
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 Connector 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	Page 18
Team TPAC & MTAC Reports	Page 24

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



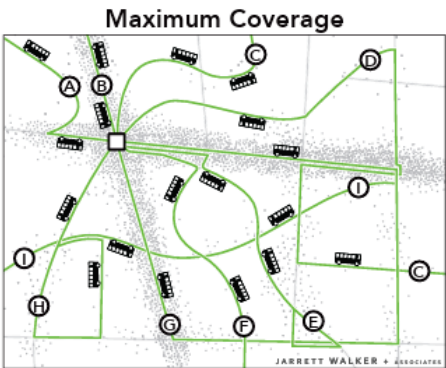
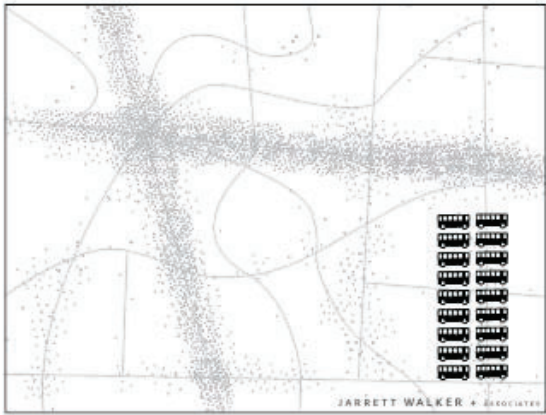
Constraints on Fixed Route Service Planning

Constraints

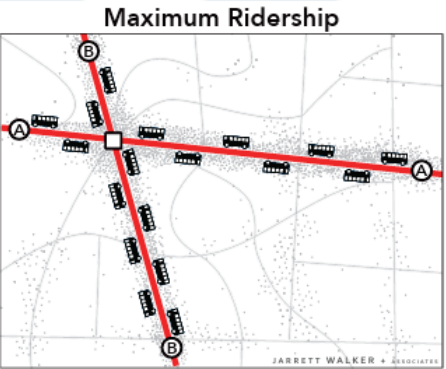
- Revenue
 - Not enough revenue to serve all origins & destinations at all times of day
- Mass transit
 - Fixed route services with 40' buses
 - Can't deviate to pick people up
 - Time
 - Cost
 - Street network



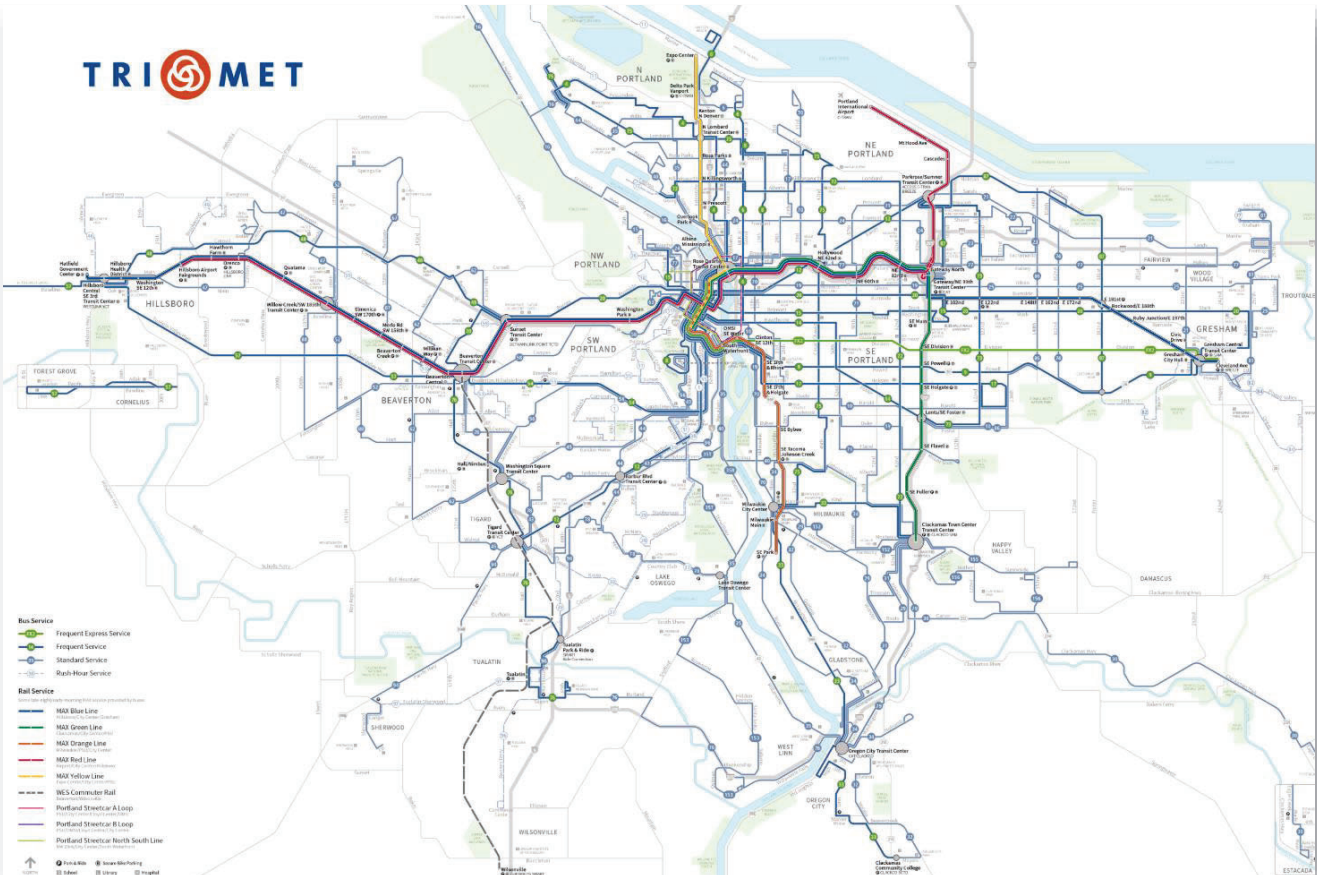
Coverage vs. Ridership Tradeoff*



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

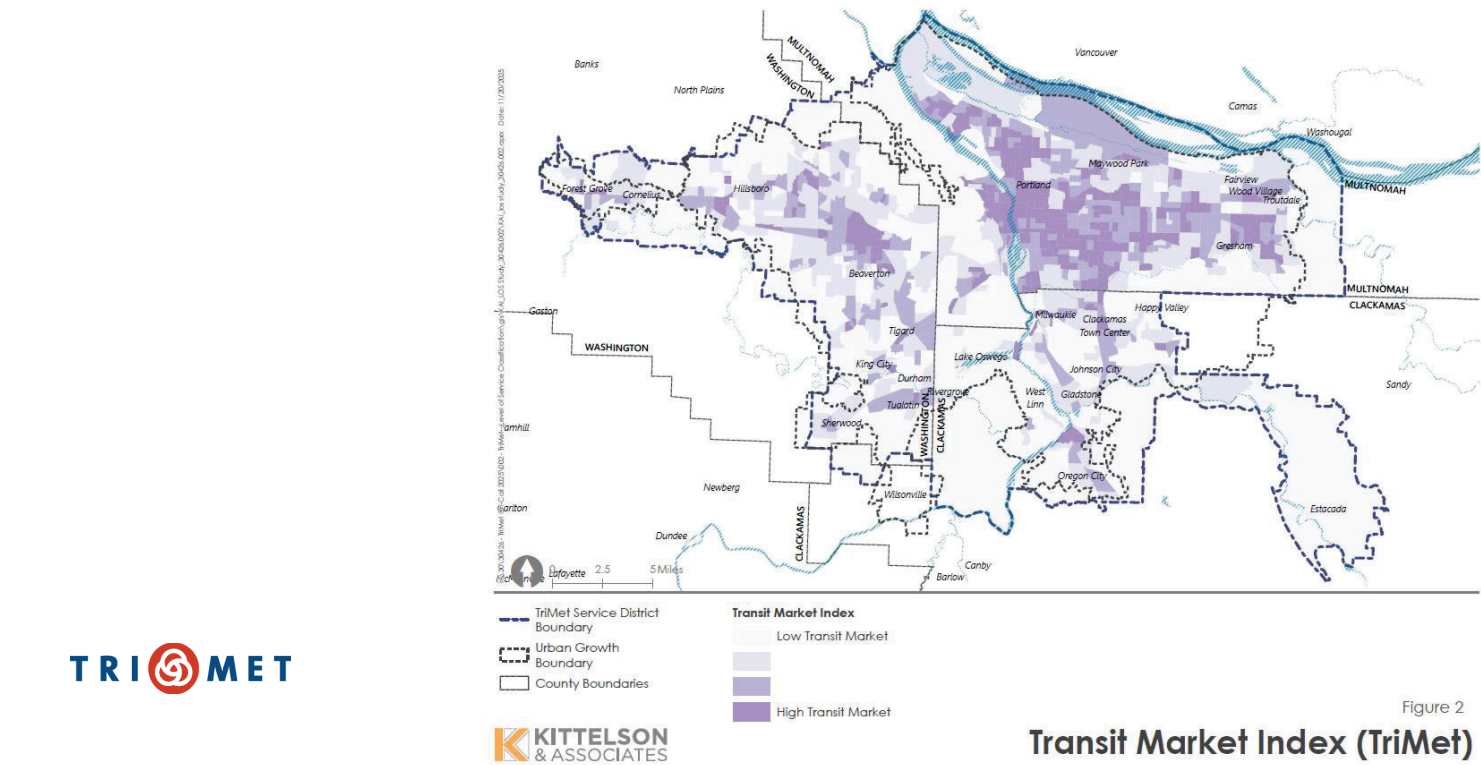


Transit Market Index

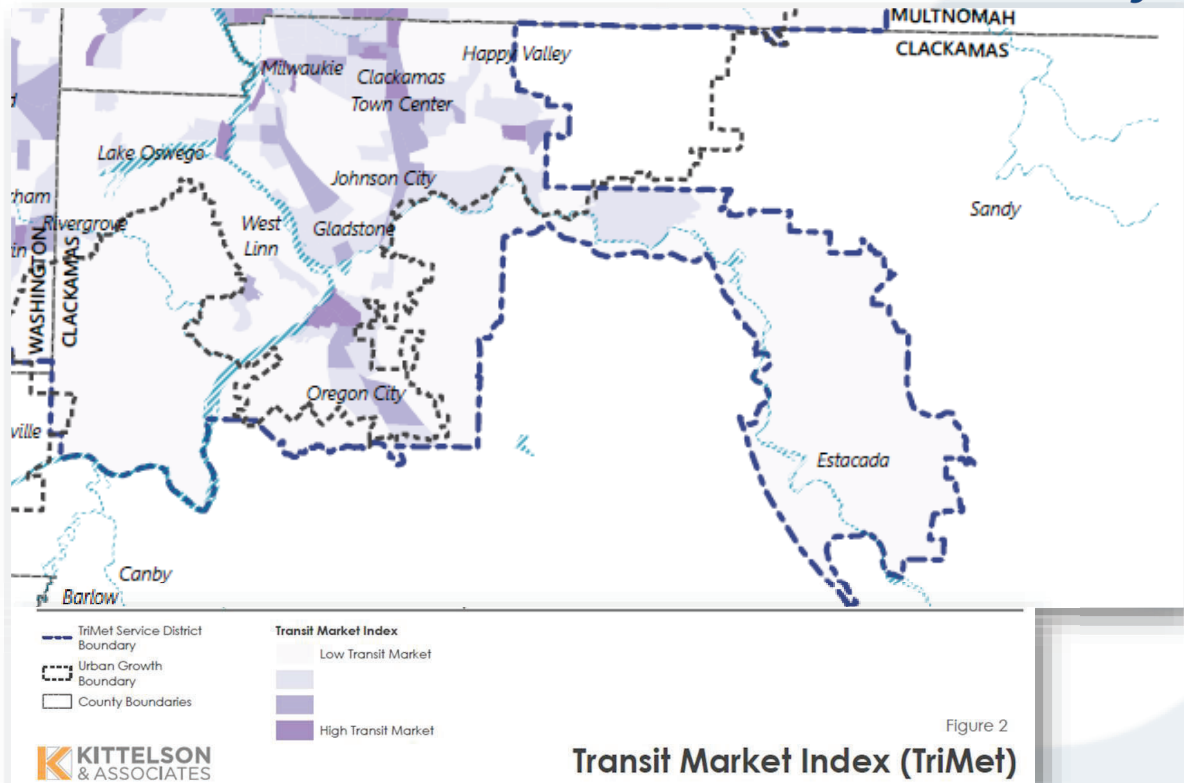
- 10 Transit Market Factors
 - Population density
 - Median household income
 - Employment density
 - Prevalence of low and medium wage jobs
 - Youth & young adults (ages 15 to 29)
 - People with a disability (under age 65)
 - Households with limited vehicle access
 - Sidewalk coverage
 - Intersection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



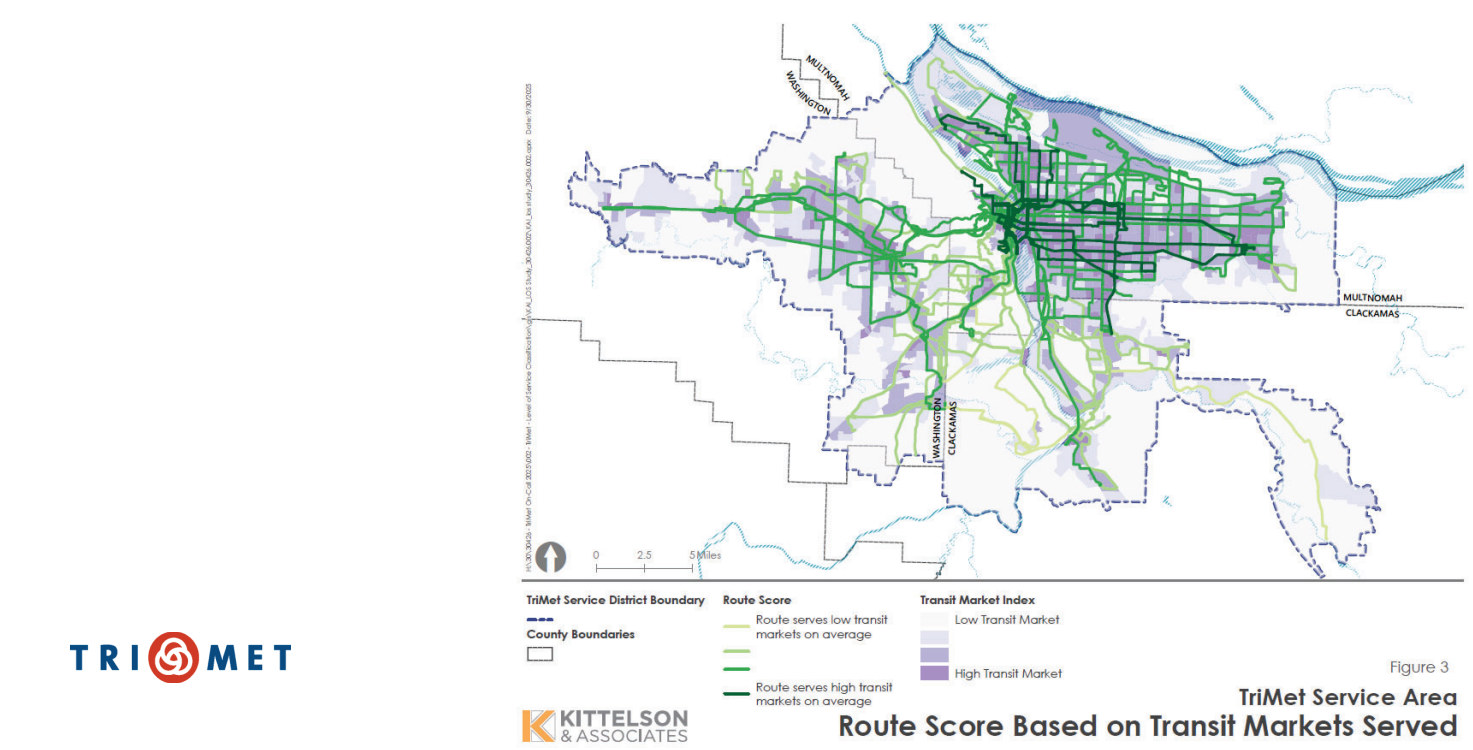
Transit Market Index



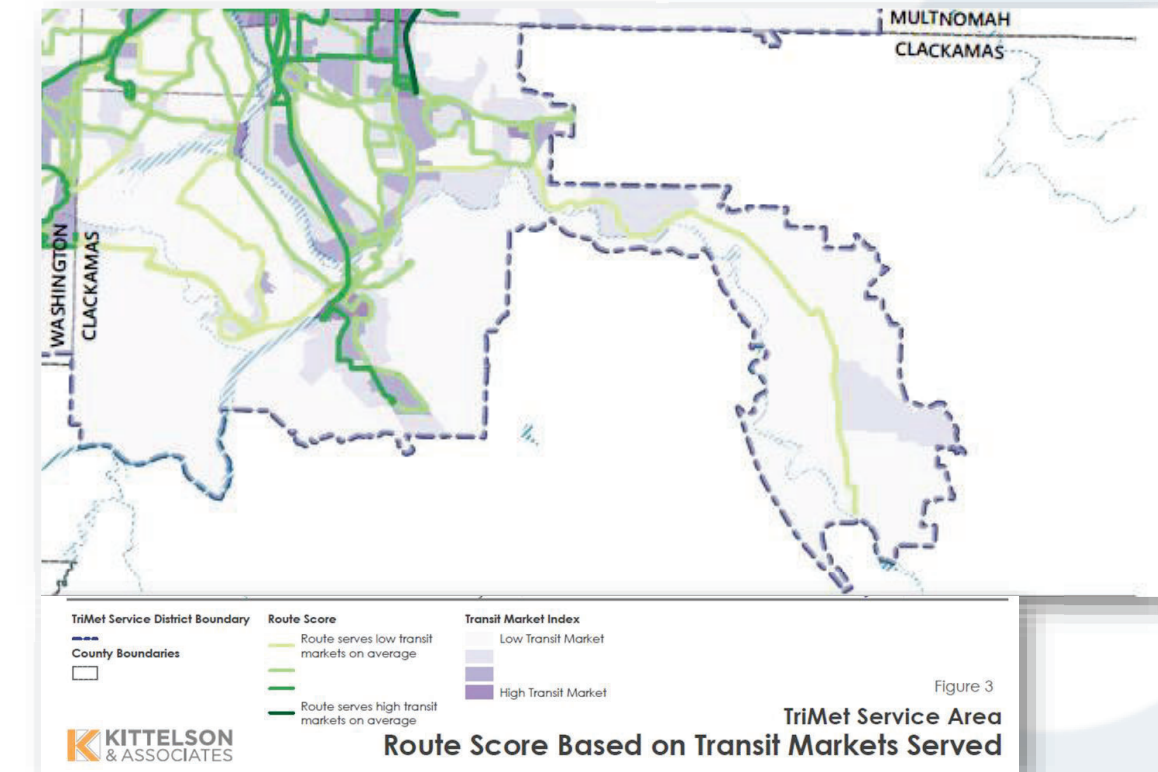
Transit Market Index in Clackamas County



Transit Market Index Averaged Across Transit Lines



Transit Market Index Averaged Across Transit Lines



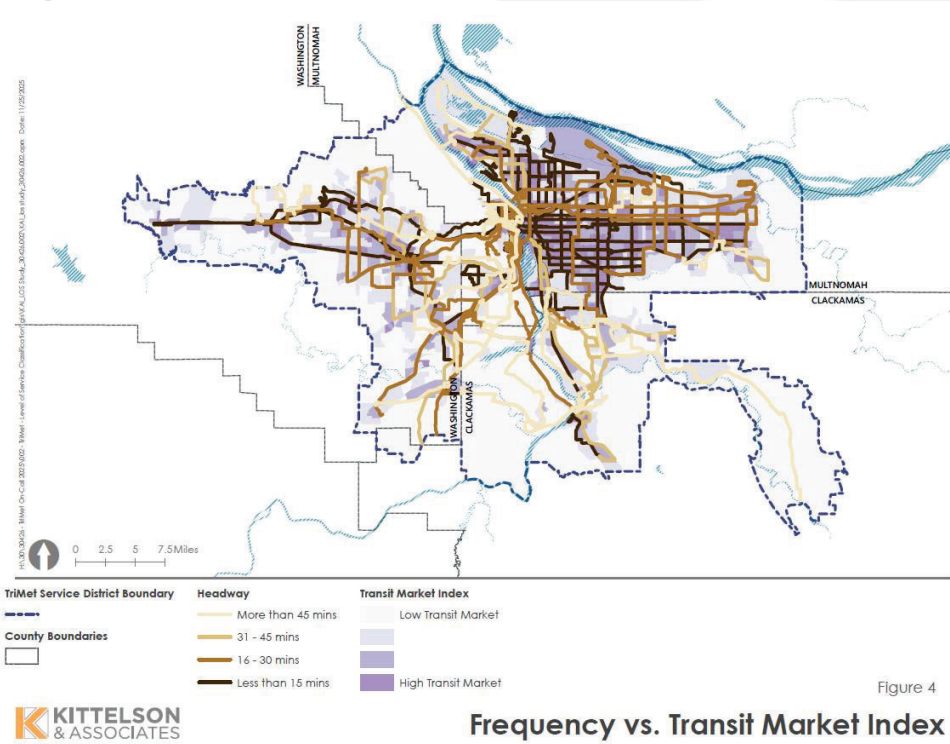
Frequency Standards Based on Transit Market Index

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

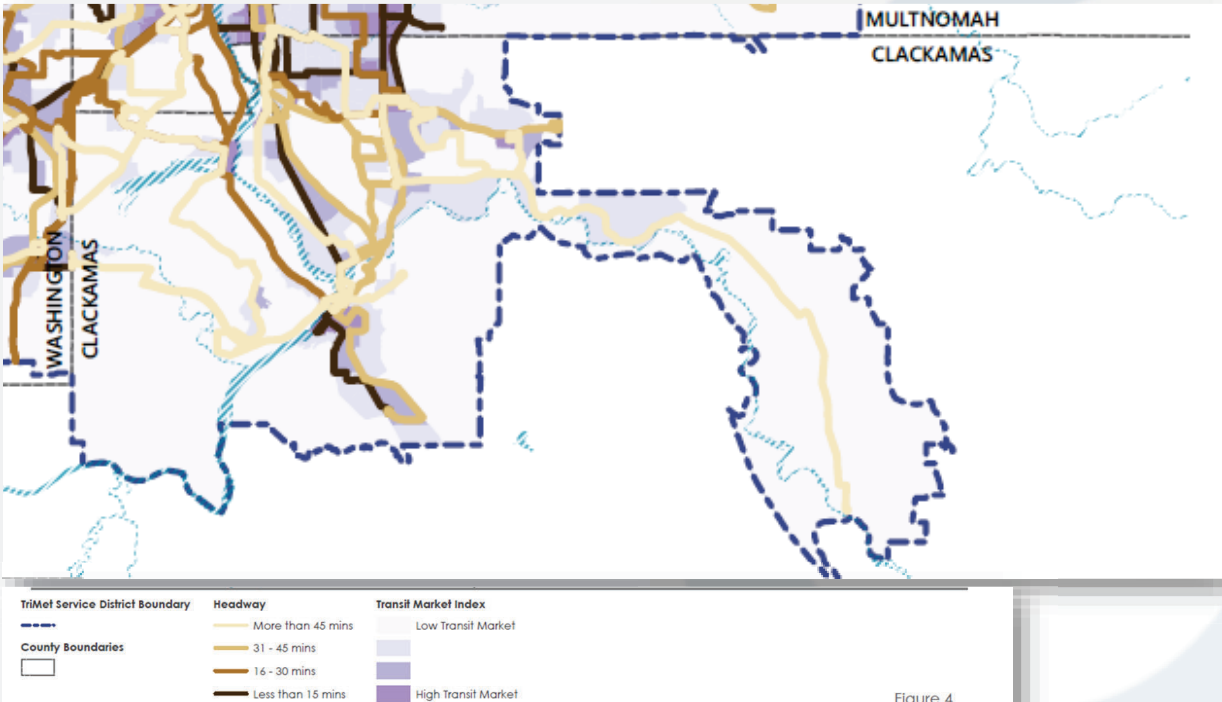


Figure 4
 Frequency vs. Transit Market Index

Frequency Results

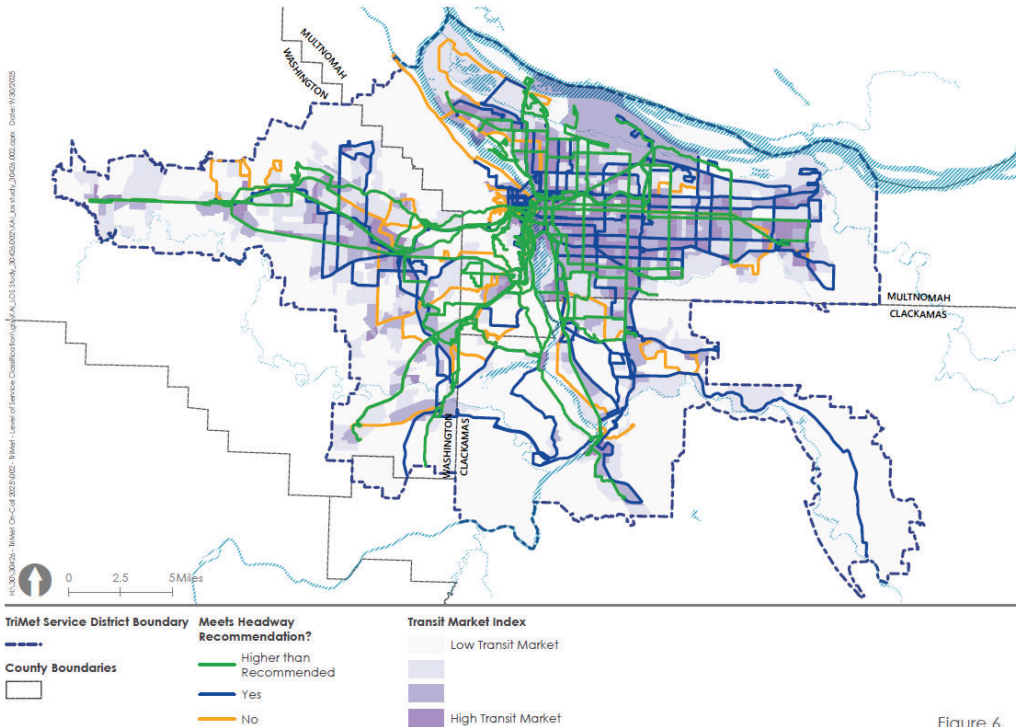
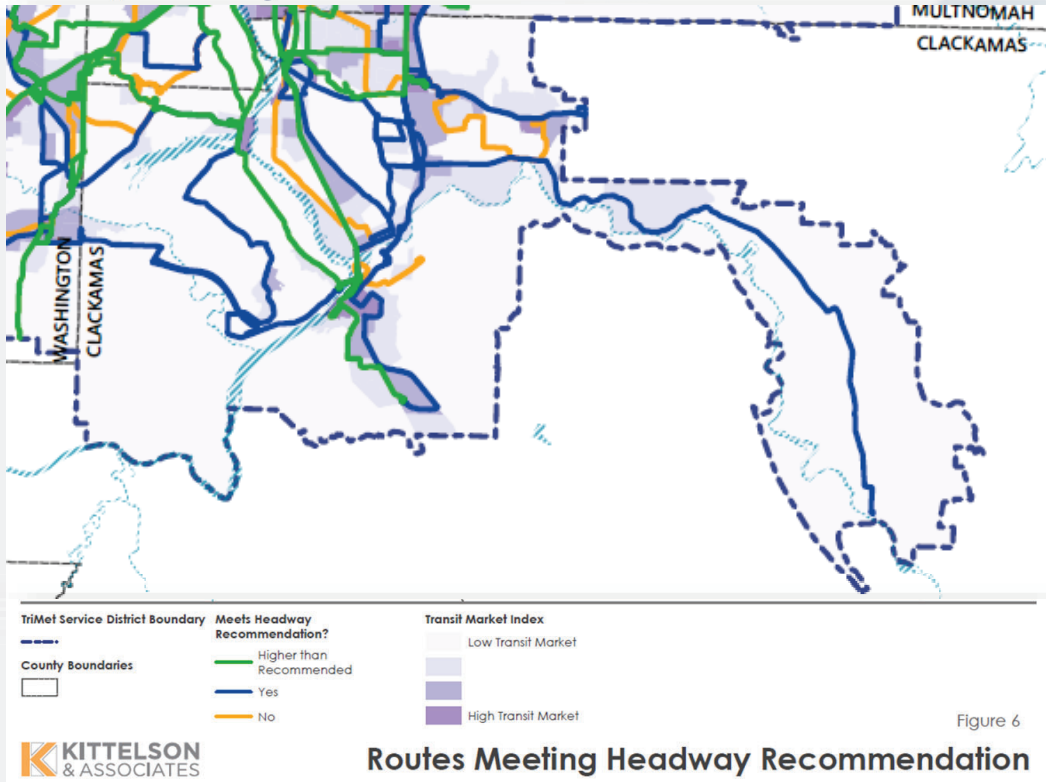
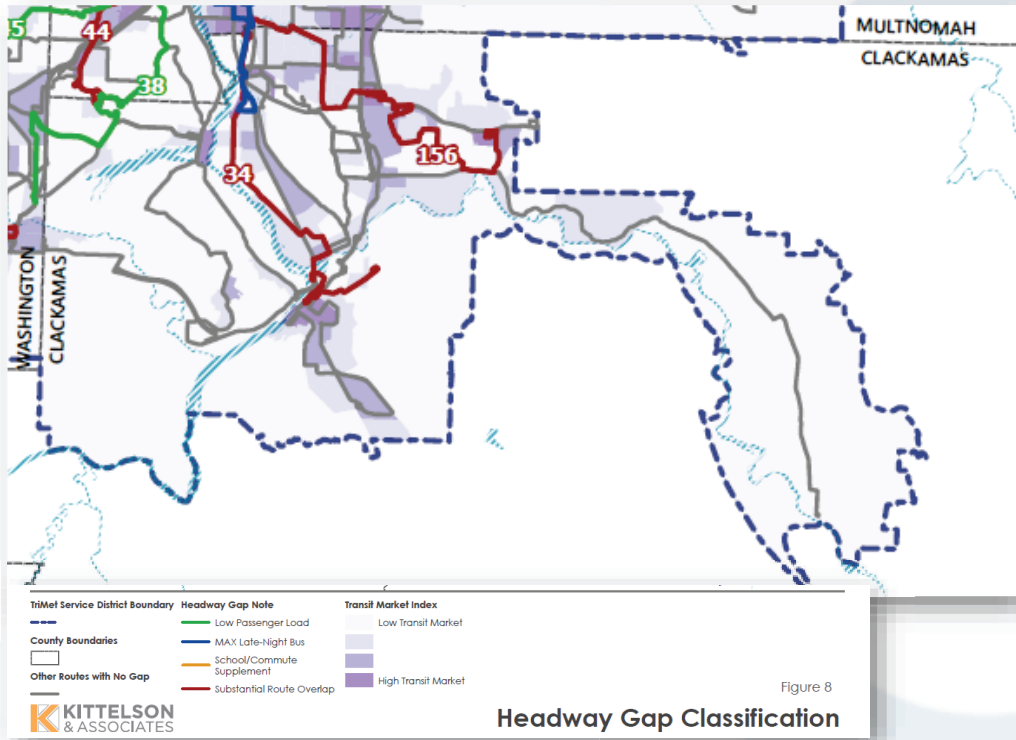


Figure 6
 Routes Meeting Headway Recommendation

Frequency Results – Clackamas County



Frequency Results – Clackamas County Gap Classification



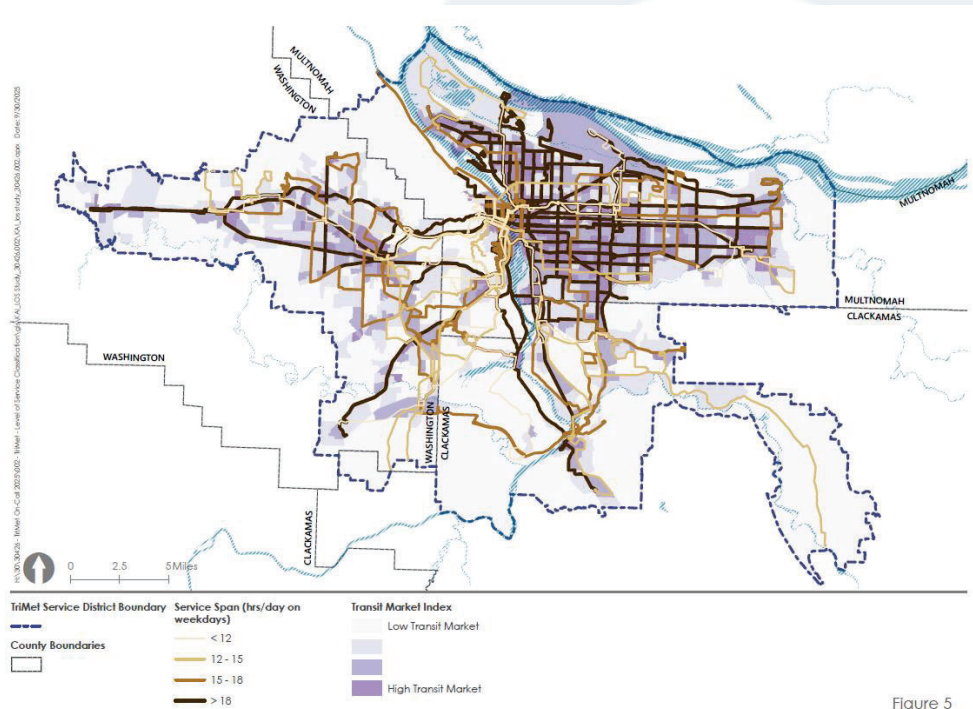
Service Span Standards Based on Transit Market Index

Table 9. Hours of Service – Level of Service Thresholds

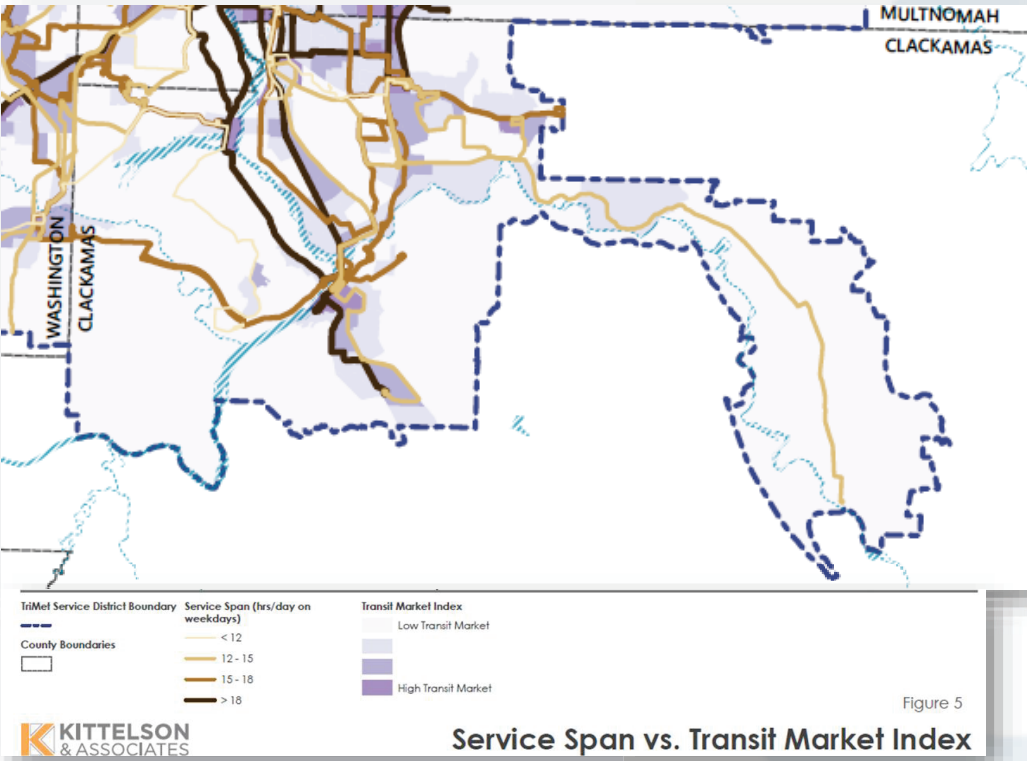
Transit Market Index Score	Hours of Service	Description of Hours of Service
3 (High Transit Market)	>= 18	A full range of trip purposes can be served, including shifts in travel patterns due to working from home, and supports passengers' unplanned travel needs. Typically offered in stronger transit markets 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.



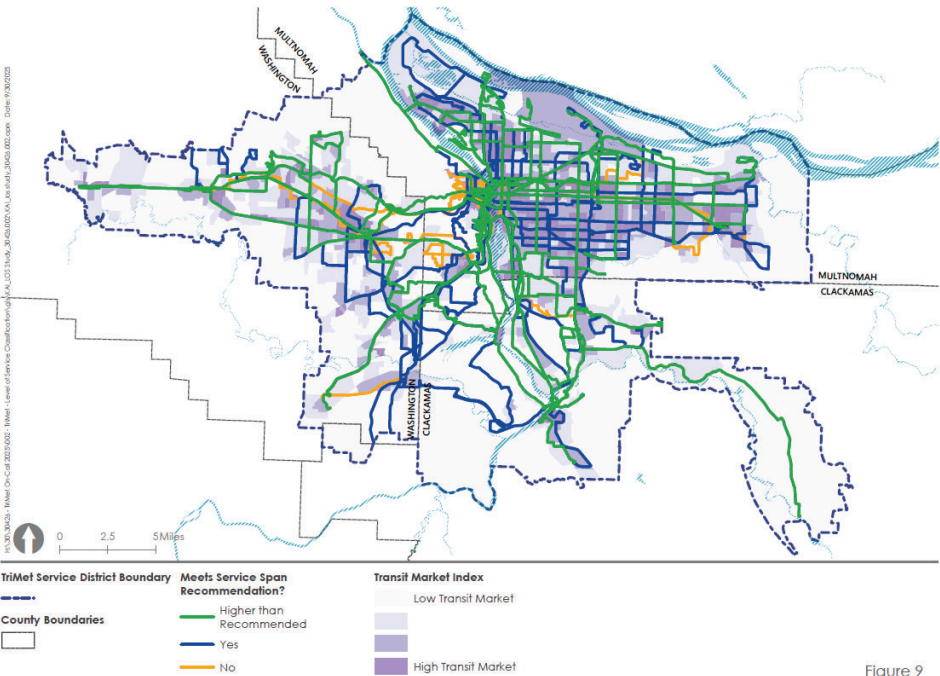
Actual Service Span



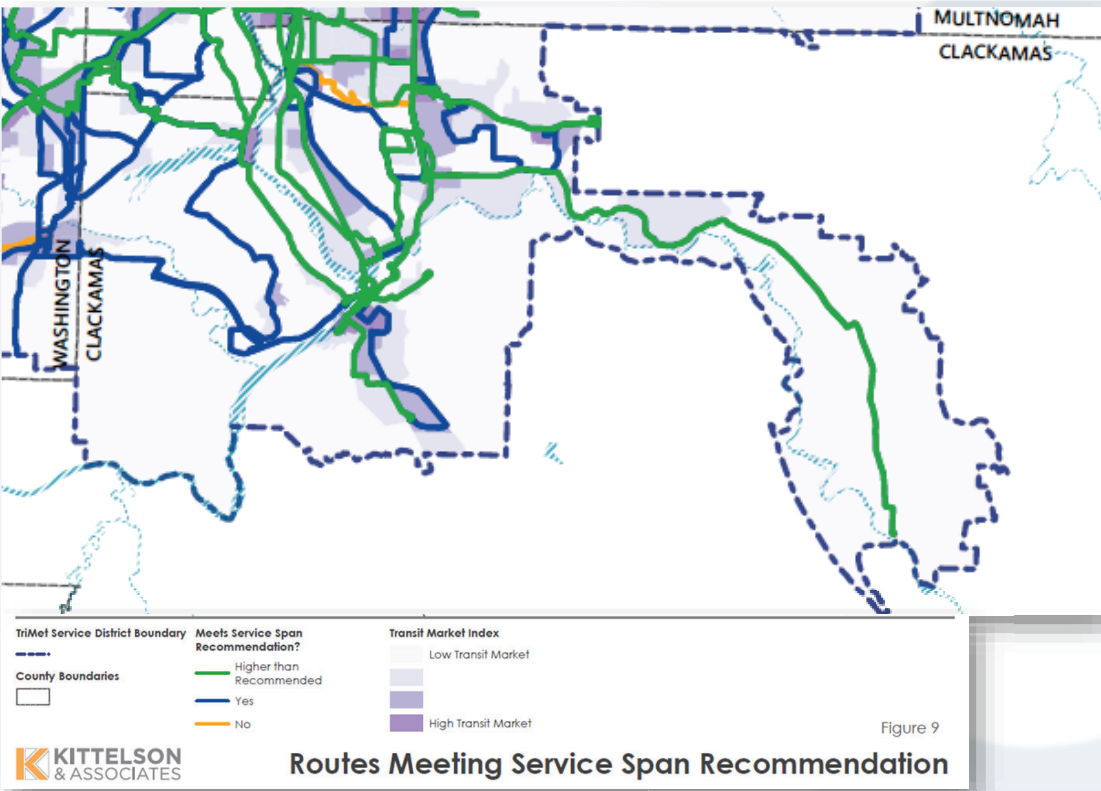
Actual Service Span – Clackamas County



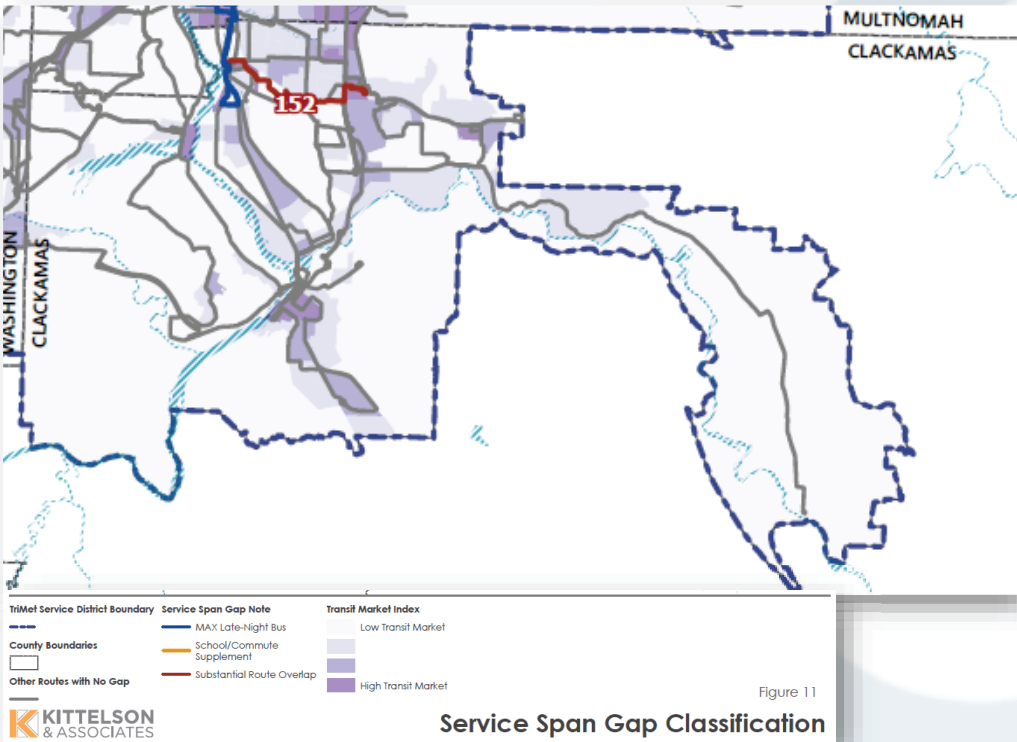
Service Span Results



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

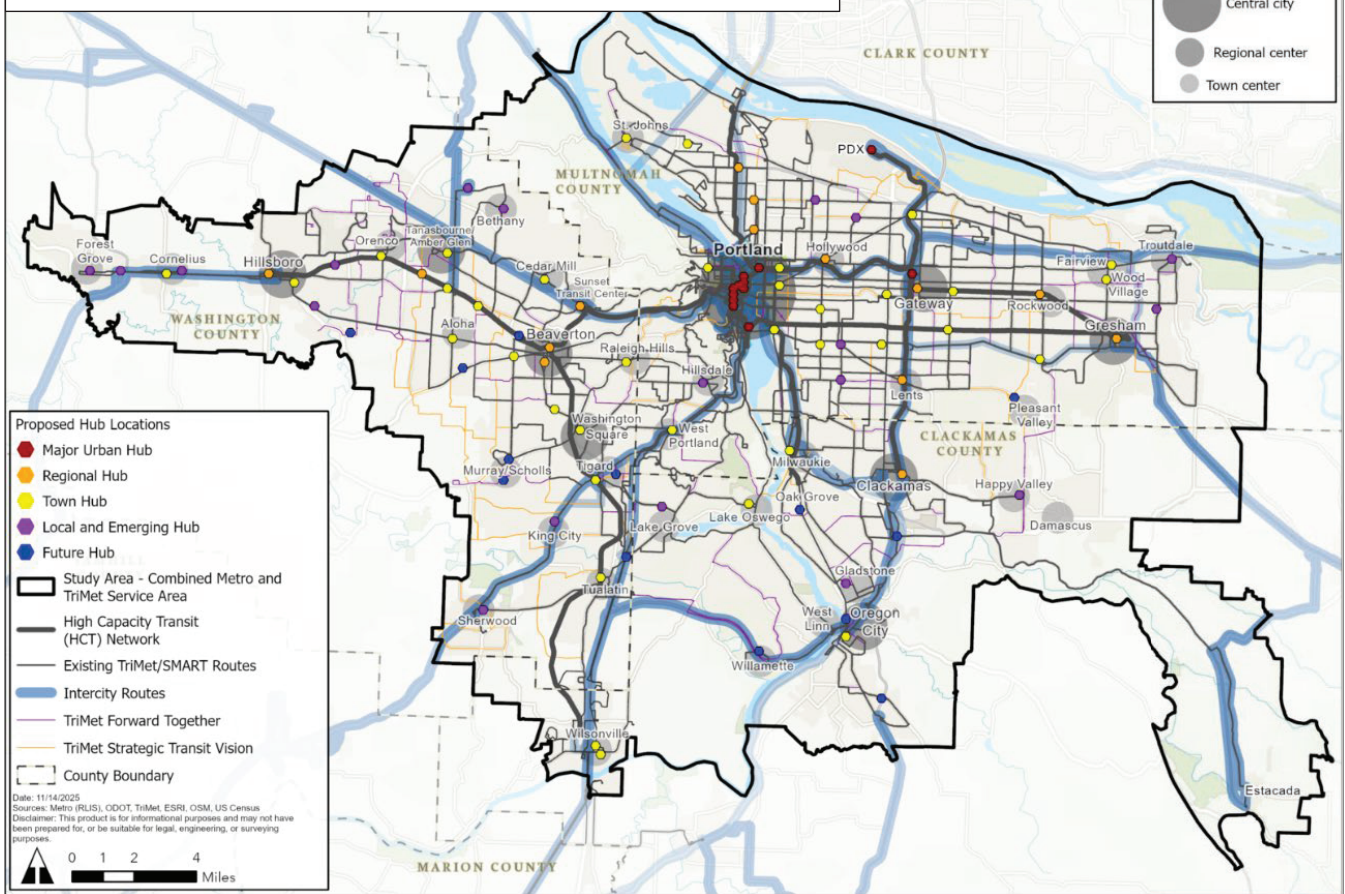
- Feedback on the types of CCT we drafted for each area?
- Do draft opportunities align with goals your agency has identified?
- What would success look like to you? Electeds/leadership? Community?



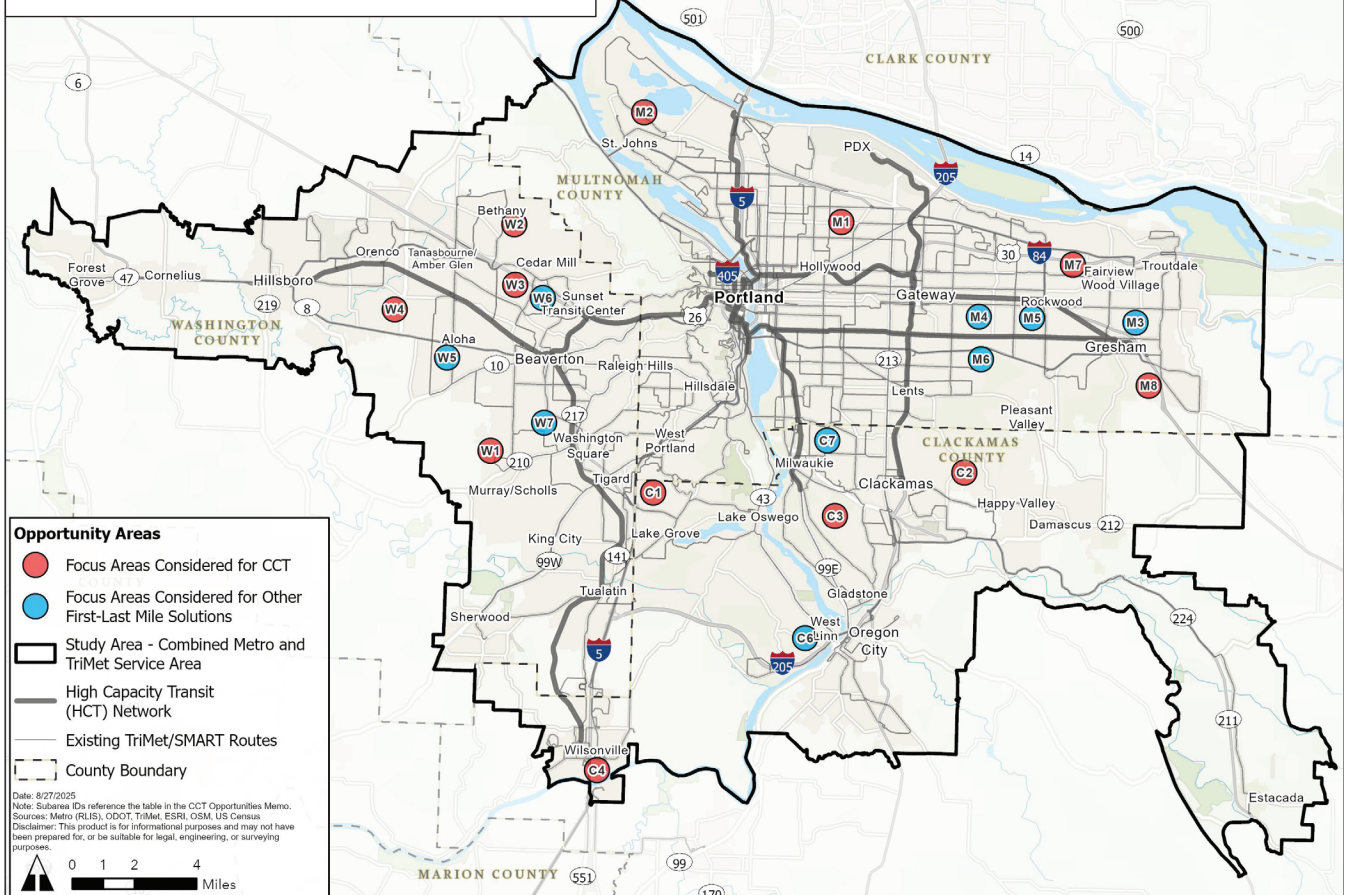
Future

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

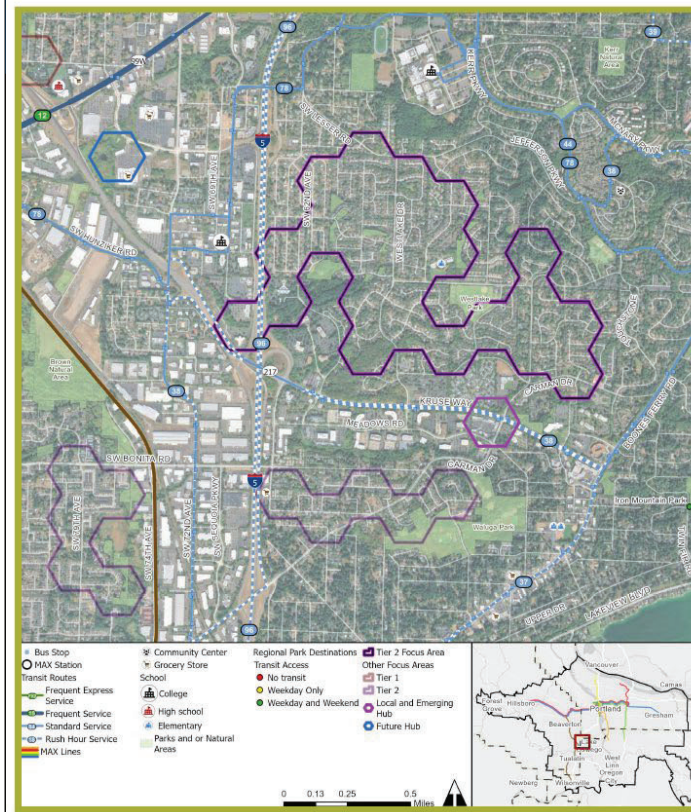
Mobility Hub Recommendations



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.

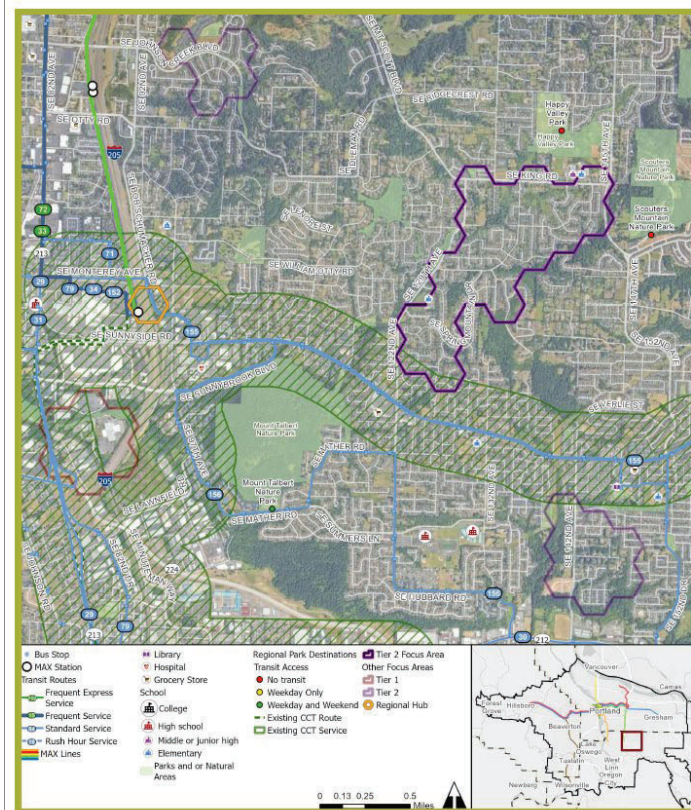
CONSIDERATIONS

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.

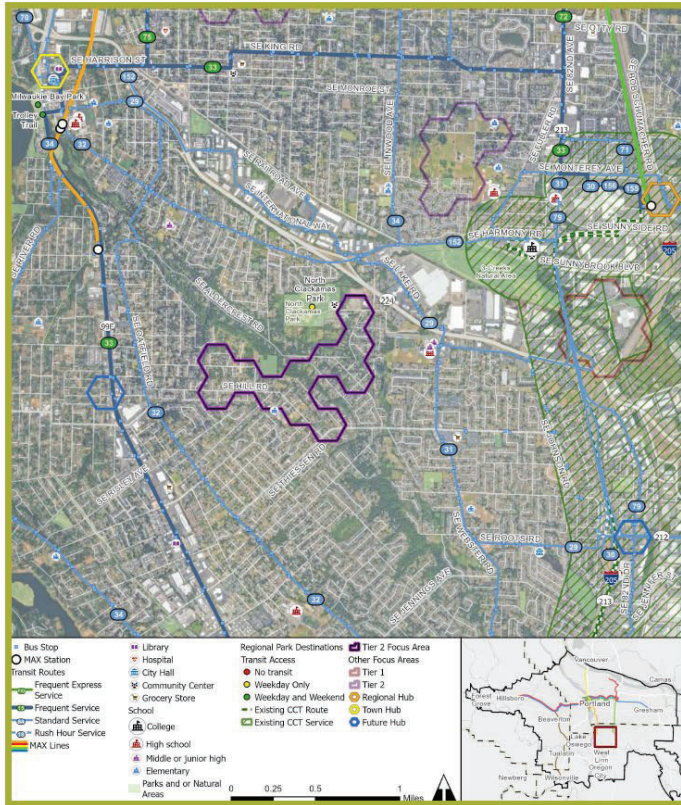
Mobility hubs: The hub west of I-205 at Clackamas Town Center is the closest mobility hub in the area.

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.

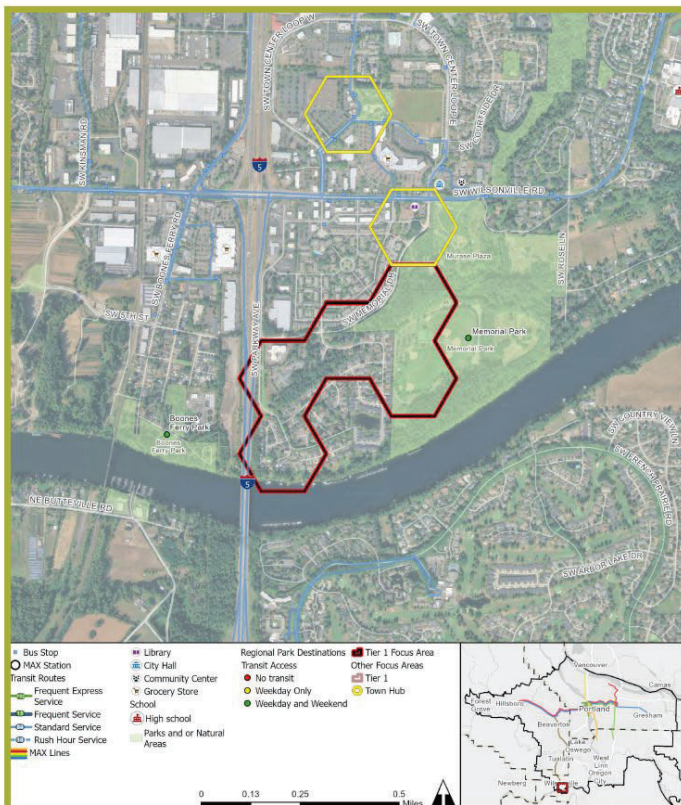
Mobility hubs: The area could connect to the SE Park Ave MAX Station in Milwaukie.

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



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

COUNTY REPS

Jeff Owen, Clackamas County
jowen@clackamas.us

Karen Buehrig, Clackamas County
 Jamie Stasny, Clackamas County
 Adam Torres, Clackamas County

CITY REPS

Will Farley, City of Lake Oswego
wfarley@ci.oswego.or.us

Dayna Webb, City of Oregon City
 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

For More Information, Contact

COUNTY REPS

Jamie Stasny, Clackamas County
jstasny@clackamas.us

Martha Fritzie, Clackamas County
 Becca Tabor, Clackamas County

CITY REPS

Laura Terway, City of Happy Valley
laurat@happyvalleyor.gov

Kelly Hart, City of Oregon City
 Erik Olson, City of Lake Oswego