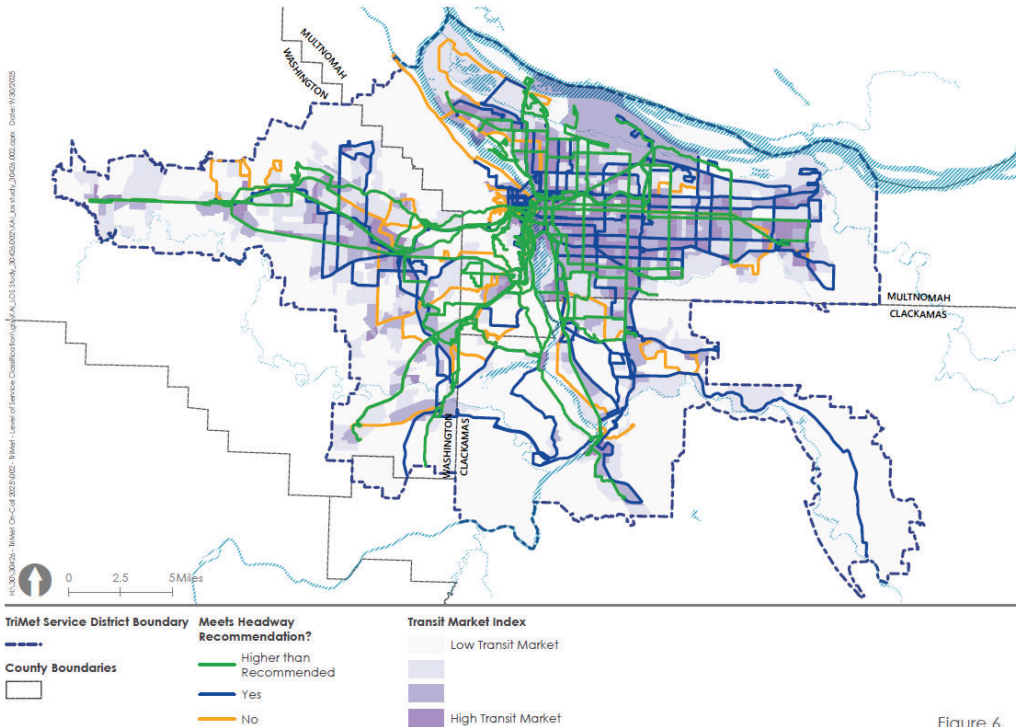
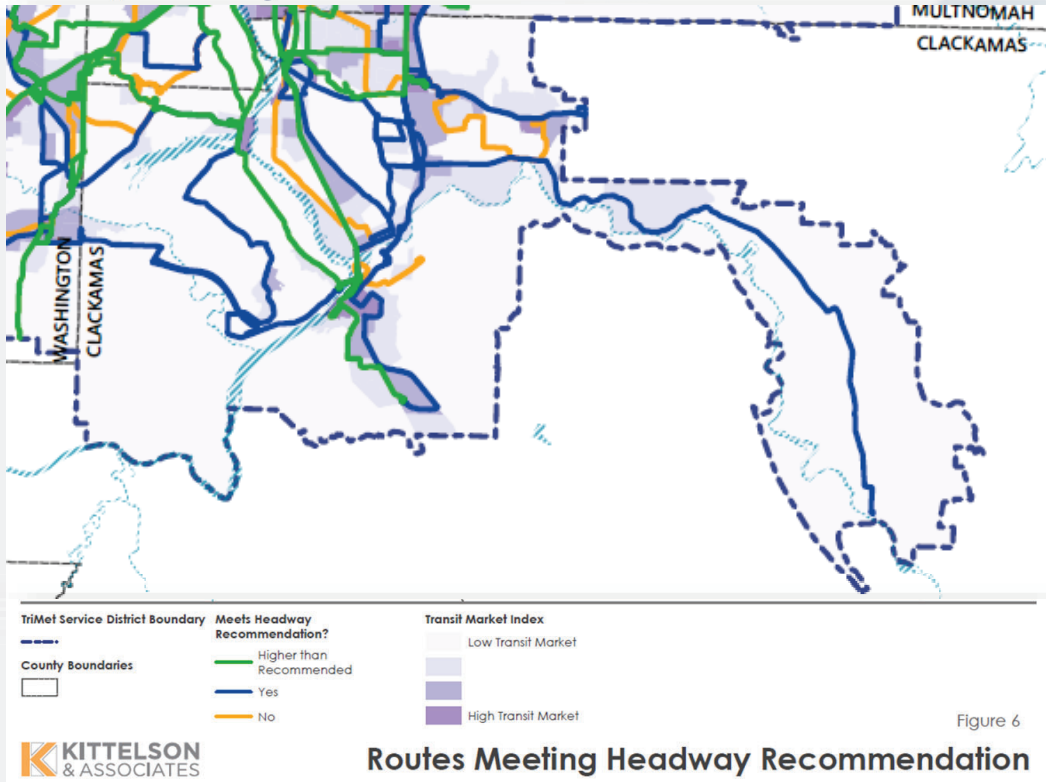
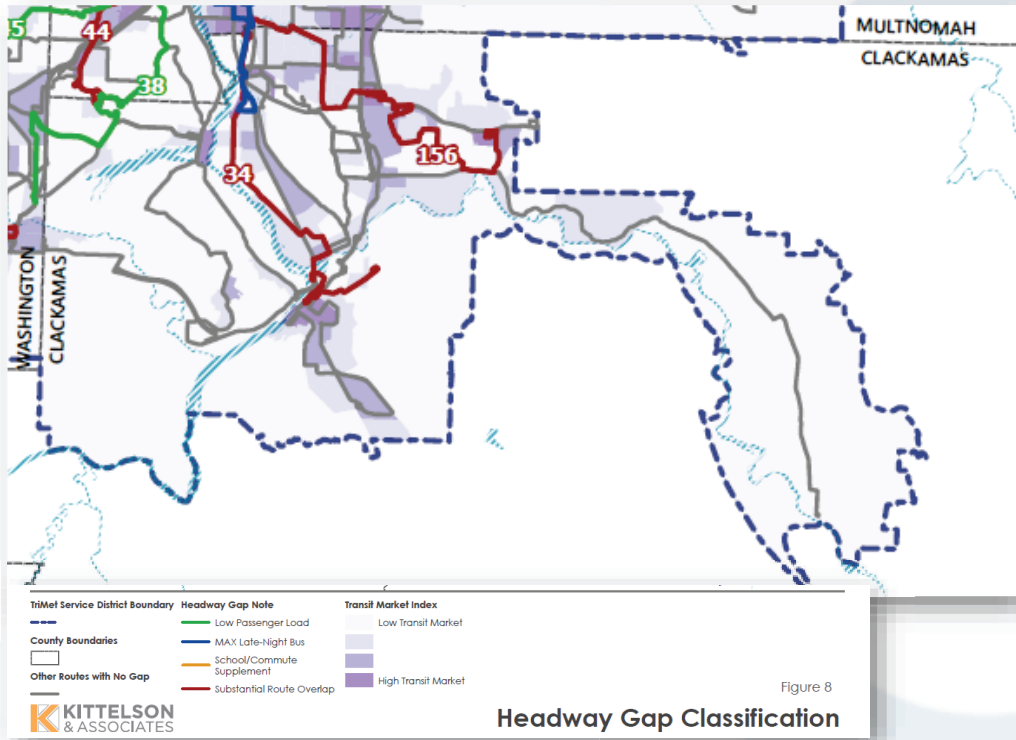


Figure 6
Routes Meeting Headway Recommendation

Frequency Results – Clackamas County



Frequency Results – Clackamas County Gap Classification



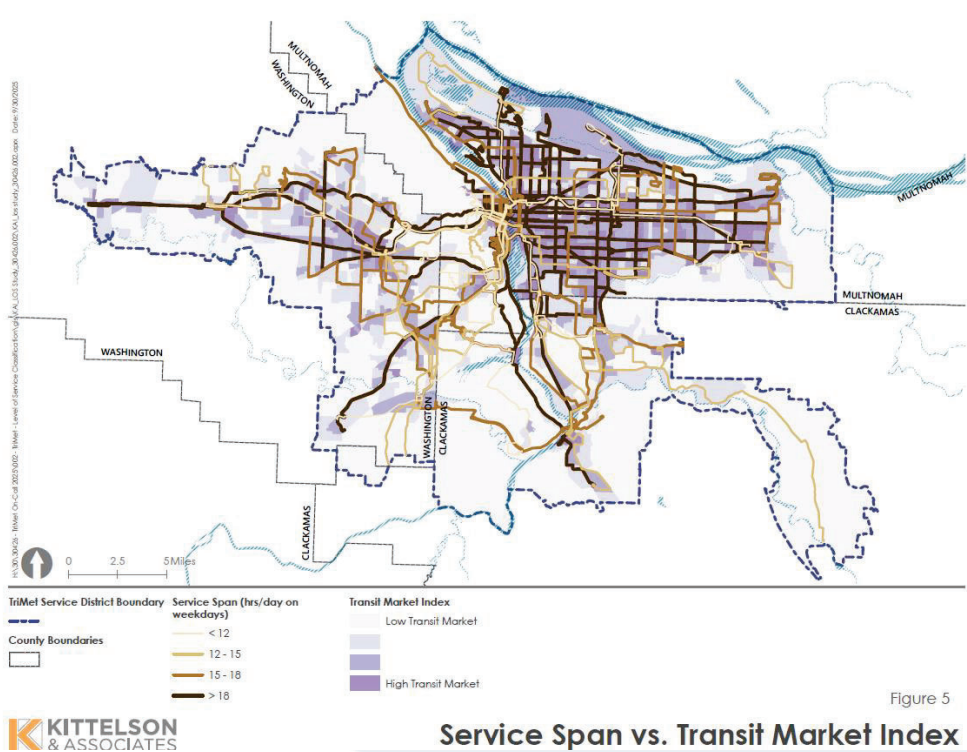
Service Span Standards Based on Transit Market Index

Table 9. Hours of Service – Level of Service Thresholds

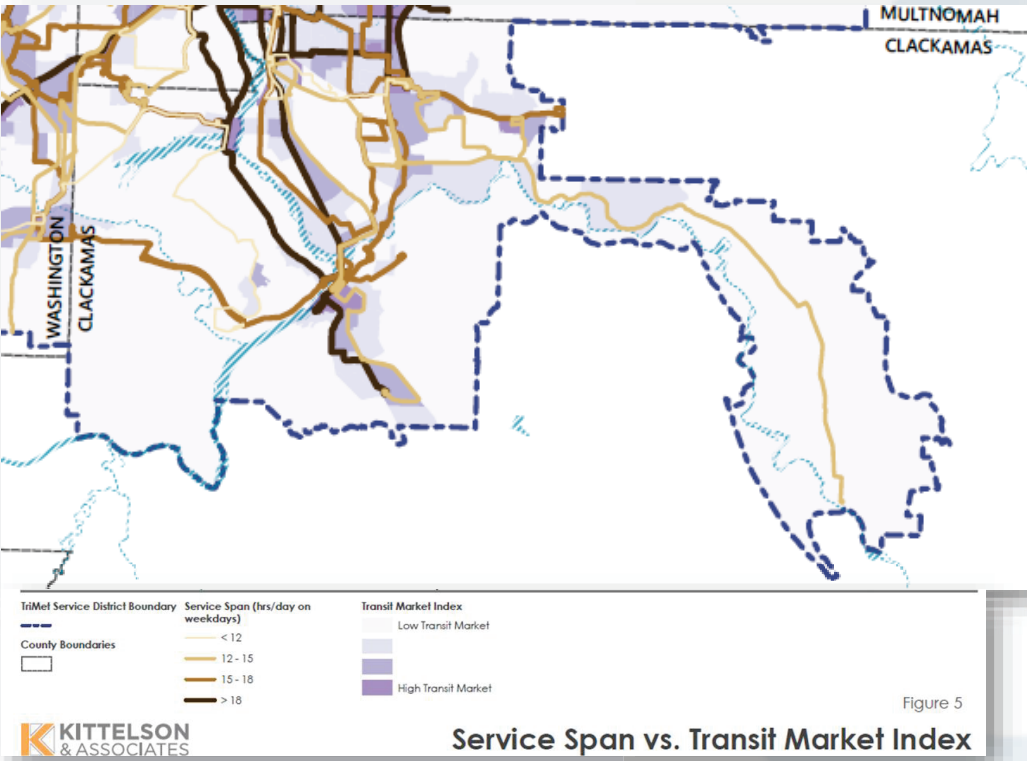
Transit Market Index Score	Hours of Service	Description of Hours of Service
3 (High Transit Market)	>=18	A full range of trip purposes can be served, including shifts in travel patterns due to working from home, and supports passengers' unplanned travel needs. Typically offered in stronger transit markets with diverse travel needs.
2	>=15-18	Provides service late into the evening and/or earlier in the morning, allowing a broad range of trip purposes to be served.
1	>=12-15	Provides a long enough service span to serve work trips based around traditional office hours, with some arrival and departure time flexibility. However, this service has less flexibility in multiple trips in a day such as running errands or childcare pick-up/drop-off in addition to these trips.
0 (Low Transit Market)	<12	Provides mostly peak period service and allows some choice of a.m. and p.m. departure times. Alternatively, it can also serve peak periods only with a midday gap to serve longer-distance day trips. It is mostly suited for communities with a weaker transit market index.



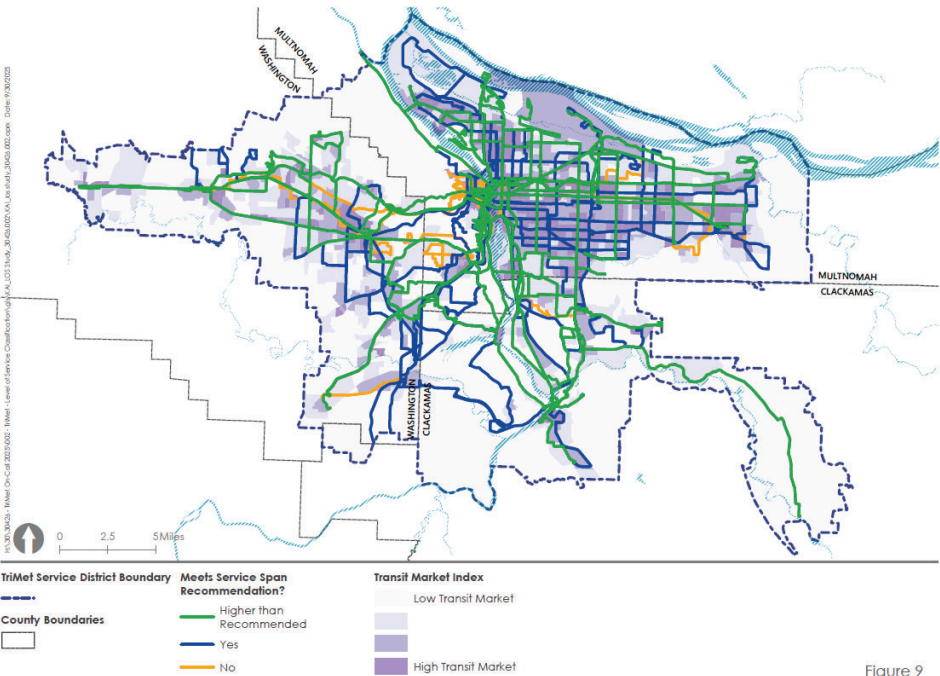
Actual Service Span



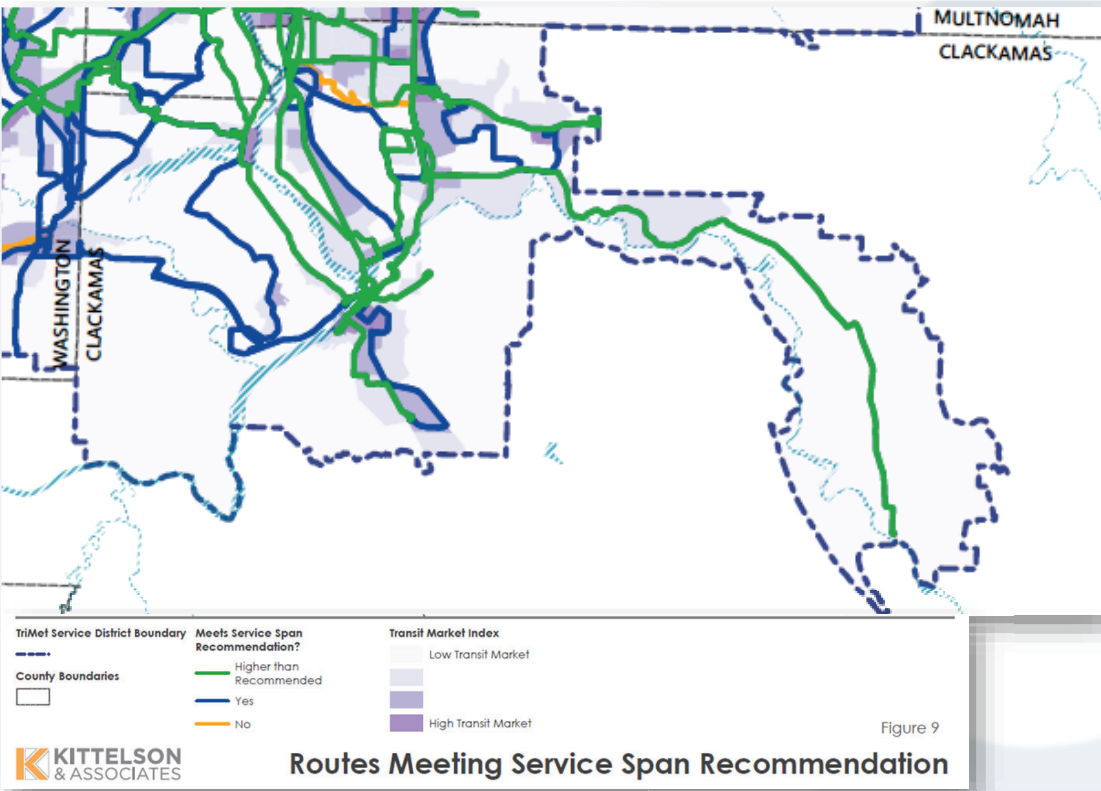
Actual Service Span – Clackamas County



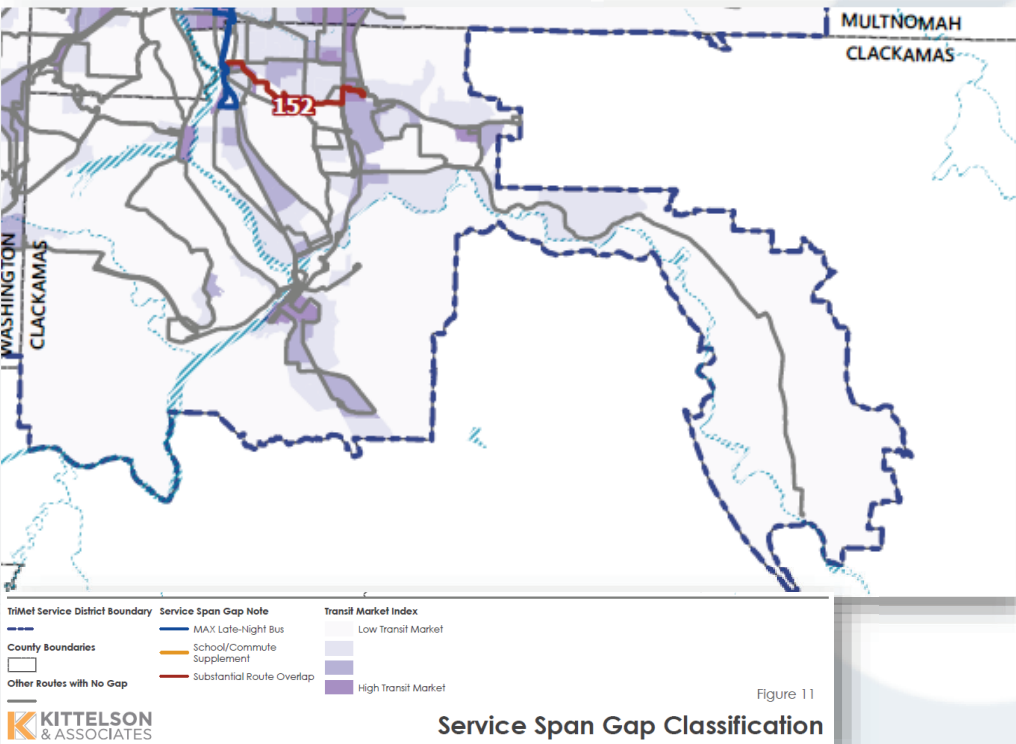
Service Span Results



Service Span Results – Clackamas County



Service Span Results – Clackamas County Gap Classification



Conclusion












- Coverage
 - Routes met or exceeded the market in Clackamas County
- Frequency
 - Most routes met or exceeded the market in Clackamas County
 - Lines 34 & 156 didn't meet the frequency standard, but had substantial route overlap
 - Line 291 only operates late at night
- Service Span
 - Most routes met or exceeded the market in Clackamas County
 - Line 152 didn't meet the service span standard, but had substantial route overlap
 - Line 291 only operates late at night



Community Connector Transit Study

Focus Areas Fall 2025

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

Opportunities Evaluation Process



Inventory and
data analysis



Outreach
- Partners
- Public

Focus areas



Focus areas



Qualitative
assessment,
considering mobility
hub and parks access
analysis too

Draft opportunity
areas



Draft opportunity
areas

Outreach,
Add'l analysis

Final CCT
Opportunities

3

Local Workshop: Discussion

Questions from three lenses



Rider/ Community member

- What would be needed to make CCT in this area a useful service?



Project Partner

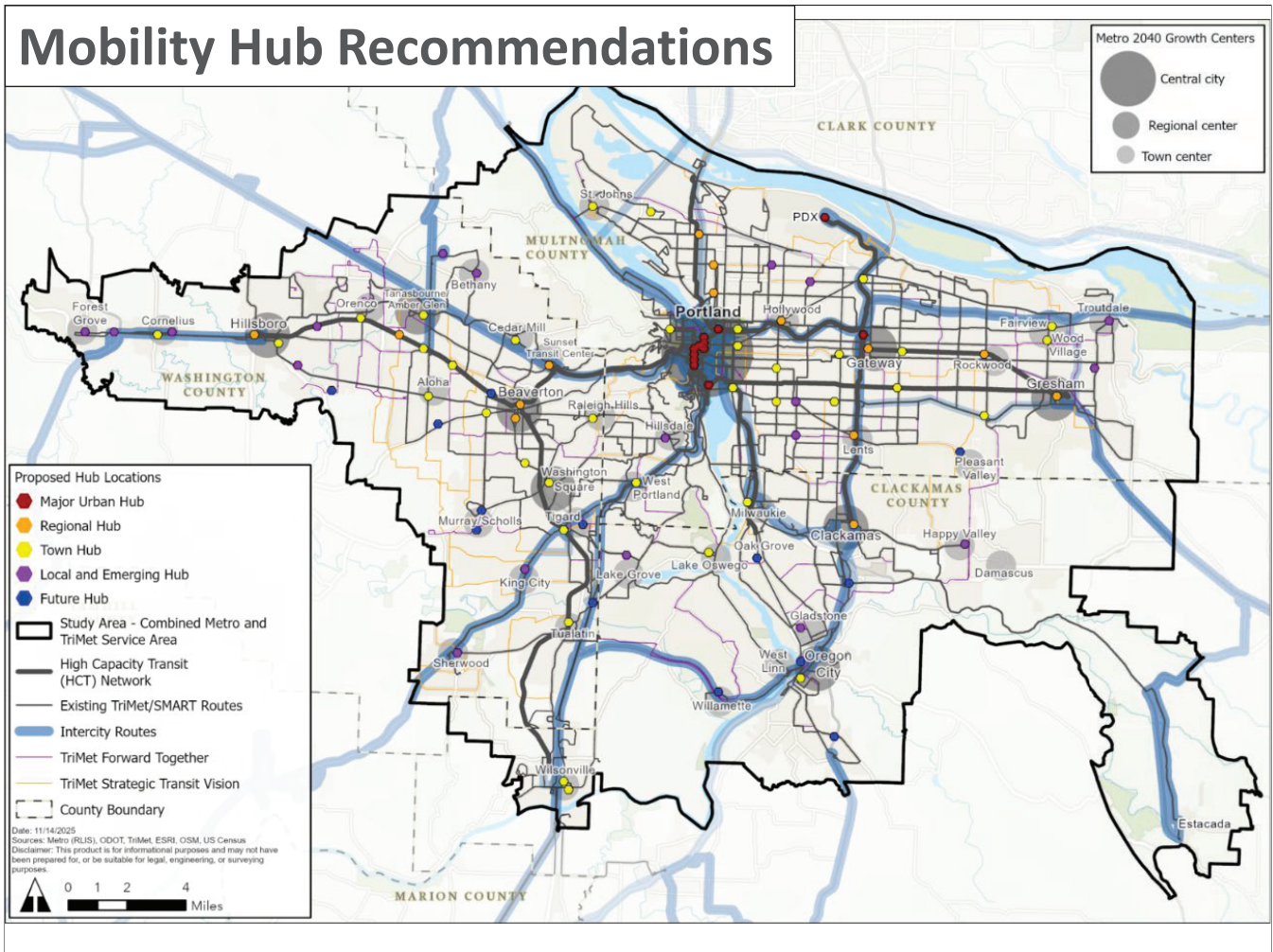
- Feedback on the types of CCT we drafted for each area?
- Do draft opportunities align with goals your agency has identified?
- What would success look like to you? Electeds/leadership? Community?



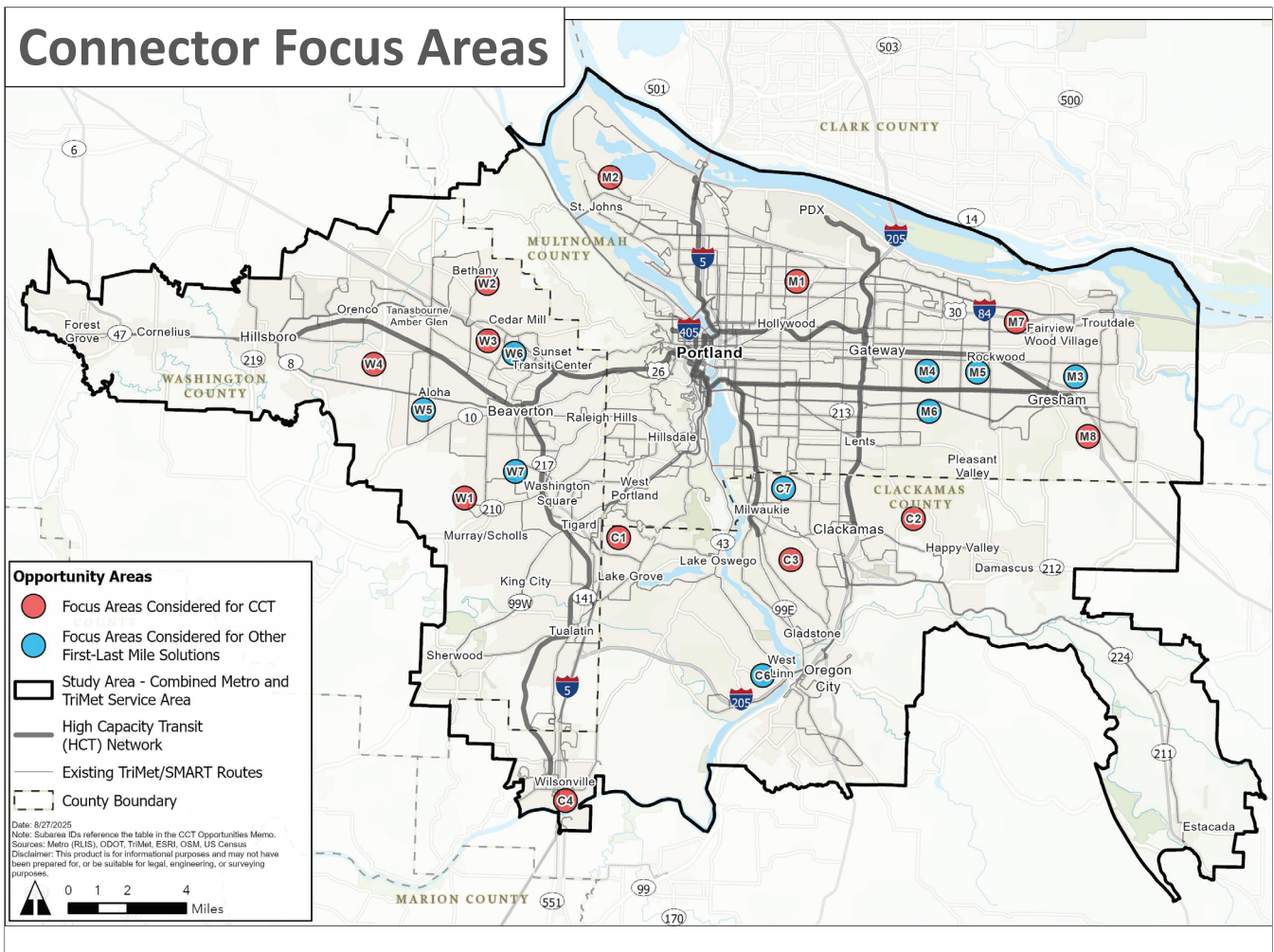
Future

- How can Metro support ongoing communications and coordinated planning between regional transit providers, local agencies, and partners?

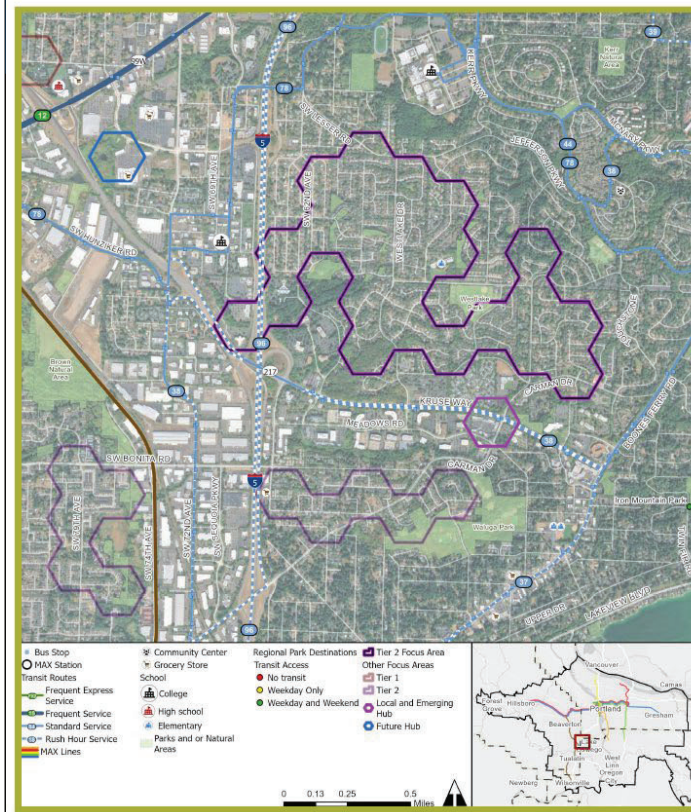
Mobility Hub Recommendations



Connector Focus Areas



C1 – Lake Oswego



C1. Lake Oswego

The focus area is in the neighborhoods of Oat Creek, Westlake, and Holly Orchard. It is east of I-5, north of Kruse Way, west of Boones Ferry Road, and south of Jefferson and Kerr Parkways. The road network connectivity increases the distance needed to access TriMet Line 78 and limited weekday TriMet service on Lines 37 and 38.

OPPORTUNITY

More study is needed. A CCT service that provides transit during hours other than the existing peak-only fixed-route service, or on weekends when TriMet Lines 37 and 38 do not run, could be considered.



Flex-Route / Shuttle



CONNECTIONS

Destinations: Employment on Kruse Way is associated with daytime-shift professional jobs, and there is ample parking. Residential areas nearby are low-density.

Access to Transit: Opportunities to connect to the larger regional transit network are limited.

Mobility hubs: The closest potential local or emerging hub is on Kruse Way.



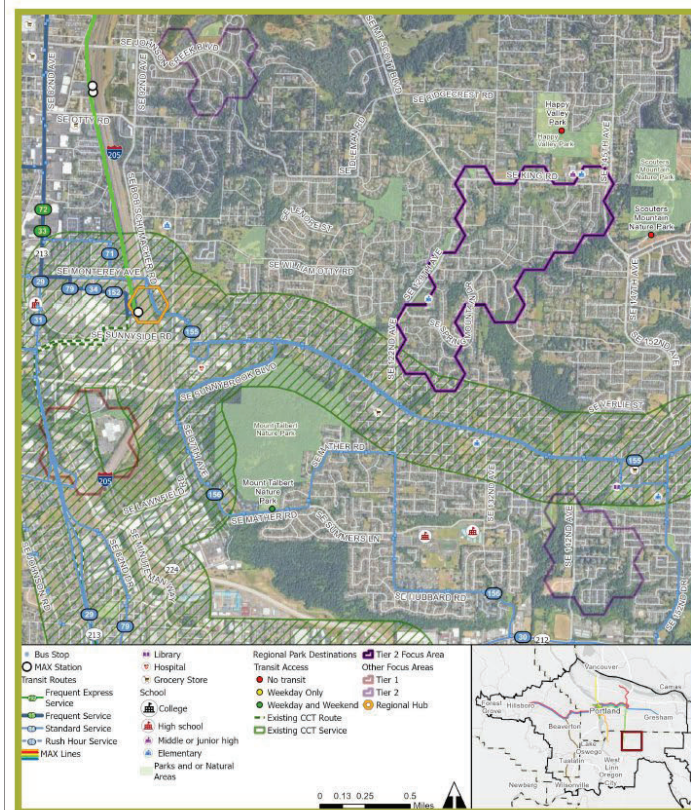
CONSIDERATIONS

Implementation difficulty: ●●●●●

The area has a low equity score.

The need for connections here is unclear. More data and information are required to understand the potential benefit of a transit connection in this area. The road network may make on-demand service the only viable option.

C2 – Happy Valley



C2. Happy Valley

The residential area around SE Johnson Creek Boulevard north of SE Idleman Road and east of SE 92nd Avenue is situated three-quarters of a mile northeast of the SE Fuller Road MAX Station, via the I-205 Trail, and more than three-quarters of a mile to TriMet frequent service Line 72 on 82nd Avenue.

To the north of SE Sunnyside Road, south of Happy Valley Park, east of SE 129th Avenue, and west of SE 145th Avenue is a Tier 2 area that is built out primarily with single-family residential; the area is more than a quarter mile from TriMet Line 155, which runs every 30 to 40 minutes all week, and Sandy Area Metro's limited-trip Clackamas Town Center route with stops along Sunnyside Road.

OPPORTUNITY

More study is needed. On-demand service would be the only potentially viable transit option for a zone of any size in this area due to the disconnected road network throughout Happy Valley. However, implementing new on-demand service involves balancing available resources to provide a service that takes riders where they want to go while meeting expectations for wait times, booking experience, and duration of shared-ride trips. The ability to meet expectations relative to cost should be explored further.



On-Demand



CONNECTIONS

Destinations: The area is near two regional destination parks with no transit access: Happy Valley Park and Scouters Mountain Nature Park.

Access to Transit: An on-demand service would likely connect to the regional transit network at the Clackamas Town Center, potentially duplicating transit service along Sunnyside Road.

Mobility hubs: The hub west of I-205 at Clackamas Town Center is the closest mobility hub in the area.

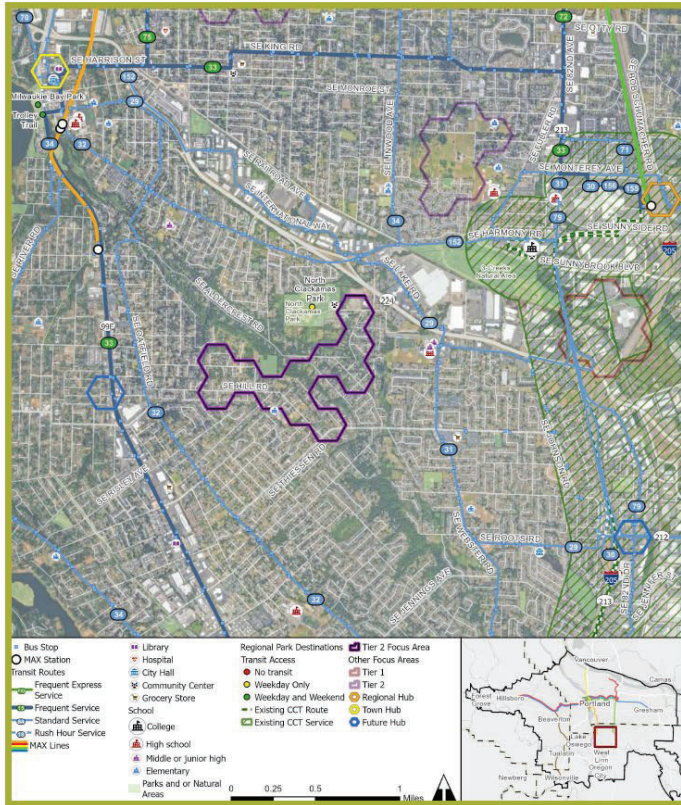


CONSIDERATIONS

Implementation difficulty: ●●●●●

Low equity scores in the area.

C3 – McLoughlin/Oatfield



C3. McLoughlin/Oatfield

The primarily residential Oatfield neighborhood in unincorporated Clackamas County is located south of SR 224, east of SR 99E/McLoughlin Boulevard, west of SE Webster Road and I-205, and north of SE Thiessen Road. It has a relatively connected road network and is up to a mile away from hourly TriMet bus service.

TriMet operates frequent service Line 33 on McLoughlin Boulevard, which is located roughly half a mile from the western border of the focus area; weekday-only, hourly service on Line 29 along SE Lake and SE Webster Roads; and service on Line 32 on Oatfield Road that operates with hourly headways on weekdays and just over hourly headways on weekends.

Due to the road network and topography, much of the neighborhood is more than half a mile from TriMet service. Clackamas County requested further consideration of this area.

OPPORTUNITY

An on-demand service could be considered.



On-Demand

CONNECTIONS

Destinations: North Clackamas Park has weekday-only transit service, and this could provide an opportunity for a weekend connection.

Access to Transit: The size of the neighborhood and its proximity to existing lower-frequency TriMet service presents an opportunity to connect the neighborhood and potentially other nearby residential pockets that are just beyond TriMet service to the regional bus and light rail network.

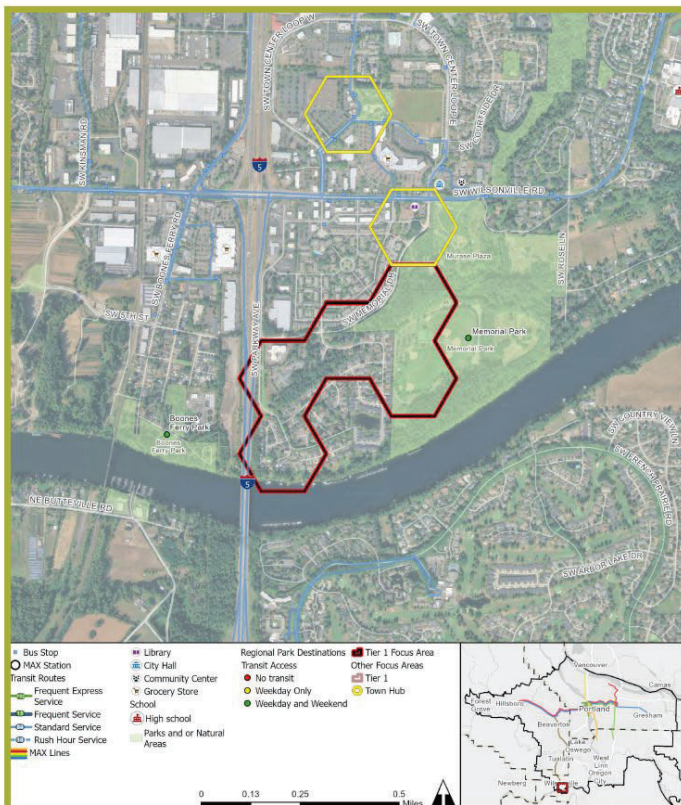
Mobility hubs: The area could connect to the SE Park Ave MAX Station in Milwaukie.

CONSIDERATIONS

Implementation difficulty: ●●●●●

Parts of this area score moderately with respect to equity and housing density. The on-demand service zone would need to be designed in a way that complements and supports TriMet ridership.

C4 – South Wilsonville



C4. South Wilsonville

The focus area is east of I-5, south of SW Wilsonville Road, and north of the Willamette River, and it is more than a quarter mile from SMART Routes 2X and V on SW Wilsonville Road and from Routes 4 and 7 on Town Center Loop. The baseball fields and tennis courts of Memorial Park to the east are more than a quarter mile from SMART service, but most of the park can be accessed by SMART. The area also lacks service later in the evening and earlier in the morning.

OPPORTUNITY

No CCT service is recommended.

Areas with higher residential density are within a half mile of SW Wilsonville Road, and the road network would make this a better target for non-CCT investment.

The area has a low equity score, low population density, and low employment density.

Schedule Update

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.



oregonmetro.gov
/community-connector-transit-study

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



Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Future Vision Commission
Date: Thursday, Dec. 11, 2025
Time: 4 p.m. to 6 p.m.
Place: Metro Council Chamber
Purpose: Engage in creating the Future Vision
Outcome(s): Explore and reflect on existing visions and strategic plans from around the region.
Understand work plan for developing the Future Vision.
Provide input into the public engagement strategy.

3:30 p.m.	Arrival – Optional to arrive early for pre-meeting conversation and snacks	All
4:00 p.m.	Welcome, Agenda Review, and Introductions	Commission Chair, Metro Councilor Juan Carlos Gonzalez Sylvia Ciborowski, Facilitator Commissioners
4:15 p.m.	Visions and Plans from Around the Region: Share and Reflect Commissioners get in small groups to “present” visions and plans from around the region <i>Discussion: What stands out as themes that could become part of the region’s Future Vision?</i>	Sylvia Ciborowski Commissioners
5:00 p.m.	Project Timeline and Details Review overall work plan to develop a Future Vision including the FVC process <i>Discussion: Does the roadmap meet the Commission’s needs for developing a Future Vision?</i> <i>Are there additional resources or trainings that would help the Commission be informed and make decisions?</i> <i>What are the points you think the Commission can have a more collaborative role than what is illustrated so far?</i>	Jacob Simons, Gensler Donya Farhangi, Gensler Commissioners
5:30 p.m.	Vision Engagement Strategy Review of community engagement process and activities <i>Discussion: What is needed in the engagement strategy to ensure that the Future Vision is truly reflective of the region?</i>	Irene Kim, Cascadia Partners Commissioners
5:55 p.m.	Next Steps and Thank You	Chair, Councilor Gonzalez

This meeting will be held in person at the Metro Regional Center Council Chamber.

Members of the public are welcome to listen in using this link:

<https://us02web.zoom.us/j/82714449767?pwd=9BcSlbPhp7xZbrU6NCs8QzxrqnAsFe.1>

Meeting ID: 827 1444 9767; Meeting password: 304742; Meeting phone: 1-253-215-8782

To check on closure/cancellations during inclement weather, please call 503-797-1700.

Meeting Summary



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Future Vision Commission
Date/time: Thursday, Nov. 13, 2025
Place: Metro Council Chamber
Purpose: Gain mutual understanding on the role and purpose of a Vision
Explore Commissioner perspectives on the definitions of key concepts
Adopt Future Vision Commission Charter

Attendees

Commissioners

- Chair, Metro Councilor Juan Carlos Gonzalez
- Mayor Anne McEnerny-Ogle
- Mayor Beach Pace
- Brianna Bragg
- Cassie Wilson
- Chris Koski
- Cynthia Carmina Gomez
- Erik Matissek
- Councilor Gabrielle Blaug
- Jon Maroney
- Kamran Mesbah
- Lisha Shrestha
- Myrah Rafi'ah Beverly
- Nellie McAdams
- Patrick Becker
- Paul Richards-Kuan
- Paul Snyder
- Royal Harris
- Commissioner Vince Jones-Dixon

Metro Project Team and Consultant Team

- Malu Wilkinson, Metro
- Eryn Kehe, Metro
- Jess Zdeb, Metro
- Laura Combs, Metro
- Tanja Olson, Metro
- Jacob Simons, Gensler
- Donya Farhangi, Gensler
- Rachel Hatch, Institute for the Future
- Irene Kim, Cascadia Partners
- Sylvia Ciborowski, Facilitator, Mosaic Resolutions

Absent

- Alando Simpson
- Claudia Yakos
- Dakota Hufford
- Sarah Jimenez Mastroieni
- Council President Elana Pirtle-Guiney

Topics

Welcome, Agenda Review, and Introductions

Metro Councilor Juan Carlos Gonzalez, Chair of the Future Vision Commission, welcomed participants and thanked them for attending the first Future Vision Commission meeting. He expressed energy and enthusiasm for what the Commission is doing. He recognized and thanked those who were able to make it to Regional Day in October, and reflected on some ideas that struck him, namely: If we don't create a vision for ourselves, we'll end up living someone else's vision; and we should be seeking to create a future where people aren't afraid to take chances. He encouraged all to dream big as we move forward.

Sylvia Ciborowski, Mosaic Resolutions, introduced herself as facilitator for the process and recognized the larger consultant team made up of Gensler as the consultant lead, Cascadia Partners, and the Institute for the Future.

She then reviewed the meeting purpose and agenda, which included:

- Future Vision Commission Charter: Adoption
- What is a Vision?
- Exploring Key Concepts: *Growth, Economic Development, and Quality of Life*
- Vision Engagement Strategy
- Next Steps and Thank You

She also reminded Commissioners of their overall charge, which is to craft a 50-year vision that reflects the values and desires of the region's residents. It is informed by community input, personal and professional expertise, and research on drivers of change.

Sylvia noted that the October 9 Future Vision Commission Draft Meeting Summary was sent out in the meeting packets. Commissioners will be asked to approve draft meeting summaries. She asked if anyone had edits to the October summary and no comments were made.

Commissioners then introduced themselves.

Future Vision Commission Charter: Adoption

Sylvia started by reminding members of the purpose of a Future Vision Commission Charter, which is to outline how Commissioners will work together as a group, create some safety and expectations, and clarify how decisions will be made. Commissioners had an initial look at the Draft Charter at the October meeting, and it was updated slightly based on one-on-one conversations that Sylvia had with Commissioners over the last month. Sylvia recognized some of the key comments that came out of those conversations and highlighted updated Commissioner agreements. There were several comments about the consensus process for decision-making; some Commissioners were excited to try the consensus process, and some had concerns about such a diverse group trying to all align on a single Vision. In response, the Charter outlines a consensus approach as the decision-making model, with an allowance to change the model if Commissioners find this is needed.

Sylvia invited questions, comments, and additional edits to the draft Charter. Commissioners had no comments and were invited to say if they are supportive of the draft Charter to guide their work, using red, yellow and green cards. All Commissioners showed green cards, and the Charter was adopted.

What is a Vision

Jacob Simons, a strategy principal at Gensler, and Rachel Hatch, Chief Impact Officer at the Institute for the Future, introduced themselves. They clarified the distinctions between vision, strategic planning, and implementation planning, emphasizing that the vision is an aspirational, long-term perspective without specific metrics or timelines, while strategic planning outlines goals and priorities to move towards the vision, and implementation planning details specific actions, timelines, and responsibilities.

A vision is meant to be future-oriented and aspirational, striking motivation in people. It outlines what a community might want to achieve or become. It provides a north star and answers: “where are we going.” In contrast, a strategic plan outlines goals over the next few years to reach the vision, and an implementation plan outlines the “who, what, where, when” to define how the strategy will be carried out.

Eryn Kehe, Metro Urban Policy and Development Manager presented a personal way of understanding a vision: she talked through the qualities she wants in herself and her life 50 years from now. A strategy plan outlines ways she can get there, and implementation plan would talk through the specific actions she can take to get there.

Rachel walked through five characteristics that make a vision future-ready: The vision should...

1. Focus on external drivers of change that will impact the region (waves of change that are coming) as well as the many actors in the external operating environment;
2. Be calibrated to a 50-year time horizon, which is easier to understand when you look 50 years back and the many changes since then (i.e., think “future-back”);
3. Be informed by lived expertise, and through engagement with youth and artists;
4. Be informed by subject matter expertise; and,
5. Be complemented through an outside-in view and inside-out view, and curate for a range of drivers of change that will inform the vision

She laid out some of the future trends that Commissioners mentioned in early interviews which will be important to consider in a future-ready vision, including: demographic change, climate change impacts, connection between racial justice and economic growth, the impact of influxes from higher cost of living areas, what the future of work looks like, and the nexus between housing and transportation.

Commission Q&A and Discussion

- A Commissioner noted that the previous Vision had a fair number of implementation elements, so it seems like the past Future Vision Commission also had a tough time sticking to visioning and not diving into planning
- A Commissioner clarified that the Commission has the role of creating the Vision not strategic plans or implementation plans.
- A Commissioner asked whether the Vision we are developing should be descriptive of the likely future without a vision, or intentional and describe what we want the future to be.
 - Rachel noted that in thinking about the future, there is a tendency to take current conditions and extrapolate them forward. But there are often disruptions in trend lines. We need to be intentional about broadening the range of plausible futures and then identify what a preferred future is that we want to steer towards. In future meetings, may share some frameworks to help with this, including the *cone of*

possibility. The future does not just happen to us; we should be intentional about shaping the future and be ready to respond to future potentials.

- Chair Gonzalez recognized a comment from a Metro town hall, where a participant hoped for a future where people are not afraid to take chances.
- A Commissioner asked: even as a vision seems timeless and unchangeable, but can it be flexible?
 - The team responded that a vision is aspirational and far-reaching but can still be flexible. There is nothing that stops a vision from being flexible. There may also be changes in the definition of terms and language within the vision over time. For example, the word “health” may change over time to “vitality” or “well-being.”
- A Commissioner noted that he takes the perspective of today’s children, and thinking of the vision as reverse-engineering from the future they want to live in.
- A Commissioner noted that strategic planning and implementation planning have teeth to enforce action. What can we put into the Vision to allow it to remain upheld in 50 years?
- Commissioners indicated their involvement in different types of planning. Almost all had been part of implementation and action planning, and many had been part of 20-year horizon planning. A handful have been part of something like a 30+ year visioning process. Sylvia noted that we’ll all be figuring out how to do this together.
- Chair Gonzalez noted that the world thinks of the Portland metro region differently than the way residents do. Rachel agreed that it is important to acknowledge that there is a delta between how we see ourselves and how other sees us.

Exploring Key Concepts

Laura Combs, Metro Regional Planner, noted the importance of language, and that some common terms will likely come up throughout the Vision process. We want to understand shared commonalities and differences in how Commissioners think of key terms, including: *growth*, *economic development*, and *quality of life*. She provided some examples of how the public views the term *economic development*, as more linked to their daily experience with financial security rather than traditional economic development focuses, e.g., business attraction.

Sylvia invited Commissioners to break into small groups. The groups worked in three rounds to discuss what the three terms mean to them and their communities. They took notes on whiteboards. Below is the result of their discussions. Stars ★ indicate that participants in a second/third round agreed with or echoed that sentiment.

ECONOMIC DEVELOPMENT

- Should serve quality of life
- Maximize net benefit for quality of life
- Diversifying options
- How we fund our quality of life/things/services
- Land back opportunities
- Social aspect/equity component → opportunities for all communities, especially those historically barred
- Redistribution of resources for those not represented or that experienced financial inequities
- Growth happens with not for community: self-determination around what wealth building looks like outside of capitalism
- In/out urban growth boundary
- In relationship with the natural environment
- What does it mean to create the conditions to have economic development we want?

- **Limit talent drain** → Become a talent attracting region
 - Accept change and be welcoming to business. Be OPEN to and for business
 - Welcome travel for food, outdoors
- **Competitive** (land, energy, natural resources, tax)
- **Locally appropriate**
- **Ecosystem around innovation**
- **What can we be best at?**
- **Concept of walkable downtowns/neighborhoods**
- **Invest in people + communities**
- **Agrotourism**
- **Community Wealth Building** (community ownership, locally rooted finances,, fair work, just use of land, progressive procurement)
- **Protect farmland or be intentional about what land we use**
- **Does economic development = paving over land? Or do we use land to bring prosperity?**
- **What's our brand/identity to attract investment & population growth?**

Additional written response:

- *Economic Development means: Universal basic income; Retainment of BIPOC talent; More cultural + language acquisition/competency; Climate + green jobs; Workers to build housing; Tax abatements for corporations hurting local revenue; Care economy – healthcare, childcare, elder care, teachers; Infrastructure to support it; Retain access to nature, beauty, walkable neighborhoods; People move here to support economy*
- *Growth and Economic Development: For Vancouver, it's several dimensions - economic, demographic, and social. We're broadening our economic base and creating more opportunities for quality living-wage jobs. Growth also means increased population, new housing, changing neighborhoods, infill, mixed-use projects, changing city character and land use. Social equity and inclusive growth to invest so underserved communities share in the benefits. Generational wealth (not just jobs), supporting small businesses.*

GROWTH

- **What is the shape of growth?**
- **Growth in mindset / Challenges of change** (wanting to keep the "old" but still love prosperity)
- **Expansion of knowledge**
- **Individual Growth to help overall growth**
- ★ **Population growth, growth in diversity**
- ★ **Equitable growth, Purpose of growth**
- ★ **Growth with quality over quantity. Prosperity, Affordability**
- ★ **Climate, LGBTQAI, Sanctuary refugee growth + protection**
- ★ **Realization of potential. Done right – necessary for vitality for an individual or community**
- **Growth = care**
- ★ **What does "growth" mean? Of what? For what?**
- **Change mindset. Growth can be shrinking sometimes**
- **Prepare for climate migration**
- **Don't grow for the sake of growth**
- **Be intentional**
- **Needs are met. Abundance thinking**
- **Less about materialism**
- **Maturity, directed toward completion.**

QUALITY OF LIFE

- ★ Outdoors
- Mountains – Farmland too!
- ★ Shelter-Housing (Good place to live)
- Community (Safe) → Harm reduction. Community care, reciprocity
- Mobility / Moveability (Transportation)
- ★ Access to Quality Education (Pre-K – College) → and beyond
- ★ Belonging
- ★ Access to Quality Health Care (Conception to Grave)
- Beauty
- Safe & welcoming self expression
- Passion for life & community
- Freedom & freedom of expression → for ALL, except for Nazis... hate speech NOT welcome
- Public Safety → relative... definition needed
- Economic Opportunity & Mobility → possibilities! proactive
 - And social
- Equity → see Metro's equity baseline report
- Clean (Pollution) / Climate resilience
- Access to healthy, nutritious food
- Life expectancy
- Arts & culture adds to Quality of Life
- Democracy → let's redefine... doesn't have to be what America defines... ; look to indigenous worldviews
- Enough & affordable housing in safe communities
- Dense & walkable communities
- Free time / Time to recreate → Disposable income
- Resistance!
- Self Determination (Community specific)

Additional written Response:

- *Quality of life is: becoming a stronger, more vibrant, more inclusive city where all have choices to live, work and invest. Keeping housing affordable, maintaining infrastructure, preserving environment.*

The group came back together for large group discussion, and Sylvia invited them to share what they learned and lift up any provoking comments or key themes. Reflections included:

- Growth for its own sake is not a goal and needs a purpose. We use economic development to grow quality of life. The people and natural environment we steward are critical.
- There was greater diversity of ideas on the economic development term.
- How do these link ideas to culture? Can we cultivate a culture of resilience?
- All of these terms relate to land use. There is some lack of knowledge about the land use system in the region. It will be important to integrate land use into the process.
- Looking at these terms through a social justice lens ties it all together. Growth, economic development, and quality of life need to reach all people in the region.
- Will need to consider climate resilience and how it plays into all of these terms.
- These terms connect to deep concepts about humanity, fairness, and our role as a species. Our challenge as a region will be to ensure that people see growth as not happening to them, but with them and for them. "Who reaps in the benefits" is critical to consider, and the previous Vision may not have done that adequately.

Vision Engagement Strategy

Irene Kim, Partner and Community Engagement Lead at Cascadia Partners, introduced herself as part of the engagement team for the Vision. She provided a high-level overview of the Vision engagement principles and goals. The principles and goals will guide the engagement methods and tactics for seeking public engagement on the Vision and they include:

- Principle 1: Center on Relationship Building, with the goals of strengthening existing relationships, cultivating new ones, and building a sense of ownership and buy-in from existing and potential partners.
- Principle 2: Community-Driven Approach, with the goals of ensuring the Vision reflects community priorities, co-creating shared values with communities, centering representation from diverse communities, and connecting the vision with tangible and achievable goals and strategies.
- Principle 3: Rethink How We Communicate and Engage, with the goals of diversifying participation, engaging through art, culture and creativity, implementing culturally-specific engagement methods, and ensuring accessible information and communication.
- Principle 4: Building on Past Work, with the goals of honoring previous community efforts, building past learnings into the process, and strengthening alignment across multiple generations of planning.

Commissioners reflected on the engagement priorities and goals and had the following comments and questions:

- Will Commissioners be able to participate in engagement activities like the Youth Summit, and how can Commissioners support engagement? The team noted that Commissioners are encouraged to participate in engagement activities and are expected to be liaisons to their communities and conduct engagement.
- Is there a budget for food and translations? Metro noted that there will be budget for food, translations, and other ways to make meetings accessible like by providing childcare and interpretation.

Irene noted that Commissioners will be getting a follow-up survey to hear their more specific input and ideas on engagement.

Next Steps

Sylvia reviewed next steps:

- The next Commission meeting is scheduled for December 11, 2025. The meeting location is not yet decided but Commissioners will hear about a location in a week. Metro is taking into account accessibility and transit in determining locations. December 11 is also Myrah's 26th birthday!
- Commissioners will receive the engagement survey.

Chair Gonzalez closed the meeting and thanked Commissioners for their participation.

"Later List"

The list of ongoing topics for future discussion or information includes:

- Reflection and evaluation of the 1995 Future Vision
- More information on how the Future Vision relates to the Growth Concept Map

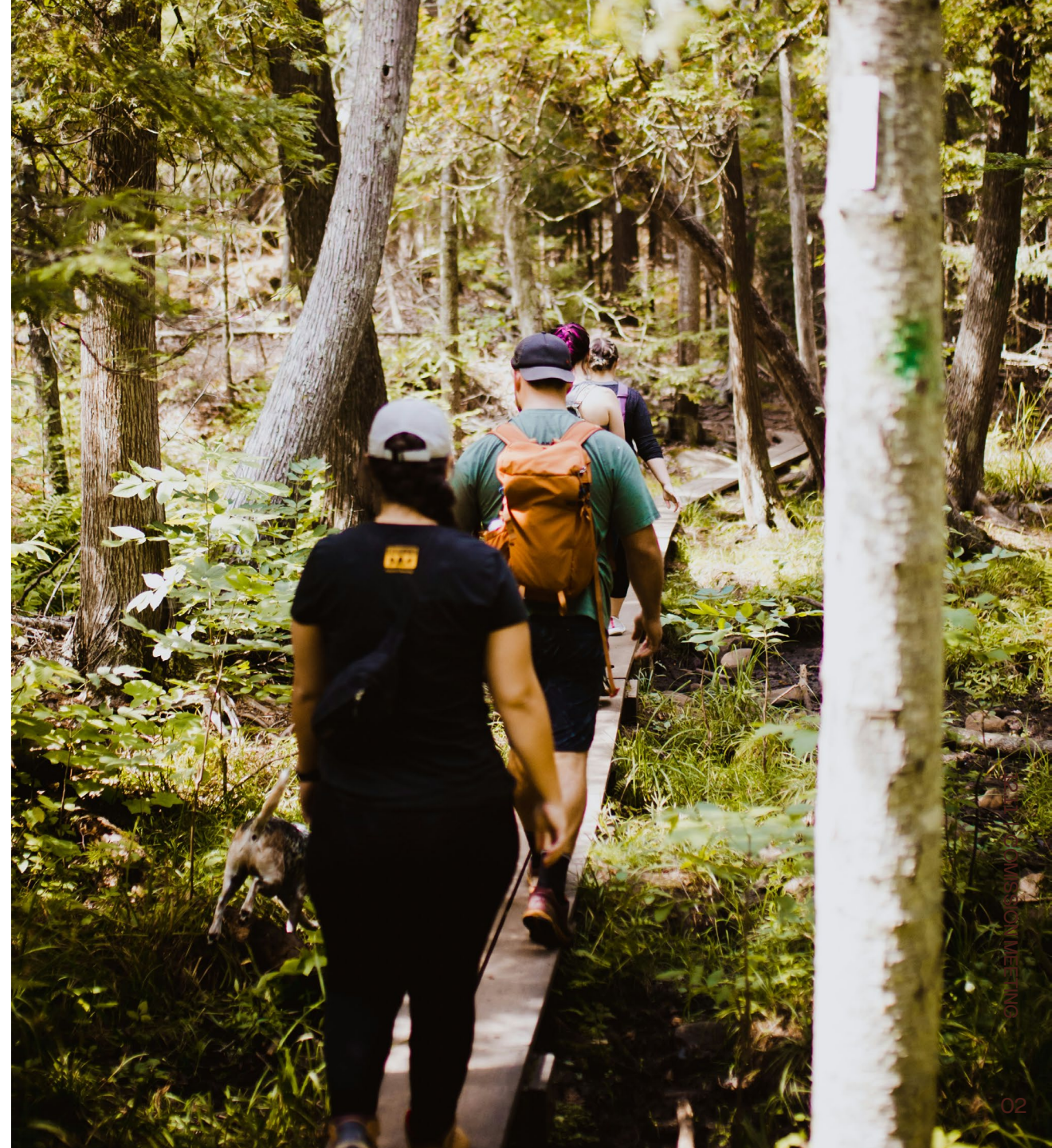


Future Vision Commission Meeting

12.11

Meeting Purpose

- Explore visions and strategic plans from around the Region
- Understand work plan for developing the Future Vision
- Provide input into the public engagement strategy



Grounding: Your Charge

Craft a **50-Year Vision** that reflects the **values and desires of the region's residents** and is informed by:



Community
Values

+



Current
Conditions and
Critical Topics

+



Trends
and Futures

=



Future
Vision

Meeting Purpose

01

Engagement Strategy
Review

04

Visions and Plans from
Across the Region:
Reflect and Share

02

Next Steps

05

Project Timeline
and Details

03



Visions and Plans from Across the Region

02

Small Groups Activity

Present

(~5 minutes per person)

- What stands out as themes that could become part of the region's Future Vision
- Is there anything that surprises you?
- What resonates with you?

Discuss and Document:

Choose a handful of themes that could become part of the region's Future Vision.

Criteria:

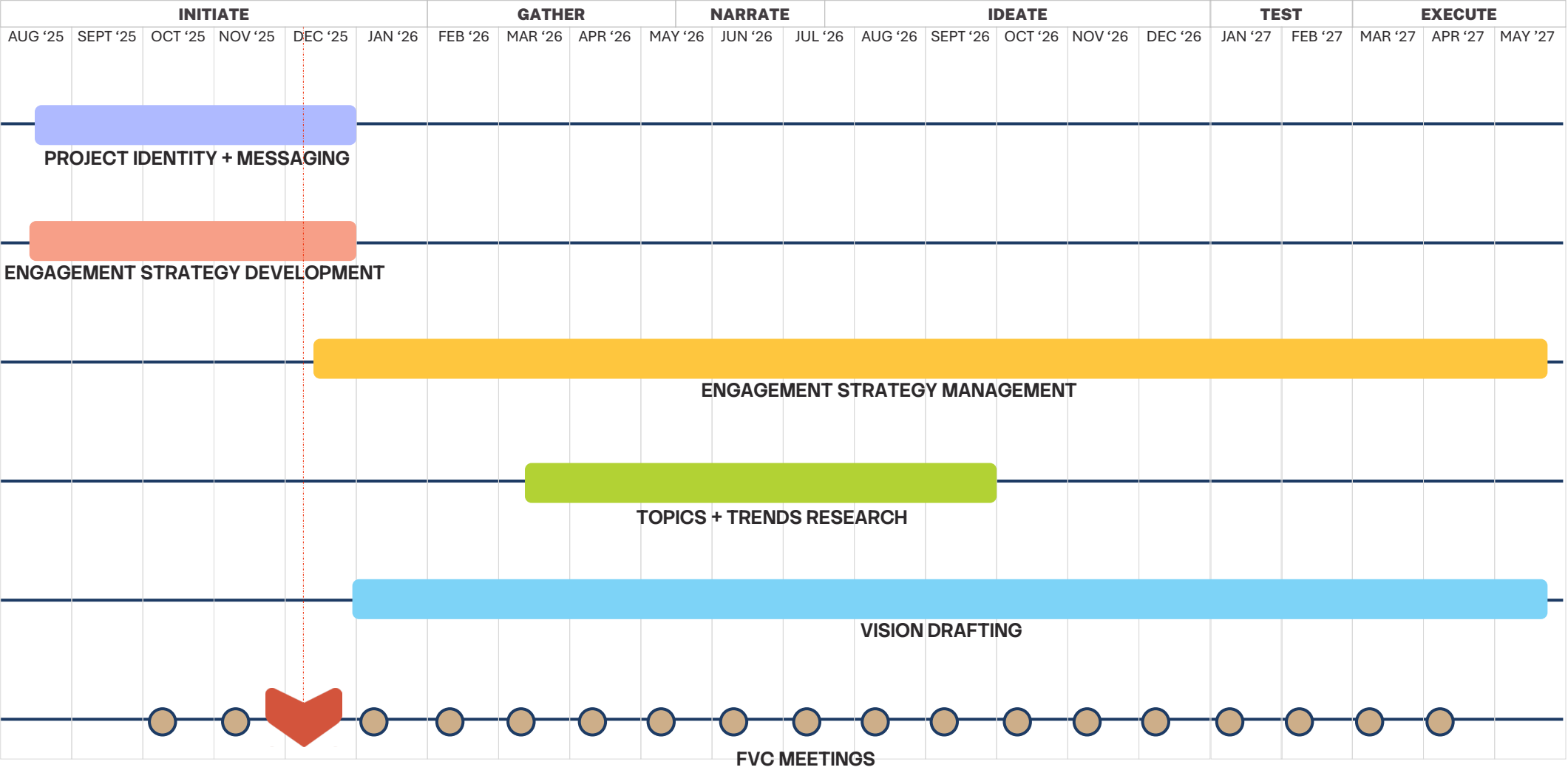
- Apply at the 50-year time horizon
- Can be extrapolated geographically to a wider scope

Write ideas on paper – one per page
– to add to the sticky wall

Project Timeline and Details

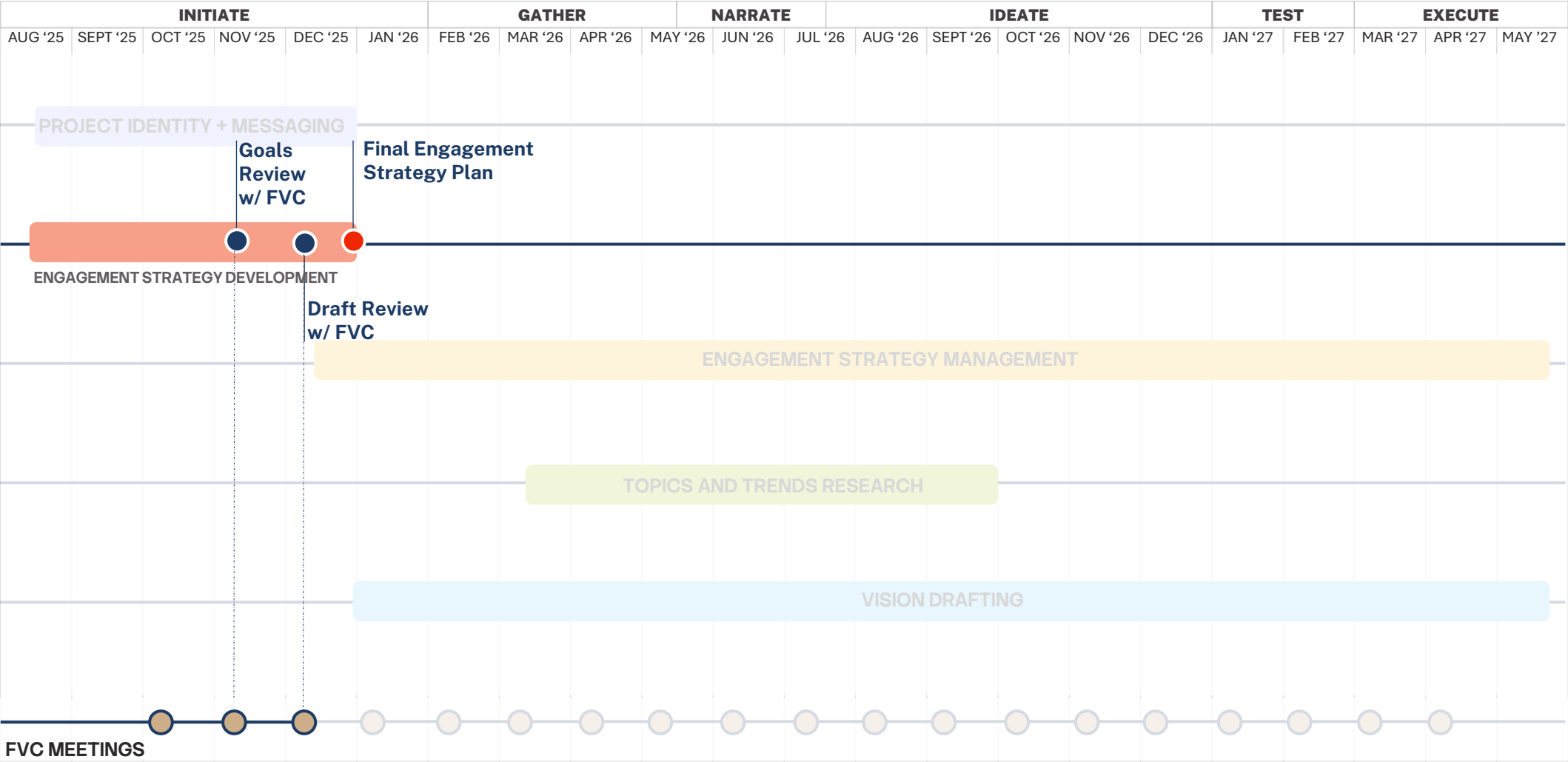
03

Project Timeline Overview

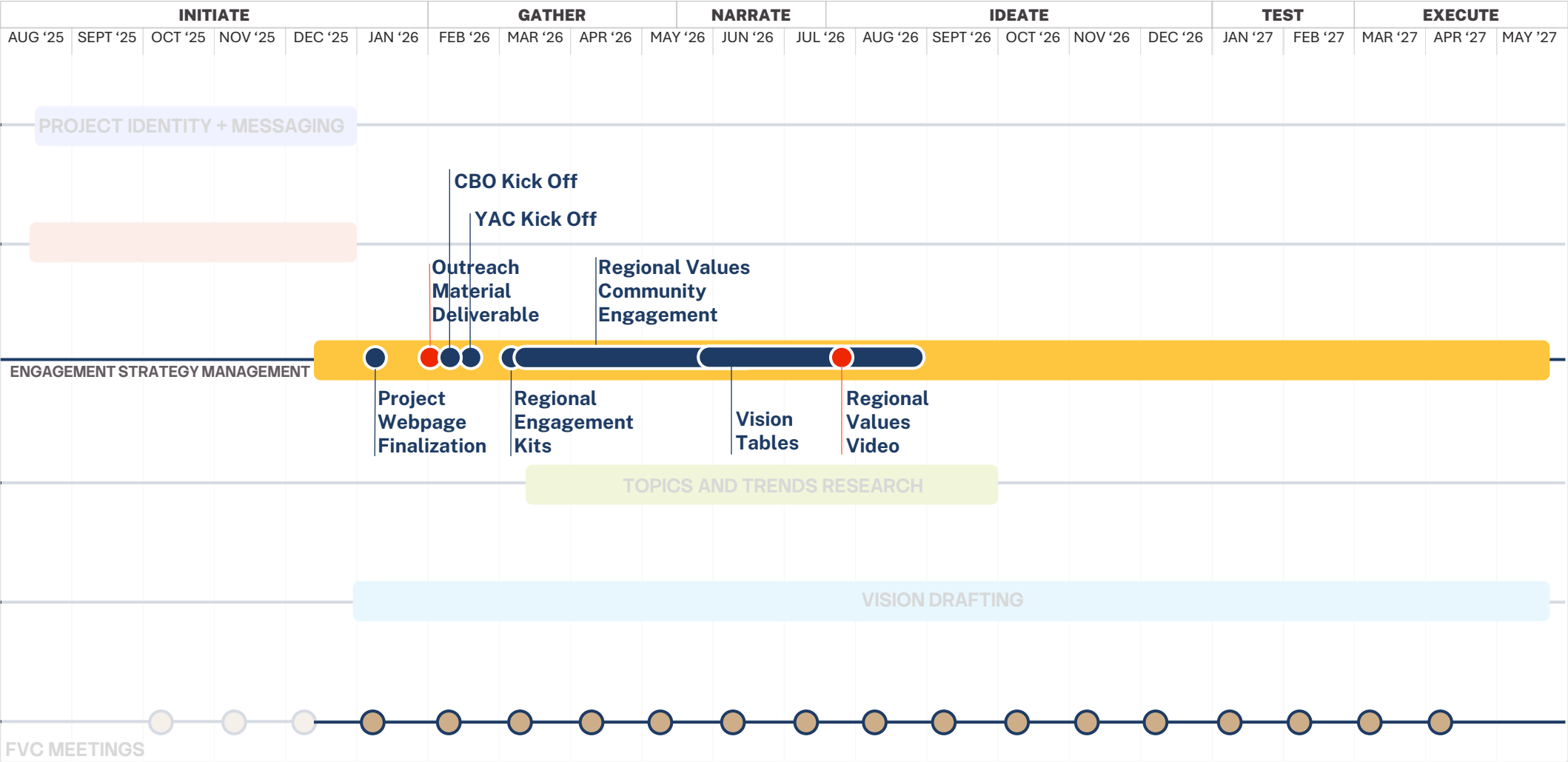


Project Timeline

Engagement Strategy Development

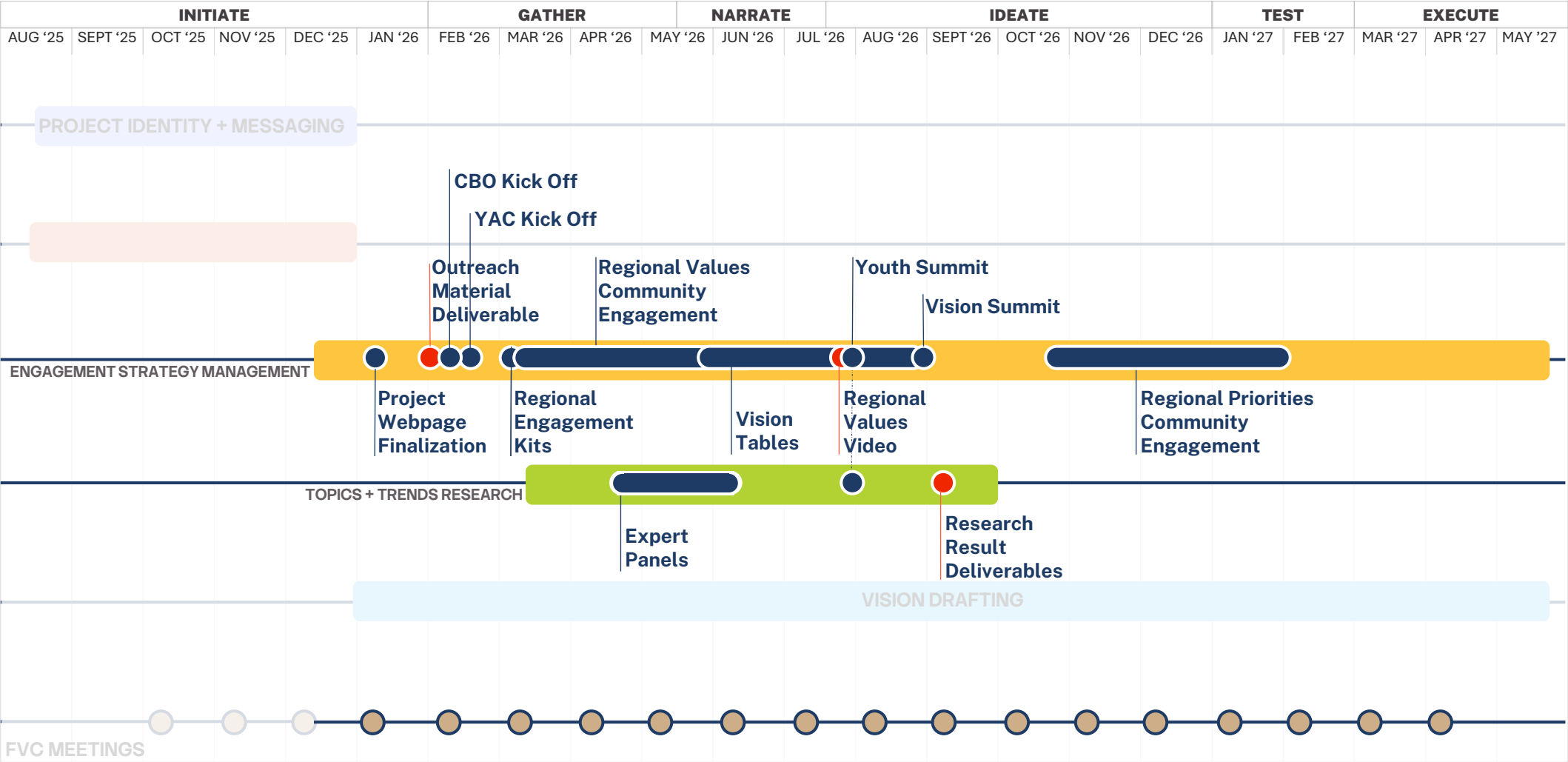


Project Timeline Engagements



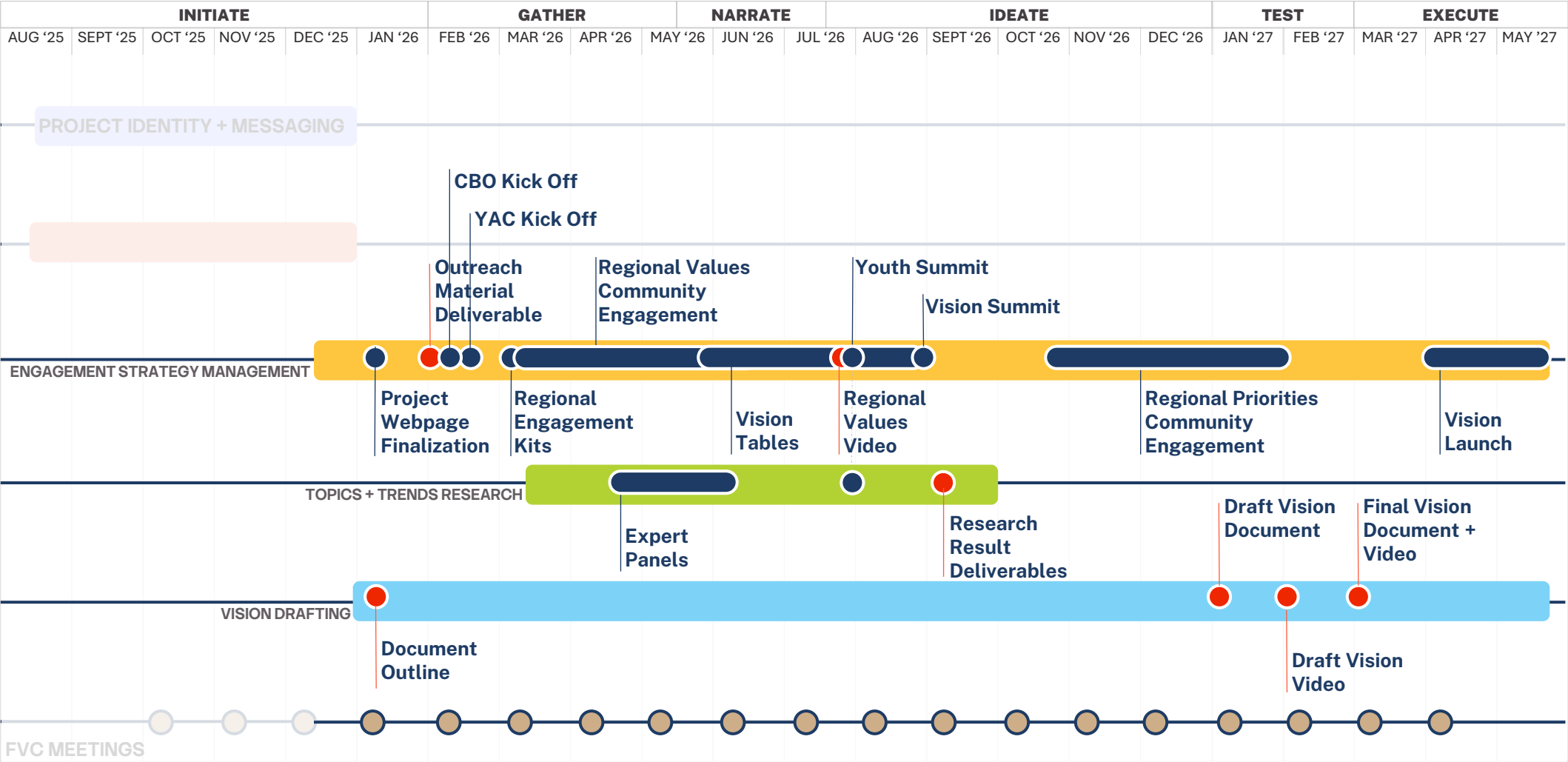
Project Timeline

Engagements, Research



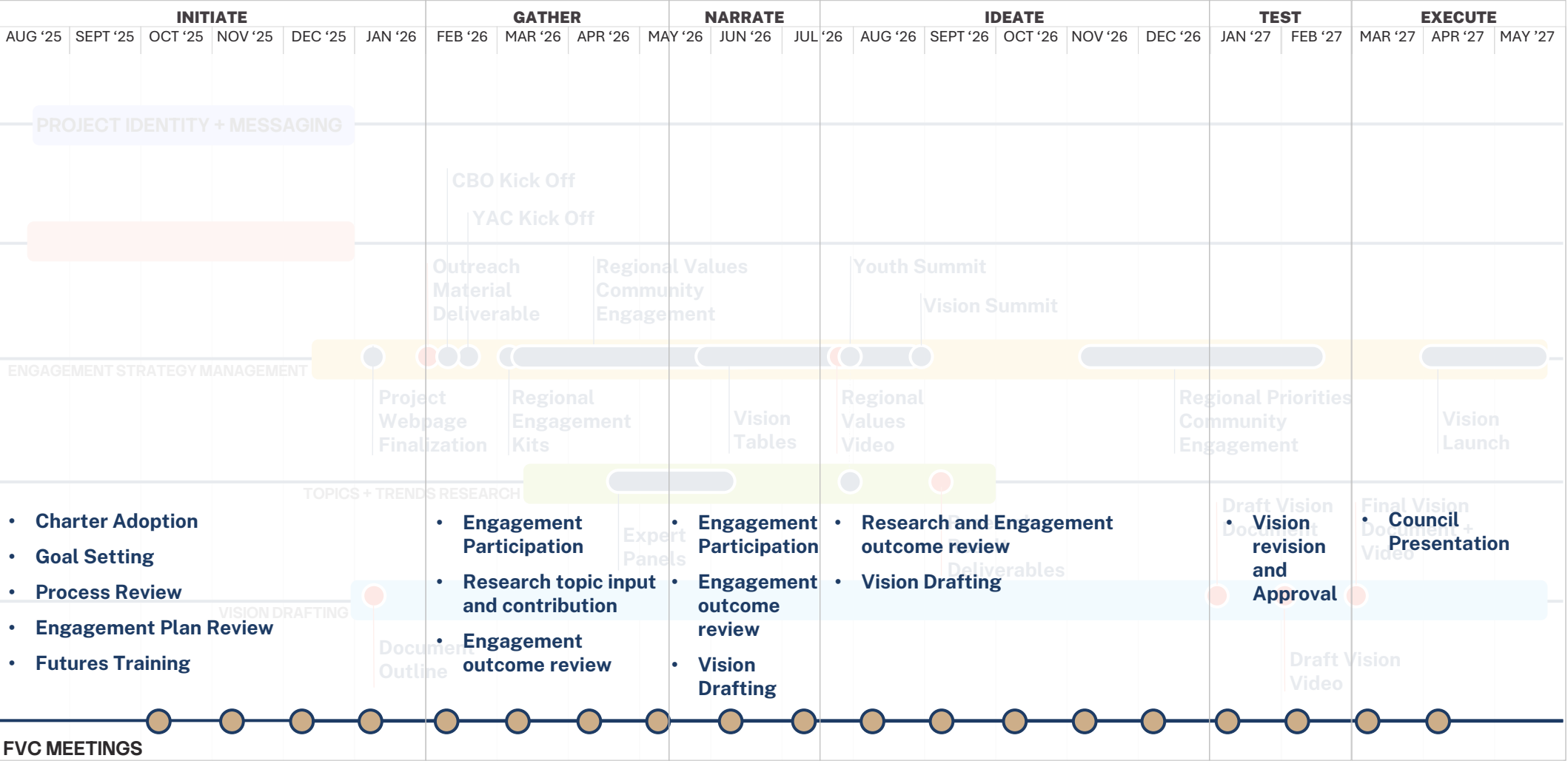
Project Timeline

Engagements, Research, Final Vision



Project Timeline

FVC Meetings



Vision Engagement Strategy

03

Phase 1 Initiate



PHASE PURPOSE / ENGAGEMENT OBJECTIVES

Launch the project and begin to build awareness and excitement about Future Vision.

- Build the project identity, communications, and engagement strategy
- Identify how different stakeholders will be involved in the visioning
- Engage artists consultants and select CBOs to support arts/culture and youth engagement

KEY QUESTIONS

- What suggestions and considerations should we be aware to equitably engage a wide-reaching and diverse region?
- How could you support outreach to your networks and communities?
- How do we garner interest in a 50-year vision that resonates with young people and the whole region?

ENGAGEMENT TOOLS / ACTIVITIES

- Project webpage and communications materials
- Recruitment materials

Phase 2 Gather

PHASE PURPOSE / ENGAGEMENT OBJECTIVES

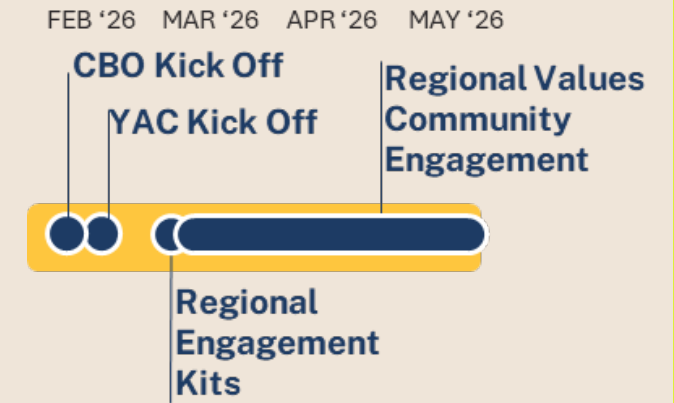
Collect region-wide feedback on regional values and goals for the next 50 years.

- Stand up the Youth Advisory Committee (YAC) and collaborate with CBOs on engagement and outreach
- Engage artists to integrate arts and culture and unlock creative thinking
- Gather broad public feedback on regional values and hopes for the future
- Gather feedback from FVC, YAC, and Metro Council on preferred topics and trends research
- Conduct expert panels to understand current and emerging trends and drivers of change

KEY QUESTIONS

Questions that evoke stories, experiences, and connections to the region, such as:

- What's something about your community that has changed over time – for better and/or for worse?
- What's a place that represents what's most important to you in the region - tell us why.
- What do you love about living here?
- What do you hope never changes?
- What do you hope will be different?



ENGAGEMENT TOOLS / ACTIVITIES

Broad to targeted engagement:

- Artists in Residency
- Regional Values Online Survey
- Pop-up booths and Future Fairs
- Conversation Kits
- "Future Letters to 2077"
- Time capsule

Phase 3

Narrate

MAY '26 JUN '26 JUL '26



PHASE PURPOSE / ENGAGEMENT OBJECTIVES

Synthesize Phase 2 feedback and report back to the public on shared regional values and goals.

- Communicate how regional values will guide visioning discussions in Phase 4 and 5
- Collaborate with artists to incorporate illustrations and art in sharing back our regional values
- Begin planning and coordinating the Youth and Vision Summits

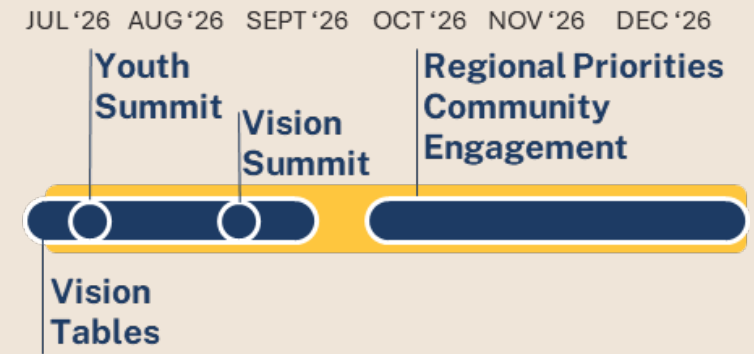
KEY QUESTIONS

- Debrief on key themes and engagement outcomes with FVC, YAC, and CBOs
- Gather feedback from YAC, CBOs, and FVC on engagement methods and activities to help refine a run-of-show for the Youth and Vision Summits

ENGAGEMENT TOOLS / ACTIVITIES

- Regional Values Video
- Public-wide communications and outreach including regional partners and jurisdictions, CBOs, media, etc.
- Co-designing and coordinating engagement and outreach with YAC, CBOs, and FVC on Summits

Phase 4 Ideate



PHASE PURPOSE / ENGAGEMENT OBJECTIVES

Explore drivers of change and future readiness that reflect and realizes regional values.

- Call for arts and culture sponsorship to artists across the region to respond to prompts about future visioning
- Host Vision Tables to gather feedback from experts and leaders in the region to dive deeper into topics and trends
- Host a Youth Summit and Vision Summit to explore drivers of change, future readiness, and envision bold ideas for the future based on regional values. The Vision Summit will build on outcomes from the Youth Summit.

KEY QUESTIONS

- If this future were to come to pass, what are the insights for your household, your neighborhood, the region, the wider world?
- What actions would the region need to take in order to get ready for this future?
- What headline from the future can you imagine? Choose a Driver of Change and tell us a story from 2077.
- What is a driver of change that you think will shape the future of the region?

ENGAGEMENT TOOLS / ACTIVITIES

- Co-designing and coordinating with YAC, CBOs, and FVC on Summits
- Arts and Culture Sponsorships
- Vision Tables
- Youth Summit
- Vision Summit

Phase 5 Test

JAN '27 FEB '27

Regional Priorities
Community
Engagement



PHASE PURPOSE / ENGAGEMENT OBJECTIVES

Draft the vision and provide opportunities for the public to weigh in on draft vision and regional priorities.

- Present the draft Vision to the public report back on outcomes from the Vision Tables and Youth and Vision Summits
- Gather feedback from the broad public on regional priorities

KEY QUESTIONS

- What parts of the draft vision resonate with you and your community? What doesn't and why?
- What topics within the draft vision are a priority for you? What do you think the region should focus on sooner than later?

ENGAGEMENT TOOLS / ACTIVITIES

- Regional Priorities Online Survey
- Pop-up booths / Community events

Phase 6 Execute

MAR '27 APR '27 MAY '27

Vision
Launch



PHASE PURPOSE / ENGAGEMENT OBJECTIVES

Finalize the Future Vision.

- Final meetings with FVC towards a recommendation to Metro Council
- Report back to the public on outcomes from Phase 5 and how feedback was incorporated into the final Vision
- Present the final Vision to the broad public and key partners to build momentum for implementation

KEY QUESTIONS

- What do you see your role as in implementing the vision? How could you be a champion for the region?
- What are opportunities for continuing conversations, coordination, and partnerships to set Metro and the region up for success in implementing the vision?

ENGAGEMENT TOOLS / ACTIVITIES

- Future Vision Video
- Communications and outreach to the general public, regional partners, CBOs, media, etc.
- Future Vision project presence at existing festivals, exhibits, and events

Next Steps

- **January 15** Commission meeting –
*Clackamas County Development Services
Building (Oregon City)*
 - Community engagement update
 - Futures training

Memorandum

To: C4 Metro Subcommittee
From: Team TPAC, Representing Clackamas County & Clackamas Cities
Re: TPAC Highlights from December 5, 2025
Date: December 5, 2025

Overview

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

General Updates & Committee Updates from around the Region

- Fatal Crash Update: According to recent data available, there were approximately six traffic deaths from November 1 through November 30 across Clackamas, Multnomah, and Washington counties. Of this total, three people died while walking, two people died while driving a motor vehicle, and one person died while bicycling. One fatality occurred in Clackamas County. Some actions regional partners are taking for safer streets were highlighted during the meeting, and include efforts by the [Portland Police Bureau](#), [Portland Bureau of Transportation](#), the [Portland Clean Energy Fund](#), and [Vision Zero's Year-End Survey](#).
- Transit Minute: Regional ridership reached nearly 6.7 million trips in October, about 1% below the same month last year. Ridership across other modes continued to rise, and overall system use is holding steady at approximately 67% of pre-pandemic levels. See Metro's [website for full video](#).
- MTIP Amendments: The December 2025 MTIP formal amendment bundle updates two existing projects and adds three new ones. Major changes include repurposing TriMet's FTA 5339(a) funds to develop a new off-street bus layover and operator facility and increasing funding for the NW 112th Avenue/PNWR rail crossing upgrades. New additions include the Stark Street Bridge Replacement PE phase, the Boise-Eliot Planning Study funded by a Reconnecting Communities Pilot grant, and Metro's MTIP data management and RFFA support project.
- OR 217 Auxiliary Lanes Project Completion: Construction on the OR 217 Auxiliary Lanes Project is complete, delivering new auxiliary lanes, widened shoulders, and improved ramp-to-ramp connections to reduce weaving and enhance corridor safety.

Annual Safe Streets for All Update

Overview: Metro staff provided TPAC with the annual Safe Streets for All (SS4A) update, summarizing regional traffic safety trends, progress toward Vision Zero, and findings from the 2025 draft Annual Safety Report. The report shows that while total crashes have decreased over the past decade, fatal and serious injury crashes continue to rise, particularly on 30–45 mph arterial corridors where 65% of serious crashes occur.

Discussion Highlights:

- Members reaffirmed the importance of Safe System strategies of all types that can contribute to reductions in crash rates and severity.
- TPAC noted concern about rising fatal and serious crashes despite drops in total crashes; members emphasized the need to better understand newer risk factors including high-speed e-bikes, nighttime pedestrian visibility, and diversion from freeways.

Next Steps:

- Metro will finalize the 2025 Annual Safety Report and continue shaping the 2026 JPACT Safety Strategy, with a focus on speed management and high-impact safety investments.

- Staff will refine county-level statistics and address concerns about data consistency in future presentations and are looking to add more jurisdictional breakdown for cities into its dashboard tool.
- Metro will begin planning for a 2026 regional safety forum and integrate today's feedback into early 2028 RTP development discussions.

Community Connector Transit Study: Opportunities

Overview: Metro presented updates on the Community Connector Transit (CCT) Study, highlighting new focus areas, potential first-last mile tools, and updated mobility hub concepts intended to guide future local transit investments. Analysis completed in 2025 identified 21 areas across the region that could benefit from improved transit access, with roughly half showing conditions appropriate for community connector shuttle service and half better suited for non-transit solutions such as micromobility or pedestrian improvements. The study also identifies a set of future mobility hub locations, categorized by type, that would strengthen multimodal connections and improve access to transit, especially in areas with high equity need or low existing network connectivity.

Discussion Highlights:

- Several TPAC members expressed interest in a “readiness” lens.
- TPAC emphasized the importance of coordinating the Community Connector Transit Study with TriMet's upcoming service reductions, noting that public messaging must clearly differentiate *long-range visioning* from *near-term service realities*.

Next Steps:

- Metro will refine opportunity areas and develop the draft readiness framework (equity, land use, operational feasibility).
- Staff will return in spring with draft mobility hub typologies and possible partnership/governance models.
- Metro and TriMet will coordinate winter outreach to avoid confusion between long-term visioning and short-term service cut discussions.

Upcoming Agenda Highlights

DECEMBER 10 -- WORKSHOP	JANUARY 9
<ul style="list-style-type: none"> • Regional TDM Strategy – Engagement & Draft Strategy Review • Regional Vanpool Strategy 	<ul style="list-style-type: none"> • MTIP Formal Amendment 26-XXXX • TSMO Call for projects • TriMet service cuts
FEBRUARY 6	FEBRUARY 11 – WORKSHOP
<ul style="list-style-type: none"> • Comments from the Chair • MTIP Formal Amendment 26-XXXX • Regional TDM Strategy: Review draft TDM Strategy, Resolution & Public Comment Period 	<ul style="list-style-type: none"> • Comments from the Chair • TBD

For More Information, Contact Team TPAC

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 Laura Terway, City of Happy Valley
 Tanya Battye, City of Milwaukie

Memorandum

To: C4 Metro Subcommittee

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

Re: November 19, 2025 Metro Technical Advisory Committee (MTAC) Highlights

Date: November 19, 2025

Overview

Following are highlights from the November MTAC meeting. MTAC is a 35-member committee of planners, residents and business representatives that provides technical support to the Metro Policy Advisory Committee (MPAC). Meeting materials can be found [here](#).

General Updates

- The Future Vision Commission had their second meeting on November 13th. They are working on their engagement plan. MTAC will continue to receive updates.
- Gladstone City Administrator Jacque Betz and Planning Consultant Heather Austin presented on the designation of Gladstone's Town Center boundary; sharing challenges, successes, and lessons learned.

Walkable Design Standards

Staff from the Department of Land Conservation and Development presented the walkable design standards for Climate-Friendly and Equitable Communities (CFEC). A CFEC Walkable Design Standards Guidebook will include model code and compact building types as a benchmark to compare desired outcomes for certain zones.

Discussion Highlights:

- DLCD was asked about Senate Bill 1537, which allows exceptions to code standards and how that is contradictory to the CFEC standards. DLCD responded that the hope is the exceptions are few and noted that SB 1537 sunsets in January 2032.
- A request was made that when there is a model code or a guidebook provided, DLCD make clear which aspects are the minimum requirements and which go above and beyond.
- An MTAC member who is a landscape architect stressed the need for shade, trees, and landscaping to be highlighted as walkability and comfort are tied closely together.

Regional Housing Coordination Strategy: Recommendation to MPAC

Metro is required under Oregon's Housing Needs Analysis (OHNA) legislation to adopt a Regional Housing Coordination Strategy (RHCS) by the end of 2025. This strategy will define how Metro supports housing production, access, and affordability across the region, aligned with equity and fair housing goals. Metro staff provided an update on several changes to the RHCS before discussion by MTAC members who ultimately voted to approve the RHCS recommendation to MPAC with two amendments relating to Metro's role as a convener and coordinator:

- Delete the following language from the description of Action #9 (Affordable housing operational stabilization strategies): “changes to policies such as rental assistance payment standards.”
- Delete references to “housing choice vouchers” to the description of Action #10 (Improvements to voucher and other rental assistance policies and implementation): Improvements to voucher and other rental assistance policies and implementation.

Discussion Highlights:

- Washington County expressed concerns with Actions 9 and 10, stating that the Supportive Housing Services (SHS) Executive Committee should have oversight of these items.
- Washington County proposed deleting language from Action 9 and deleting Action 10 entirely. Clackamas County supported this proposed amendment.
- Metro committed to coordinating with the SHS Executive Committee on the RHCS Actions. Metro’s role is as a convener – or a partner at the table if not the convener.
- Following discussion, Washington County stated they would support Action 10 remaining. Clackamas County then proposed amending language in Action 10 to remove any references of “housing choice vouchers.”
- Community Partners for Affordable Housing supported the amendments and stressed the already cumbersome systems involved in rental assistance and concerns about getting into rental assistant payment standards overall that cross over into HUD’s purview.
- REACH Community Development felt that Actions 9 and 10 could be left as is without amendments as they are a positive nod at looking at a regional strategy, noting that SHS sunsets in 2030 and RHCS stretches through 2032.
- The amended recommendation passed with 21 votes in favor and 3 abstentions.

Next Steps:

- November 19, 2025: MPAC members advanced the MTAC recommendation to Metro Council.
- December 2025: Metro Council will meet to consider adoption of the amended RHCS.

Upcoming Agenda Highlights

December 17	January TBD
<ul style="list-style-type: none"> • Safe Streets for All Update • Community Connector Transit Study: Priorities 	<ul style="list-style-type: none"> • TBD

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