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Clackamas County
www.clackamas.us

Wednesday, November 19, 2025

7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/88017748868?pwd=4EhLLvv6L55ei6QXGZSshX6jWy6htx.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 Transit Survey: Early Results
Presenting: Lindsay Alley & John Serra, TriMet
- 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
- Regional Housing Coordination Strategy (RHCS) Check-In
Presenting: Jamie Stasny, Clackamas; Laura Terway, Happy Valley
 - [11/19 MPAC Materials](#)
- MTAC Updates
Presenting: Jamie Stasny, Clackamas; Laura Terway, Happy Valley

Attachments:

JPACT and MPAC Work Programs	Page 02
TriMet Survey Presentation	Page 05
RHCS Executive Summary	Page 17
Team TPAC & MTAC Reports	Page 25

2025 JPACT Work Program

As of 10/09/25

Items in italics are tentative

<p><u>July 17, 2025- in person</u></p> <ul style="list-style-type: none"> • 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"> • 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"> • 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 (Alan Lehto, TriMet; 30 min) <p>MPACT- October 27th- 29th</p>
<p><u>November 20, 2025- online</u></p> <ul style="list-style-type: none"> - MTIP Information Update/Timeline (Blake Perez, Metro; 20 min) - 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"> • RTO Program update (30 min, Noel Mickelberry) • 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

- High Speed Rail update, January 2026
- RTO Program adoption, February 19th (Metro Council, March 5th)
- CCTS April

2025 MPAC Work Plan

Updated 10/15/25

<p><u>May 28, 2025- online</u></p> <ul style="list-style-type: none"> • Resolution no. 25-5495 For the Purpose of Endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project (action) • Regional Housing Coordination Strategy - engagement themes; categories of preliminary list of strategies (Emily Lieb and Eryn Kehe, Metro; 45 min) • Montgomery Park Streetcar LPA update (Alex Oreschak, Metro; 20 min) • Comprehensive Climate Action Plan: greenhouse gas inventory and targets (Eliot Rose, Metro; 20 min) 	<p><u>June 25, 2025- in person</u></p> <ul style="list-style-type: none"> • Consideration of the May 28, 2025 MPAC meeting minutes • MTAC nominations (consent) • Montgomery Park Streetcar LPA adoption (action) (15 min) • TV Highway LPA adoption (action) (15 min) • Placemaking Grants Update (Dana Lucero, Metro; 30 min) • Future Vision Commission update (Malu Wilkinson & Molly Cooney-Mesker; 30 min)
<p><u>July 23, 2025- online</u></p> <ul style="list-style-type: none"> • State Legislative Update (20 minutes) • Regional Housing Coordination Strategy - evaluation framework and draft RHCS (Emily Lieb and Eryn Kehe, Metro; 30 min) 	<p><u>August 27, 2025 cancelled</u></p>
<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) • Regional Housing Coordination Strategy (action) (30 minutes) • Future Vision (Jess Zdeb, 15 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) • <i>2040 Planning and Development Grants program update (Malu Wilkinson, 30 minutes)</i> • <i>SHS update</i>

- | | |
|---|--|
| <ul style="list-style-type: none">• Cooling Corridors Update (Andre Lightsey Walker and Joe Gordon, 20 minutes) | |
|---|--|

January

- Economic Development Workgroup (Jaye Cromwell and Malu Wilkinson, 30 minutes)

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

Service cuts: outreach activities and survey results

C4 Metro Subcommittee Meeting
November 19, 2025



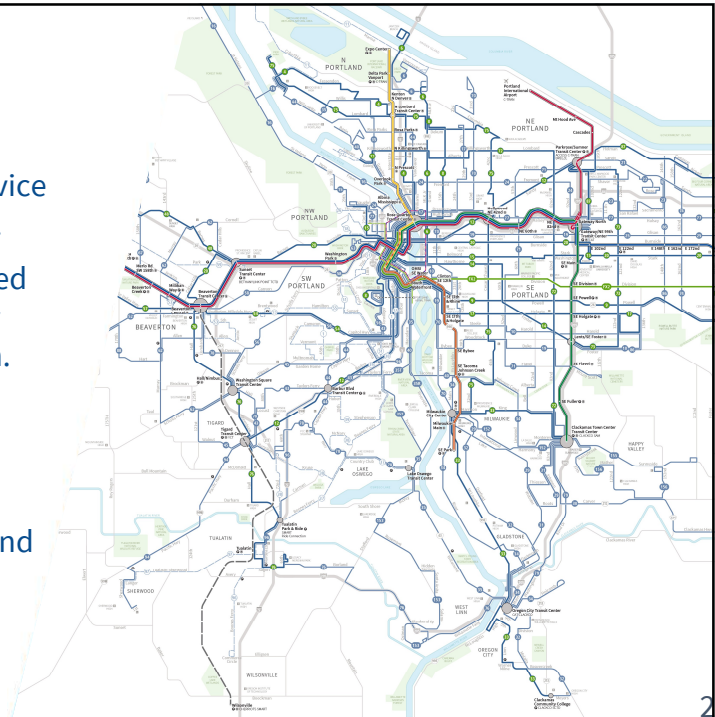
Objectives

The purpose of this report is to share community feedback on types of service cuts to help balance TriMet's budget.

We will discuss how we communicated proposed changes to the community and gathered input through research.

Findings will outline **community priorities** for potential service cuts.

Results will inform how the TriMet Planning, Community Engagement and Communications teams approach future changes.



Methods

Data Analysis:

- Online survey – choices randomized
- Mixed methods analysis, combining quantitative and qualitative feedback

Comment period: Sept 24 - Oct 31, 2025

- 4,806 total responses
 - 612 from open house events
 - 4,194 from online survey
- 43 comments through emails, social media and customer service



What we asked

- Rank the types of cuts we're considering (1=cut first, 9=cut last)
- Tell us more about why you prioritized the way you did (open)
- Optional demographics

Service Priority Options: Coverage

Eliminate bus lines with very few riders.

\$\$\$ / 3

Stop funding county shuttles that serve areas where few people ride transit.

\$ / 1

Stop funding support to other transit agencies that connect with TriMet services.

\$ / 1



Service Priority Options: Nights and Weekends

Reduce or eliminate some bus service after 8 p.m.

\$\$ / 2

Reduce or eliminate some bus service on weekends.

\$ / 2



Service Priority Options: MAX, Frequent Service

Reduce how often MAX trains arrive. Trains may come less often during most of the day (every 17-18 minutes) or even less often during early morning, late night hours and/or on weekends

\$\$\$ / 🧑🧑🧑🧑

Reduce how often buses arrive on Frequent Service lines. Buses may come less often during most of the day (every 17-18 minutes) or even less often during early morning, late night hours and/or on weekends

\$\$\$ / 🧑🧑🧑🧑



Service Priority Options: Network changes

Reduce or eliminate service where lines are so close together that riders could walk/roll or transfer to nearby service.

\$\$\$ / 🧑🧑🧑

Shorten the MAX Green Line to run only between Gateway and Clackamas Town Center transit centers.

\$\$\$ / 🧑🧑



Survey: Online and Paper (available in 6 languages)

TRI MET

Service Priorities Survey

TriMet must cut service by July 2028, to balance the costs of providing transit service with our revenues. Below are the options for ways to cut service and save money. What priorities do you feel are most important for our service?

Also, please note that reducing bus and MAX service would cut service for some LIFT paratransit riders.

The money symbols show you how much savings we expect from each type of cut:
 \$ = small savings
 \$\$\$ = biggest savings

The human symbols show you how many rides may be impacted:
 1 = small impact
 111 = biggest impact

Rank the types of cuts we're considering by writing numbers 1 through 9 in the boxes by the options below:
 1 = I would cut this first
 9 = I would cut this last

Reduce how often buses arrive on Frequent Service lines. Buses may come less often during most of the day (every 17-18 minutes) or even less often during early morning, late night hours and/or on weekends.
 \$\$\$ / 111

Reduce or eliminate some bus service after 8 p.m.
 \$\$\$ / 111

Reduce or eliminate some bus service on weekends.
 \$\$\$ / 111

Reduce or eliminate service where lines are so close together that riders could walk/roll or transfer to nearby service.
 \$\$\$ / 111

Eliminate bus lines with very few riders.
 \$\$\$ / 111

Service Priorities Survey

Rank the types of cuts we're considering by choosing 1 through 9 by the options listed:
 1 = I would cut this first
 9 = I would cut this last

Service Cut Options	Cut this first → → → Cut this last								
	1	2	3	4	5	6	7	8	9
Reduce how often buses arrive on Frequent Service lines. Buses may come less often during most of the day (every 17-18 minutes) or even less often during early morning, late night hours and/or on weekends. \$\$\$ / 111									
Reduce or eliminate some bus service after 8 p.m. \$\$\$ / 111									
Reduce or eliminate some bus service on weekends. \$\$\$ / 111									
Reduce or eliminate service where lines are so close together that riders could walk/roll or transfer to nearby service. \$\$\$ / 111									
Eliminate bus lines with very few riders. \$\$\$ / 111									

Outreach

- Communications
- Events

Communications Reach: News Media

Riders weigh in on looming TriMet service cuts

As TriMet prepares to roll out historic service cuts starting in November, riders across the metro area are getting a chance to weigh in on proposed changes.

By Lydia Donohue
Published: Oct. 14, 2025 at 1:36 PM PDT

PORTLAND Ore. (OPTV) - As TriMet prepares to roll out historic service cuts starting in November, riders across the Portland metro area are getting a chance to weigh in on proposed changes.

During an open house hosted by TriMet on Tuesday at the Rosewood Initiative in Southeast Portland, riders shared concerns and feedback about possible service reductions. Multiple virtual open houses have also been scheduled this month.

Deep cuts are coming to TriMet's services. Here's your chance to weigh in on where they'll happen

TriMet seeks feedback for planned 'historic service cuts' to service

LOCAL NEWS

TriMet seeks rider input on upcoming 'dramatic' service cuts

Bus frequency will be reduced on certain lines starting in November, then on more lines in March. More drastic cuts are planned for later in 2026 and in 2027.

TriMet's proposed cuts include shortening the MAX Green Line to only run between Gateway Transit Center and Clackamas Town Center.

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Communications Reach: Online

Channels	Opens / Impressions
Newsletters/Email/Releases	135,170
Riders Club	78,455
Service Alerts email groups	47,445
TriMet news releases	5,700
TriMet on the Move	3,570
Social Media	404,588
Facebook	230,280
Instagram	156,595
X (Twitter)	11,308
Bluesky	6,405
Total Eyes	539,758

trimet.org/servicecuts
 Web Traffic
153,717 views

Open Houses

Five events held via Zoom (2 afternoon, 3 evening)

- Older adults and people with disabilities
- **Languages:** English, Spanish, American Sign Language

Eight events held in-person (2 afternoon, 6 evening)

- All Board districts
- **Languages:** English, Spanish, Vietnamese, Russian, Ukrainian, Mandarin, Dari, Burmese, Rohingya, Nepali, Cantonese



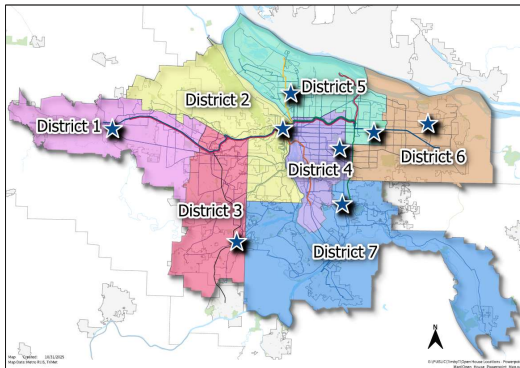
TriMet Virtual Open House
 For older adults, people with disabilities, caregivers and families.
 Tuesday, October 28
 5–7 p.m.

Join us via Zoom to share your feedback about potential bus and MAX service cuts.

- 1 Open Camera App on phone
- 2 Point camera at QR Code
- 3 Tap yellow Zoom button to join online meeting

Join via website link at trimet.org/servicecuts

Open Houses



Results

- Demographics overview
- Explore ranked options in priority order
- Consider community feedback themes for context

Demographics Overview

Personal Characteristics

- 58% white, 27% persons of color
- 45% female, 37% male, 9% non-binary
- 39% at least 1 functional challenge
 - 23% invisible (e.g., neurodiversity)
 - 15% mobility-related
- 32% \$49,999 or less annual income;
- 51% \$50,000 or more annual income

Rider and Region

- 90% ride at least 'regularly'
- 70% City of Portland residents
- Counties:
 - Multnomah: 58%
 - Clackamas: 19%
 - Washington: 16%

‘Cut first’ Options | Community Context

Why these were ranked first

- Seen as logical, least harmful, “common sense” and based in efficiency while preserving the core network
- Viewed as temporary or reversible, not permanent reductions

Conditions: Maintain access for dependent riders, preserve lifelines to key destinations.

Underlying theme: Support for **operational efficiency** with minimal harm.



- Reduce or eliminate service where lines are close together
- Shorten the MAX Green Line
- Stop funding support to other transit agencies

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‘Cut last’ Options | Community Context

Why these were protected

- Late-night, weekend and frequent service are seen as essential, not optional, especially for people who perform shift work, caregiving and nightlife safety.
- Concern that reduced frequency could discourage ridership.
- Belief that consistent coverage is foundation for a strong and fair system.

Underlying theme: Frequency and span of service are symbolic of TriMet’s reliability and fairness; protecting them preserves confidence in the system.



- Reduce how often MAX trains arrive.
- Reduce how often buses arrive on Frequent Service lines.
- Reduce or eliminate some bus service after 8 p.m.
- Reduce or eliminate some bus service on weekends.

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Remaining Options | Community Context

Priority ordering not definitive

- Respondents focused on improving operational efficiency and preserving frequency.
- Sentiment for the two remaining options was neutral and not often discussed.
- Comments showed strong empathy for the riders who would be impacted.

Underlying theme: Strong concern for the small proportion of riders who would be affected by these cuts, and a push for data-driven, conscientious decision-making.



- Stop funding county shuttles
- Eliminate bus lines with very few riders

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Core Priorities

“The main strategy I used for prioritizing was reducing redundancy without eliminating service. The MAX has a lot of redundancy. However, reducing weekend or late-night service means that areas might become simply inaccessible during those times.”

Rational support for efficiency cuts

- Efficiency cuts seen as smart stewardship.
- Focus on the impact per dollar saved.
- Overlapping lines feel unnecessary in dense areas.

Fairness and practicality

- Efficiency-oriented cuts viewed as acceptable only if they didn't limit access to essential destinations (PSU, PCC, OHSU) or burden vulnerable riders.
- Walking/rolling between lines seen as reasonable where accessible and in limited, short distances (e.g., ½ mile).



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Conclusions

“I tried to prioritize decreasing services for the masses that would result in high cost savings vs. eliminating services for people who may be more isolated, dependent on public transport, and have fewer services or alternatives available to them.”



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Summary

Respondents clearly differentiated between cutting redundant service and cutting *lifeline service* that supports riders with limited mobility, fewer alternatives or safety concerns.

- No significant differences found between groups (e.g., demographic, region)
- Strong support for beginning with strategic, network efficiency cuts.
- Favor protecting late night, weekend and high-frequency service.
- Requested transparent strategies to protect vulnerable populations.



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Next steps

- Survey results inform proposal for specific service cuts; Phase 2 community survey will launch January 2026
- Feedback from January outreach informs service change ordinance for Board consideration in March 2026
- Service changes effective Fall 2026





Regional Housing Coordination Strategy: Executive Summary

The causes of the housing crisis that greater Portland faces are entrenched and complex, requiring a response that is both urgent and robust. Market conditions, zoning limitations and other obstacles have resulted in years of underproduction across both regulated affordable housing and market-rate housing. The result is a severe housing shortage that has driven up consumer costs and pushed more people into unstable living situations. Direct consequences of this housing shortage have become ubiquitous: more than a thousand evictions are filed each month, homelessness is rising and highly visible across many communities, and disparities among who can and cannot afford housing continue to grow. But with a collaborative regional approach, Metro has identified pathways to creating more housing of all types and at all price points.

Demographic shifts such as an aging population, an increase in smaller, one-and-two-person households, and an increase in rent-burdened households mean that a broader variety of homes is needed. More deeply affordable, accessible and family-sized rental units are needed, as is a broader range of homeownership opportunities. Additionally, coordination and alignment across housing and homeless services systems must improve to ensure that individuals and families exiting homelessness are able to access housing that is designed and operated to meet their needs.

While housing production in greater Portland picked up after the Great Recession, it never fully caught up with population growth and today it is slowing again. Market conditions, including high costs for labor, materials, land and borrowing, as well as negative perceptions of the region among outside investors, continue to depress housing production. These dynamics have particularly hampered the production of large, complex projects like apartment developments. Additionally, the new pipes, roads, parks and schools that are needed to support housing growth push housing prices up even more.

Local governments have responded. Some have reformed zoning to allow for a greater variety of housing types and these changes have begun to show results. But more work is needed to overcome the unprecedented challenges facing the housing market and to ensure that good intentions translate into real housing outcomes.

The regional affordable housing bond voters passed in 2018 serves as an example of where coordination has been effective. On track to provide 5,600 new affordable homes — 1,700 more than initially projected — the bond has supported housing investments that are distributed evenly across the region rather than concentrated in the urban core.

These homes are also designed and operated in partnership with community organizations. In many cases, wraparound services funded through another regional measure, the supportive housing services tax, help to meet a range of needs. More than half of the bond-funded homes are sized for families, and about 40 percent are deeply affordable for households earning a third or less of the area’s median income. However, with these bond dollars — and the Portland affordable housing bond dollars — almost completely spent, greater Portland is approaching an affordable housing production cliff.

Metro’s current estimates show that greater Portland still needs 27,000 more homes to support its existing population and an additional 151,000 homes to keep up with forecasted population growth over the next 20 years. Meeting that overall need for 178,000 more homes will require the construction of an average of about 9,000 more homes every year. About two-thirds of those homes need to be affordable for households with low or very low incomes. Overcoming these challenges will require sustained leadership, collaboration among every level of government, and a collective commitment to building more homes of all types and at all income levels.

The Regional Housing Coordination Strategy provides an overview of the region’s housing shortage and the barriers that are impacting housing production. It also provides a summary of results from engagement and the evaluation that Metro conducted to identify and prioritize recommended actions that Metro will undertake to address the shortage.

Regional Housing Coordination Strategy background

Directed by new requirements under the Oregon Housing Needs Analysis (OHNA) program, jurisdictions around Oregon are developing Housing Production Strategies that are intended to address housing production targets set by the state.¹ Metro, with its unique role as an elected regional government, has a new responsibility under the OHNA program to adopt a Regional Housing Coordination Strategy (RHCS) every six years. This RHCS identifies the actions that Metro will take over the next six years to advance housing production, access to opportunity, affordability, and choice in greater Portland. These new actions build on Metro’s long history of working to create thriving communities, and more recently, its success in large-scale affordable housing development and supportive housing services investments.

Consistent with the theme of coordination, two Metro departments — the Housing Department and the Planning, Development, and Research Department — collaborated to develop the RHCS. The actions identified in this RHCS reflect the diverse expertise and areas of focus of those two departments, the Metro Council’s leadership, and extensive input from local jurisdictions, housing developers, owner/operators, and industry leaders, as well as coalitions and organizations engaged in housing advocacy.

Purpose of the RHCS

This strategy emphasizes Metro’s critical role in advancing regional solutions and supporting the efforts of cities and counties in accelerating housing production. Though Metro does not zone land or build homes, Metro plays an important part in helping to create the conditions for success, addressing gaps in capacity and resources, and supporting coordination and alignment at the state and local level and across public,

¹ The state referenced Metro’s 2024 Urban Growth Report assessment of housing needs when setting these targets for Metro area jurisdictions.

private and nonprofit sectors. This RHCS aims to encourage the production and preservation of housing that addresses the following goals, as defined in statutory language related to the OHNA:

- Diversity of housing types and affordability levels
- Housing that is high quality and physically accessible
- Housing with access to economic opportunities, services, and amenities
- Promotion of fair housing

Equity considerations

Equitable access to affordable, accessible, well-located housing is central to people's prosperity, stability and quality of life. This project worked to keep racial equity front and center throughout by applying Metro's Racial Equity Framework, in alignment with Metro's Strategic Plan to Advance Racial Equity, Diversity, and Inclusion. The Framework guided project scoping, data collection, engagement, identification of actions in this RHCS, and evaluation of those actions.

Engagement

Because this RHCS is intended to coordinate and support the work of other jurisdictions and partners, the actions included in this document were identified in close collaboration with an Implementers Work Group consisting of local planning and housing staff, focus groups with industry and community leaders, and Metro's standing committees, including the Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC), and the Metro Committee on Racial Equity (CORE).

Types of actions in this RHCS

Actions included in this RHCS fall into several general categories, including:

- Communications and engagement
- Convening
- Data and analysis
- Emerging best practices and innovation
- Funding and investments
- Legislative advocacy
- Partnerships and collaboration
- Regulation and regional policies
- Technical assistance and capacity building

Next steps

The challenge of creating and sustaining housing options that meet the diverse needs, household configurations, and income levels of people in our region is too big for any single jurisdiction. Collective efforts are needed now more than ever. This RHCS provides a framework for regional coordination and collaboration to guide progress toward a future where all people have access to safe, affordable and stable housing. Once adopted by Metro Council, the RHCS will guide Metro's actions over the next six years (2026-2031). It will be followed by the development of more detailed work plans and continued engagement to further shape the work and ensure responsiveness to needs, opportunities and shared values.

New actions to be taken by Metro

	ID	Action	Impact on development of needed housing	Impact on housing affordability or choice
Accelerate housing production	1	Create a new housing pre-development and technical assistance grant program for site specific housing development. May include site surveys, feasibility studies, design, permitting, etc.	Low	Low
	2	Expand resources available for brownfield assessment and explore grant opportunities for small scale remediation that leads to middle housing and multi-family housing development.	Medium	Medium
	3	Funding and support for local housing production strategy implementation	Medium	Low
	4	Consider developing a regional pool of housing professionals for technical assistance and staffing support to smaller jurisdictions to support planning and implementation related to housing production, affordability and choice.	Medium	Low
Research and assessment	5	Evaluate lessons learned and effective practices from implementation of the 2018 Affordable Housing Bond; research models and best practices and develop and share recommendations with state and local funders to strengthen fair housing and equitable access to affordable housing . Incorporate recommendations into the implementation of any future Metro affordable housing funding implementation.	Low to none	Low to Medium
	6	Building upon lessons learned and best practices from the 2018 Metro Affordable Housing Bond and Metro's Transit Oriented Development (TOD) grant program, evaluate and advance opportunities to strengthen requirements and incentives for community participation and co-design in the development and operations of Metro funded affordable housing , to support the creation of housing that is designed and operated to be culturally responsive to the needs of historically marginalized populations. Identify opportunities for Metro to support capacity building for community based and culturally specific organizations to participate in affordable housing development and operations through future housing funding allocation and/or program requirements or criteria that incentivize partnerships that benefit community based and culturally specific organizations.	Low to none	Low to Medium
	7	Research, evaluate and identify opportunities to advance innovative and non-LIHTC approaches to housing development/construction, financing, and ownership that present opportunities to reduce costs, diversify housing	Medium	Medium

New actions to be taken by Metro

	ID	Action	Impact on development of needed housing	Impact on housing affordability or choice
		<p>types, and strengthen outcomes for groups most impacted by housing instability. This research is intended to build upon previous Metro research and engagement in 2024 to evaluate affordable housing investment opportunities. The 2024 study scope included consideration of rental housing development gap funding, acquisition/conversion, preservation, and complementary investments such as land acquisition/banking, predevelopment funding, and operating support and risk mitigation, as summarized in Metro’s report, Evaluation of Affordable Housing Investment Opportunities. Based on feedback collected through the 2024 engagement process as well as 2025 engagement related to the RHCS, Metro has identified additional areas of research/engagement related to future affordable housing funding opportunities. This action seeks to fill gaps in previously conducted research by exploring and evaluating areas of innovation not previously explored, including:</p> <ul style="list-style-type: none"> • Modular and manufactured housing and cross-laminated timber and smaller or expandable designs • Social housing and alternative ownership models, including CLT and resident-owned multi-family housing models • Innovative financing approaches to support development and operations of smaller scale (<20 unit) building types, including PSH <p>Assess barriers and identify opportunities to pilot or scale up innovative approaches; approach would include engagement with public, private, and philanthropic partners to support coordinated research, development and investment strategies.</p>		
	8	Conduct an assessment of middle housing in the region to identify best practices and common barriers.	Low	Low
Convene and coordinate	9	Develop or support the development of a coordinated affordable housing operational stabilization strategy to respond to industry-wide challenges due to rising operational costs, increased resident needs, and lack of coordination/alignment with homeless and supportive services. This strategy will result in a coordinated set of concrete actions for Metro and state/local partners to take to address operational stabilization needs, potentially including but not limited to: adjustments or flexibility to established regulatory agreements, changes to policies	Medium	Medium to High

New actions to be taken by Metro

	ID	Action	Impact on development of needed housing	Impact on housing affordability or choice
		such as rental assistance payment standards, coordinated actions to address vacancies and streamlined referrals, and coordination to secure new funding for operational stabilization.		
	10	Evaluate and improve voucher and other rental assistance policies and implementation to address portability challenges, shifting market conditions impacting affordable housing, and to connect available vouchers with vacant regulated affordable housing units.	Low	Medium
New tools	11	Develop a centralized regional affordable housing inventory and listing service to support housing navigators and seekers in connecting with information about available affordable housing units that meet their needs across the region.	Low	Medium
	12	Develop a plan for a regional land bank that outlines the necessary legal framework, governance structures, and operational guidelines to support cross-sector collaboration and investment. Define clear policy priorities, including considerations related to Affirmatively Furthering Fair Housing, market conditions and funding opportunities.	Low	Low
	13	Explore how to create a permitting dashboard to track trends across the region.	Low	Low
Policy	14	Begin a Metro Urban Growth Management Functional Plan audit and cleanup of housing-related titles to align with new State requirements and regional priorities as identified in the 2027 Future Vision.	Low	Low
Funding and cross-sector collaboration	15	Convene jurisdictional partners to develop a coordinated legislative agenda for state and federal housing/homelessness resources , including a regional priority to identify funding for infrastructure. The agenda would be updated as needed to meet changing regional needs (or every six years) and guided by engagement with appropriate Metro advisory committees for land use, housing and homelessness, engagement with jurisdictions, and consultation with interested Tribes.	Medium to High	Medium

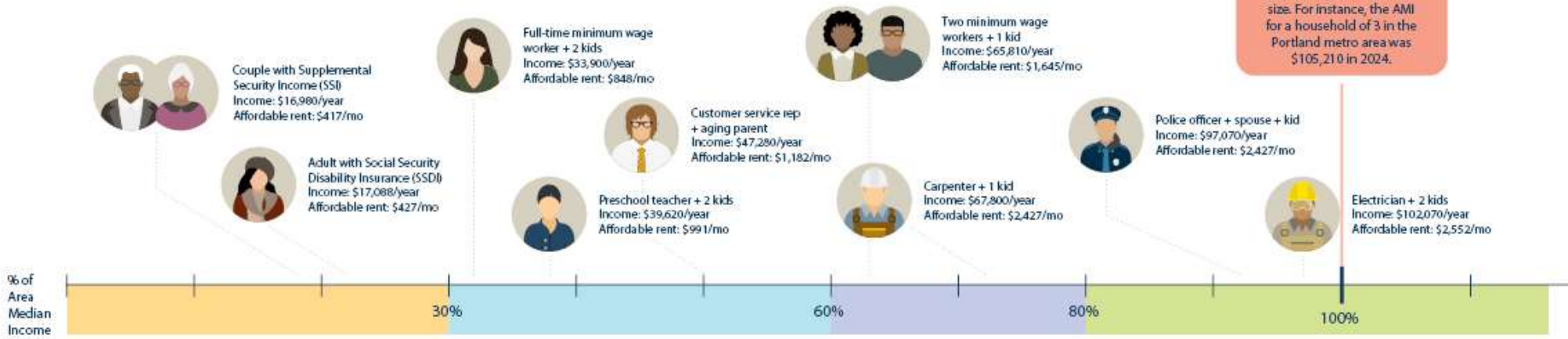
New actions to be taken by Metro

ID	Action	Impact on development of needed housing	Impact on housing affordability or choice
16	<p>Consider the viability and feasibility of new funding for affordable housing development and preservation.</p> <p>Ensure that any new funding framework is informed by public opinion research and engagement with public, private and nonprofit leaders as well as analysis of housing needs and market conditions, and lessons learned from the 2018 regional housing bond and best practices from other regions, including evaluating opportunities to strengthen racial equity, fair housing and community resilience outcomes and alignment/integration with homeless and supportive housing services.</p>	High	High

Connecting equitable housing strategies to resident needs

Metro is collaborating with regional partners to take new actions to advance housing production, affordability, and choice for families at different income levels.

Area median income (AMI) is the income level at which half of households earn more and half earn less. AMI varies depending on household size. For instance, the AMI for a household of 3 in the Portland metro area was \$105,210 in 2024.



0-30% AMI

The private market does not provide housing affordable at this level. Units require deep construction subsidies and ongoing operating support, such as rental assistance vouchers, to remain affordable. Many households also benefit from on-site support services, which require additional funding or resources.

30-60% AMI

The private market does not provide housing at this income level. Regulated affordable units require construction subsidies but can typically operate without ongoing rental vouchers.

60-80% AMI

The private market provides limited new rental housing in this range, generally smaller units such as studios and one-bedrooms. This group also relies heavily on older rental housing stock that has "filtered" down to become more affordable.

80-120% AMI

The private market provides rental units in a wider variety of sizes at this income level. It also begins to offer limited ownership opportunities, primarily condominiums, though the vast majority of options remain rentals.

The RHCS actions listed here will be advanced over the next six years (2026-2031)	0-30% AMI ACTION #10: Improvements to voucher and other rental assistance policies and implementation.	0-80% AMI ACTION #16: Affordable housing funding feasibility ACTION #9: Affordable housing operational stabilization strategy ACTION #11: Regional affordable housing inventory and listing service	ACTION #5: Equitable access to regulated affordable housing ACTION #6: Community co-design ACTION #7: Innovative approaches	0-120% AMI ACTION #1: Housing pre-development and technical assistance ACTION #3: Local HPS implementation funding and support ACTION #12: Regional land bank plan	60-120% AMI ACTION #8: Middle housing assessment	ALL INCOMES ACTION #2: Expand funding for the brownfield grant program ACTION #4: Regionally available pool of housing professionals for technical assistance and staffing support	ACTION #13: Permitting dashboard ACTION #14: Urban growth management functional plan housing audit ACTION #15: Coordinated advocacy agenda
	<p>Income data source: HUD 2024 Median Income Percentages for the Portland Vancouver-Hillsboro MSA, SSDI 2024, SSI 2024, BLS May 2024. Affordable monthly housing costs are calculated at 30 percent of monthly income.</p>						

Memorandum

To: C4 Metro Subcommittee
From: [Team TPAC, Representing Clackamas County & Clackamas Cities](#)
Re: TPAC Highlights from November 7, 2025
Date: November 7, 2025

Overview

Following is a summary of the November 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 eleven traffic deaths from October 1 through October 31 across Clackamas, Multnomah, and Washington counties. Of this total, four people died while walking, six people died while driving a motor vehicle, and one person died while bicycling. Two fatalities occurred in Clackamas County. Some actions regional partners are taking for safer streets were highlighted during the meeting, and include efforts by the [City of Hillsboro](#), the [City of Portland](#), and the [City of Tigard in collaboration with Multnomah County](#).
- **Public Notice for Comment:** Three proposed amendments to the [2023 Regional Transportation Plan \(RTP\)](#) are open for public comment to incorporate the locally preferred alternative (LPA) transit routes and updated information for the [82nd Avenue Transit Project](#), [Tualatin Valley Highway Transit and Safety Project](#) and [Montgomery Park Streetcar Extension](#).; the [comment period is open through December 19](#).
- **Transit Minute:** Regional ridership topped 6.3 million trips in September, up roughly 4% over last year and holding steady at 70% of pre-pandemic levels. TriMet's TV Highway Transit and Safety Project was approved to enter into the project development phase under the FTA's Capital Investment Grant's Small Starts Program, while Clackamas County launched new real-time transit information screens at Clackamas Community College to enhance shuttle visibility for riders.
- **MTIP Amendments:** TPAC unanimously recommended Resolution 25-5543, keeping I-205 Glenn Jackson Bridge PE in FFY 2027 while canceling planning/construction phases for now, and reprogramming approximately \$3M in CRP funds to TSMO signal projects; the 30-day comment period runs November 4 through December 3.

Regional Rail Future Study

Overview: Metro staff provided an update on the Regional Rail Future Study, which evaluates the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes. The study evaluates how future rail concepts could advance the region's safety, climate, economic development, and mobility goals, and identifies corridor types and planning pathways for potential future investment.

Discussion Highlights:

- Members noted the importance of calibrating ambition with fiscal reality. Participants said that incremental improvements, such as corridor preservation, station-area readiness, or express bus pilots, might yield higher returns in the short term than significant investments in rail corridors.

- Members emphasized that defining the purpose, scale, and service characteristics early in the planning process is important to avoid conflating commuter rail with intercity or freight modernization goals.
- Several members expressed the need to embed land use readiness and economic development considerations into the study.
- There was a strong agreement that partnership with ODOT, Amtrak Cascades, and freight carriers must occur early and candidly. Members cautioned that right-of-way access and federal safety regulations would have significant influence on feasibility.

Next Steps:

- Metro will incorporate feedback on scope clarity and inter-agency coordination into the JPACT presentation. Staff will refine visuals and comparisons (i.e., rail vs. bus vs. bus-rapid transit) before public release in early 2026. The study will be completed by the end of December 2025.

FOOD FOR THOUGHT

- While this legislature funded project is not a direct link to the Metro RTP process, how can it best be leveraged to influence efforts related to passenger rail in the region and the state?
- How can conceptual studies for regional rail support incremental mobility gains, not just large-scale and costly construction projects?
- How might corridor-level strategies (e.g., zoning for mixed-use nodes, preserving right of way) position Clackamas County for more future rail opportunities even without immediate funding?

Demo of the New Fatal Crash Dashboard and other Safe Streets resources

Overview: Metro recently launched a new, publicly available [Fatal Crash Dashboard](#), which compiles region wide serious traffic crash data to support local jurisdictions with Safe Streets analysis, communications, grant readiness, and performance reporting. The dashboard is part of a broader suite of Metro Safe Streets tools intended to expand transparent, consistent, and timely access to fatal crash information for jurisdictions, elected officials, communications staff, and community groups. Metro staff showed how the dashboard can be filtered and visualized, supporting ongoing Safe Streets for All (SS4A) investments and helping staff and decision makers better communicate and target safety interventions.

Discussion Highlights:

- Across the discussion, members echoed a collective concern that fatal and serious-injury trends remain unacceptably high. The group framed safety as a fundamental measure of regional transportation performance, one that should anchor future planning and investment decisions.
- Discussion highlighted the ongoing tension between data precision and usability. Members encouraged Metro to balance technical accuracy with intuitive presentation and features, suggesting additional mode filters, clarifying current-year labeling, and simplifying export functions.
- Several jurisdictions expressed interest in using the dashboard to support upcoming Safe Streets for All (SS4A) grant applications and local safety action plans. Members noted the importance of aligning the dashboard’s structure with federal reporting standards to maximize its utility for funding.

Next Steps:

- Metro will further circulate dashboard links and training materials, pursue refinements based on member input and explore quarterly refreshes aligned with reporting cycles. A regional Safe Streets coordination session is planned soon to gather user feedback and identify shared data needs.

FOOD FOR THOUGHT

- What partnerships or funding collaborations could ensure local jurisdictions have capacity to act on insights that these tools reveal?
- How can decision makers prioritize investments based on safety metrics into every transportation decision the region makes?

Upcoming Agenda Highlights

NOVEMBER 12 -- WORKSHOP (IN-PERSON/HYBRID)	DECEMBER 5
<ul style="list-style-type: none"> • Emergency Transportation Routes Phase 2: Feedback on Draft Tiered Network 	<ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX • Safe Streets for All Update • Community Connector Transit Study: Priorities • Mobility Corridor Update
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 • Fatal Crashes Update • Transit Minute

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Memorandum

To: C4 Metro Subcommittee
From: **Team MTAC, Representing Clackamas County & Clackamas Cities**
Re: October 15, 2025 Metro Technical Advisory Committee (MTAC) Highlights
Date: October 15, 2025

Overview

Following is a summary of the October 2025 Metro Technical Advisory Committee (MTAC) Meeting. MTAC is a 35-member committee of planners, citizens and business representatives that provides technical support to the Metro Policy Advisory Committee (MPAC). Meeting materials can be found [here](#).

General Updates

- The Land Conservation and Development Commission (LCDC) voted to uphold Metro's UGB expansion decision last December to add approximately 1,291 acres of land to the UGB adjacent to the City of Sherwood. A written decision will be produced in the next few months.
- The Community Connector project has pushed back their timeline for public engagement to February/March 2026.
- TriMet is in the process of identifying service cuts due to a funding gap.

Metro Code Land Use Minor Amendments

Metro has identified minor "housekeeping" amendments to Metro Code chapter 3.07, *the Urban Growth Management Functional Plan (UGMFP)*, and chapter 3.09, *Local Government Boundary Changes*. The amendments are detailed in the MTAC [meeting packet](#). MTAC members recommended approval of the proposed amendments by MPAC for adoption by the Metro Council, with one MTAC member abstaining.

Next Steps:

- October 22, 2025: Briefing at MPAC
- November 19, 2025: MPAC recommendation
- December 2025: Metro Council public hearing and second reading

Metro Cooling Corridors Study Update

Metro launched the Cooling Corridors Study in July 2024 to build on the growing number of heat-related research projects and initiatives in greater Portland. The study aimed to assess heat risks across the region, identify priority areas, and recommend cooling strategies to reduce the risk of heat-related illness and death. Metro staff provided an update on the status of the Cooling Corridors Study, highlighting engagement efforts, a map-based analysis, and the nine draft recommendations and potential supporting actions from the study. More information on the study is available online [here](#) and on page 160 of the [meeting packet](#).

Discussion Highlights:

- Further information was requested on how the Cooling Corridors Study will be integrated into the Regional Transportation Plan (RTP) update, especially given an economic crisis and the potential conflict of values.
- The actions identified in the Sunrise Corridor Community Visioning project are in line with the Cooling Corridors Study and collaboration was recommended.

Next Steps:

- Fall 2025: Metro staff will continue to share findings with jurisdictional partners, health departments, community groups, and Metro's policy and technical advisory committees.
- Winter-Spring 2026: Metro staff will publish the study's data, analysis and findings on Metro's website and begin to identify opportunities to integrate findings into the Future Vision, Regional Transportation Plan update and other Metro-led climate resilience efforts.

Regional Housing Coordination Strategy: Final Draft RHCS

Metro staff provided an update on the Regional Housing Coordination Strategy (RHCS), which the State requires to be completed by the end of 2025. A public survey on RHCS closed October 15, 2025.

Discussion Highlights:

- Clackamas County staff expressed support for Action 14 to begin a Metro Urban Growth Management Functional Plan audit and noted submission of recommended Title 14 language and requirements.
- Clackamas County staff appreciated Action 15 to convene jurisdictional partners to develop a coordinated legislative agenda for state and federal housing/homelessness resources, but recommended Metro start convening partners sooner than the proposed timeline in the draft RHCS.

Next Steps:

- November 19, 2025: MTAC members will vote on a recommendation to Metro Council to approve the RHCS.

Happy Valley Downtown Plan

Happy Valley staff provided an overview of their plans for a future downtown district. Situated on a 40-acre site purchased by the city in 2022, this area represents the first phase of development and will serve as the cornerstone of the downtown district. From sports fields and walking trails to event areas and other recreational opportunities, the highly anticipated community center and park will aim to cater to all ages and interests. More information is available online [here](#).

Discussion Highlights:

- MTAC committee members applauded the visuals used throughout the presentation and the work the City of Happy Valley has done to date.
- Members recommended Happy Valley engage with utility and transit partners early and often.

Next Steps:

- No next steps for MTAC members. The City of Happy Valley will continue to advance their plans for a future downtown district.

Upcoming Agenda Highlights

November 19	December 17
<ul style="list-style-type: none"> Regional Housing Coordination Strategy: Final Draft RHCS; recommendation to MPAC Gladstone Town Center Project Overview CFEC Walkable Design Standards 	<ul style="list-style-type: none"> Safe Streets for All Update Community Connector Transit Study: Priorities
January TBD	February TBD
<ul style="list-style-type: none"> TBD 	<ul style="list-style-type: none"> TBD

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