

C4 Metro Subcommittee

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 (<u>JPACT Materials</u>)
 - 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
- MTAC Updates
 Presenting: Jamie Stasny, Clackamas; Laura Terway, Happy Valley

Attachments:

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

2025 JPACT Work Program

As of 10/09/25

Items in italics are tentative

 July 17, 2025- in person Title VI Plan Adoption (consent) IBR MTIP Amendment (action) RFFA Step 2 (action) RFFA Step 1A Bond (action) 	August- cancelled
September 18, 2025- online • Consideration of the July 17, 2025 JPACT	October 16, 2025- in person Cooling Corridors Update (Andre Lightsey-
 Consideration of the July 17, 2023 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) 	 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) MPACT- October 27 th - 29 th
November 20, 2025- online - MTIP Information Update/Timeline (Blake Perez, Metro; 20 min)	<u>Pecember 18, 2025-online</u> ■ RTO Program update (30 min, Noel Mickelberry)
 Future Vision Project (40 min, Jess Zdeb) Safety Dashboard Demonstration (Lake McTighe; 20 min) Regional Rail Study: Findings and 	 Community Connectors Transit Study Update (Ally Holmqvist, 20 min) SS4A Annual update (Lake McTighe, Matro: 30 min
Recommendations (Elizabeth Mros-O'Hara,	Metro; 30 minHOLD for Sunrise Vision Plan

Holding Tank:

Metro; 20 min)

- 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

May 28, 2025- online

- 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)

June 25, 2025- in person

- 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)

July 23, 2025- online

- State Legislative Update (20 minutes)
- Regional Housing Coordination Strategy

 evaluation framework and draft RHCS
 (Emily Lieb and Eryn Kehe, Metro; 30 min)

August 27, 2025 cancelled

September 24, 2025- in person

- 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)

October 22, 2025- online

- 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)

November 19, 2025- online

- Metro Code housekeeping amendments
 action (Glen Hamburg) (consent)
- Regional Housing Coordination Strategy (action) (30 minutes)
- Future Vision (Jess Zdeb, 15 minutes)

December 17, 2025- in person

- Future Vision Update: Engagement Plan (Jess Zdeb, 30 minutes)
- 2040 Planning and Development Grants program update (Malu Wilkinson, 30 minutes)
- SHS update

Cooling Corridors Update (Andre Lightsy 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

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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 meida 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.

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

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

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Service Priority Options: Nights and Weekends

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

Reduce or eliminate some bus service on weekends.

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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

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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

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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.

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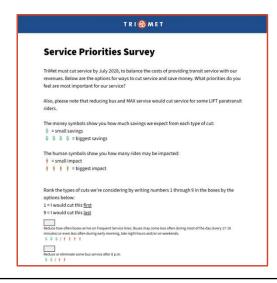
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Shorten the MAX Green Line to run only between Gateway and Clackamas Town Center transit centers.

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Survey: Online and Paper (available in 6 languages)







Communications Reach: News Media







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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)

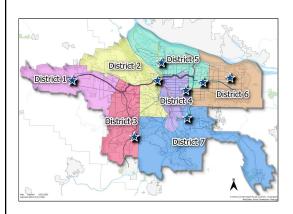
- All Board districts
- Languages: English, Spanish, Vietnamese, Russian, Ukrainian, Mandarin, Dari, Burmese, Rohingya, Nepali, Cantonese





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Open Houses





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Results

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



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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%



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'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.

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).



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.





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



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

- <u>Fatal Crash Update</u>: 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 <u>City of Hillsboro</u>, the <u>City of Portland</u>, and the <u>City of Tigard in collaboration with Multnomah County</u>.
- <u>Public Notice for Comment</u>: Three proposed amendments to the <u>2023 Regional Transportation Plan</u> (RTP) are open for public comment to incorporate the locally preferred alternative (LPA) transit routes and updated information for the <u>82nd Avenue Transit Project</u>, <u>Tualatin Valley Highway Transit and Safety Project</u> and <u>Montgomery Park Streetcar Extension</u>.; the <u>comment period is open through December 19</u>.
- <u>Transit Minute</u>: 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

<u>Overview</u>: 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

<u>Overview</u>: Metro recently launched a new, publicly available <u>Fatal Crash Dashboard</u>, 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
Emergency Transportation Routes Phase 2: Feedback on Draft Tiered Network	 MTIP Formal Amendment 25-XXXX Safe Streets for All Update Community Connector Transit Study: Priorities Mobility Corridor Update
DECEMBER 10 – WORKSHOP	JANUARY 9

For More Information, Contact Team TPAC

COUNTY REPS

Jeff Owen, Clackamas County jowen@clackamas.us

Karen Buehrig, Clackamas County karenb@clackamas.us

Adam Torres, Clackamas County atorres@clackamas.us

CITY REPS

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

Dayna Webb, City of Oregon City dwebb@orcity.org

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

Tanya Battye, City of Milwaukie BattyeT@milwaukieoregon.gov

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
 Regional Housing Coordination Strategy: Final Draft RHCS; recommendation to MPAC Gladstone Town Center Project Overview CFEC Walkable Design Standards 	 Safe Streets for All Update Community Connector Transit Study: Priorities
January TBD	February TBD
• TBD	• TBD

For More Information, Contact

COUNTY REPS

Jamie Stasny, Clackamas County <u>istasny@clackamas.us</u>

Martha Fritzie, Clackamas County mfritzie@clackamas.us

Becca Tabor, Clackamas County btabor@clackamas.us

CITY REPS

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

Kelly Hart, City of Oregon City khart@orcity.org

Erik Olson, City of Lake Oswego eolson@ci.oswego.or.us