



Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday, April 16, 2025 | 9:00 a.m. to 11:15 a.m.

Place: Hybrid: Council Chambers, Metro Regional Center, 600 NE Grand Avenue, Portland, Oregon and Zoom

Members Attending

Bret Marchant
Carol Chesarek
Erik Olson
Eryn Kehe, Chair
Fiona Lyon
Glen Bolen
Jamie Stasny
Joseph Edge
Katherine Kelly
Laura Terway
Manuel Contreras, Jr.
Isaac Ambruso
Terra Wilcoxson
Tom Bouillion
Mike O'Brien
Tom Armstrong
Victor Saldanha

Alternate Members Attending

Dakota Meyer
Dan Rutzick
Erin Reome
Faun Hosey
Kamran Mesbah
Kathleen Mertz

Kelly Reid
Kerry Steinmetz
Jeff Hampton

Leah Fisher
Miranda Bateschell
Pete Walter
Ryan Ames
Sarah Paulus
Theresa Cherniak

Affiliate

Public Economic Development Organizations
Multnomah County Community Representative
Largest City in Clackamas County: Lake Oswego
Metro
Service Providers: TriMet
Oregon Department of Transportation
Clackamas County
Clackamas County Community Representative
City of Vancouver
Clackamas County: Other Cities
Service Providers: Water & Sewer
Residential Development: Home Builders Association
Largest City in Multnomah County: Gresham
Service Providers: Port of Portland
Green Infrastructure, Design & Sustainability
Largest City in the Region: Portland
Washington County Community Representative

Affiliate

Multnomah County: Other Cities
Largest City in Washington County: Hillsboro
Service Providers: Parks
Washington County Community Representative
Clackamas County Community Representative
Housing Affordability Organization: REACH
Community Development
Department of Land Conservation & Development
Residential Development: Fidelity National Title
Public Economic Development Organization: Business Oregon
Public Health & Urban Form: Multnomah County
Washington County: Other Cities
Second Largest City in Clackamas County: Oregon City
Public Health & Urban Form, Washington County
Multnomah County
Washington County

Call to Order, Quorum Declaration and Introductions

Chair Eryn Kehe called the meeting to order at 9:04 a.m. A quorum was declared. Introductions were made.

Comments from the Chair and Committee Members

- Kelly Reid of DLCD informed the committee that DLCD is hosting webinar training sessions on May 8 and May 20 to share their equitable engagement toolkit and GIS community explorer tool. The information will be published on their website and the webinars will be recorded.
- Jamie Stasny of Clackamas County shared that the County was excited to have had recently wrapped up the Sunrise Corridor Community Visioning Project. They got steering committee recommendation two weeks ago, will go before the County Commissioners on April 29 and Happy Valley on May 5th.
- Pete Walter announced that Aquila Hurd-Ravich is going back to City of Tualatin as Community Development Director and Pete will be the City of Oregon City's interim Community Development Director until a permanent replacement is hired.
- Glen Bolen of ODOT announced that they have some rapid flash beacons for pedestrian crossings at 36th and Powell in Portland, 174th on TV Highway and at Ashford on Hall Boulevard in Tigard, a project in Milwaukee at 224 17th Avenue, and an ADA ramp upgrade and prioritized pedestrian crossing.

Public Communications on Agenda Items

None given.

Consideration of MTAC minutes March 19, 2025 meeting

Chair Kehe moved to accept as written minutes from MTAC March 19, 2024, meeting.

ACTION: Motion passed with no objections, two abstentions.

Community Connector Transit Study: Policy Framework

Chair Kehe introduced Ally Holmqvist, senior transportation planner at Metro, to present on the Community Connector Transit Study. The study explored access to jobs in industrial centers, access to outdoor recreation areas, and time-of-day mobility needs and how community connectors could address these needs. Community connectors expand the transit network to connect suburban areas, neighborhoods, and employment centers. The study was introduced in the fall. There is an update planned for the summer, after completing an opportunities assessment.

Next, the framework will be applied to identify new community connector opportunities on the regional transportation plan map, updating TriMet's 2015 service enhancement plans and highlighting new shuttle service areas. The plan asks what destinations or development have need and are suitable for transit, based on multiple factors, and looks at regional and local expertise to understand market needs and guide decisions.

Shuttle planning will look at opportunities for people to switch modes of transportation, considering local and regional plans, community feedback, and best practices. Shuttles will be designed to connect

with existing transit. Mobility hubs will allow for walking, biking, bike share, and ride share and will include features like bike lockers, shaded waiting areas, public art, and community spaces.

The study looks at how mobility hubs fit into the existing transit network. The hubs will help create a connected transportation system. Regional hubs, like Beaverton Transit Center, connect urban and suburban needs, and local hubs, like Tualatin Park and Ride and Happy Valley Shopping Center, connect local transit to suburban areas, employment centers, and medical facilities.

Identifying mobility hubs will focus on the unique needs of each community. The study will consider current and future connectivity, access, land use, transit-oriented development, equity, and community impact. It will explore public-private partnerships, where spaces like parking lots can be repurposed for mini hubs that create comfortable connections between shuttles and buses.

Feedback is being collected from advisory committees, a working group of staff from partner agencies, workshops inviting TPAC, MTAC, and county coordinating committee members, and public surveys. This plan is part of the broader Regional Transportation Plan (RTP) and will help inform decision making in the RTP's 2028 update.

Ally Holmqvist thanked the committee and Chair Kehe invited questions.

Laura Terway appreciated the focus on communities at the edge of the Urban Growth Boundary (UGB) and noted the challenge of providing cohesive service when development occurs in spurts. They asked if the team plans to engage with jurisdictions during this process.

Ally Holmqvist responded that they plan to engage most, if not all, jurisdictions as they prepare for the review workshops and assessment. They will gather contact lists from the county coordinating committees to reach more than just TPAC and MTAC representatives. They may also reach out to Marion County.

Mike O'Brien acknowledged the importance of the work and said that one of the barriers to accessing Metro's properties is transit. Metro is working to improve this by increasing space in transit-served areas. They asked for clarification on what qualifies as "major outdoor recreation areas" and how the connections to these areas would work in practice.

Ally Holmqvist responded that "major destination sites" for parks has been defined by Metro Parks and Nature as larger parks with a regional draw, including features not usually found in neighborhood parks and whether the park has parking, which would draw visitors who may need to drive. The team initially focused on Metro parks, then expanded the scope to include parks across the region. They used ORCA and filtered by different categories to identify major parks, recognizing that different types of parks have different access needs. They are looking at examples from Bend and Eugene, where similar challenges have been addressed, and plan to share more findings, likely in the fall.

Jamie Stasney thanked Ally Holmqvist for their work on the study. They shared that a common topic in coordinating committee discussions is that transit systems with good ridership are ready for more investment. Areas with strong ridership and effective transit can improve further with higher-capacity options. This study aims to create a pathway for building ridership toward high-capacity transit, something Clackamas County has long requested. Jamie asked how funding for these improvements will be addressed, how it will be integrated into the RTP update, and whether it will be part of the Future Vision conversation.

Ally Holmqvist responded that the approach initially focuses on identifying areas that have transit needs and strong support, without considering funding constraints, but that a separate part of the study will address funding and governance. The challenge is that most funding sources are general, not

mode-specific, not designated for specific types of transit. The study is specifically focused on "community connectors," which have some dedicated funding, such as ODOT's Innovative Mobility Grant, that offers funding for pilots and operations. A broader conversation is needed to determine how different transit modes can access funding and how regional priorities should be managed. The team wants to identify areas where there's little competition for funding and create opportunities to advocate for community connectors. They also plan to update the RTP to highlight areas that need shuttle services and ensure policies align to support these needs. Discussions with local partners will be needed to identify funding priorities and ensure readiness for funding opportunities. Ally Holmqvist noted that the transit vision in the Regional Transportation Plan (RTP) is closely linked to the 2040 Growth Concept. The study's timeline is ahead of the RTP update, but recommendations from the study will be integrated into the RTP, allowing for further discussion and adoption of the study's results. The Vision and study findings are being aligned to ensure consistency as both evolve.

Carol Chesarek asked if they had been talking to Portland Parks, because Forest Park has lots of popular trailheads and no transit access to most of them, and what can be done to promote that conversation.

Ally Holmqvist responded that they have been talking to Portland Parks and because of that communication, were notified that Portland Parks had applied for an innovative mobility grant for a Forest Park shuttle.

Fiona Lyon agreed with the suggestion to connect to green space and open space and wants to ensure that community engagement materials are crafted to ensure public understanding of the funding issues and the visioning process and making sure that the agency's transportation knowledge is intersecting with general public interest and that those two things align. There's high interest from major employers in central Portland in shuttles where there is transit, likely from the interest in private lines that don't interface with social issues. They appreciated that TOD was mentioned as an important tool and would like if they use the report to really like help progressively craft the Vision. They also would like to understand better about how this will be integrated with Future Vision and would, for example, like to see terminology align.

Kathleen Mertz asked how the study is addressing the needs of vulnerable populations, particularly those who rely on transit and public infrastructure, such as housing and homelessness services. How is outreach being conducted to ensure that these communities are considered when identifying opportunity centers? How are job centers that change and government infrastructure, which tend to remain stable longer, integrated into the planning process? They also noted that the SHS funding is going out as part of the homeless support network and pairing it with that infrastructure that's being built for the continuum of care is great.

Ally Holmqvist responded that the team has been engaging vulnerable populations through channels including surveys and direct communication, mostly email. They reached out to affordable housing sites at regional edges through email, newsletters, and by gathering feedback from residents. They contacted health and human services organizations, youth groups, seniors, people with disabilities, and equity-focused communities to ensure a broad representation of needs. They also worked with CBOs, business organizations, including chambers of commerce and those with a specific focus like Hispanic chamber or Filipino chamber, to gather more input. In the next phase, they plan to bring people together for discussions about the outcomes of the outreach.

Kelly Reid asked if the process will fold in an evaluation of the existing shuttles that are already in the region and if there is an opportunity to optimize those services.

Ally Holmqvist replied that they are integrating those in a number of ways. They did an inventory in the region of all the different shuttle and connector services that are available. Multnomah County and

Clackamas County are both operating shuttles to industrial areas. Ride Connection has been around for a long time and has some unique and exciting partnerships with community-based organizations. So they've been included as a best practice to look at for an example. They're also on a working group that is advising on the study. They can map out the providers' ridership data from TPAC and JPACT each month. There are a lot of different kinds of shuttles and they did have to create some boundaries to kind of limit what is a public transit. They are also thinking about future shuttles, identifying opportunities. A lot of inner city providers come from outside the region and connect into the region and they want to engage with them to be thinking about those sites and where making those connections can be difficult and so trying to provide some structure for that.

Jeff Hampton appreciates the focus on areas outside the central city, particularly the edges of the UGB, and the intentional approach being taken. They brought up the importance of major employment areas as destinations for transit, noting that many employees would use transit if it were available. They asked how the study gathers information about where employees are coming from, particularly in unserved areas and whether surveying major employers is part of the process to track employee origins.

Ally Holmqvist replied that data about shift work and industrial centers is often not centralized and has been challenging to collect. The team has worked with industrial centers and transportation demand management groups to gather more information and held workshops with major employers like Nike and Intel to discuss their shuttle programs and ways to connect employees to transit centers. There are still gaps, so they plan to do outreach with business partners to gather additional insights and refine their recommendations in the next phase.

Joseph Edge mentioned having discussions with executives at large retirement communities south of Milwaukie that have thousands of retired residents with varying mobility needs. The communities operate their own shuttles, and some have excess capacity and are interested in potentially partnering with transit agencies or local governments to use the excess capacity to serve the surrounding community and improve connectivity. Have there been any conversations around partnering with organizations or communities?

Alli Holmqvist replied that the team has been considering public-private partnerships as part of their recommendations. They've considered expanding these services, but haven't yet seen significant interest in the conversation. The feedback is encouraging to start reaching out and exploring that more.

With no further questions, Chair Kehe thanked everyone and noted that the project would be back at MTAC in the summer.

Future Vision update

Chair Kehe introduced Jessica Zdeb, principal regional planner at Metro, to update the committee on the renewal of Metro's Future Vision, which is 30 years old and due for an update. Scoping is underway, with the goal of approving the work plan in May and appointing the Future Vision Commission in June. They emphasized the value of creating a vision for the future and noted that the updated Vision will focus on resilience and adapting to future changes.

The updated Vision will be more inclusive, involve a broader range of people and incorporate updated discussions on climate change and equity. The Future Vision won't be a regulatory document, but will connect with other guiding regional policies like the 2040 Growth Concept, Regional Transportation Plan, and others. They noted that the updated Future Vision document will not include implementation actions, but an implementation plan will follow, identifying key actions such as updating the framework plan and growth concept. One key focus is an investment strategy, with discussions about funding,

collaboration, and Metro's role in future actions. The project will also define roles for regional partners, including government, nonprofits, and businesses. Finally, they reviewed the coordination efforts for the project and highlighted engagement approaches to ensure broad participation in the process.

Mike O'Brien shared their excitement and asked if the Vision wasn't a regulatory document, is the implementation plan going to be a regulatory document? The work is valuable and vital and they are concerned that the Vision goes on a shelf and doesn't get looked at or used.

Jessica Zdeb replied that the charter states that this is not. The Vision is not a regulatory document and the implementation plan is not a regulatory document. It's the actions themselves that would be regulatory. The implementation plan will identify a set of actions and those actions are where regulation would be.

Chair Kehe responded that the Future Vision was created 30 years ago and the Framework Plan, Urban Growth Management Functional Plan and 2040 Growth Concept are regulatory documents that are all products of that Vision. The Vision was expressed in regulatory documents very quickly after it was produced and those documents still exist and regulate how our region grows to today.

Mike O'Brien asked who would be facilitating the work on the Future Vision to help keep the conversation focused and moving forward.

Jessica Zdeb replied that Metro will hire a consultant team that will bring specialized expertise to assist with the Future Vision update. They will facilitate commission meetings and provide knowledge in future planning and trend analysis, ensuring that the Vision remains focused on long-term goals and maintains a 50-year outlook. The consultants will help guide the process and ensure that the project considers the impacts of future trends.

Fiona Lyon noted that TriMet has planning documents, including a 1993 transit planning and design tool, that could be a good references for this update. They said it's important to consider the work being done at the state level, such as CFAC and DLCD, and suggested the region should focus on defining clear boundaries, especially when discussing the use of reserves. The Future Vision can be a tool to inform future regulation. They also stressed the need to capture important conversations during this process, ensuring they are reflected when updating the future framework and functional plans and recommended tying metrics related to land development and transit, like setting density thresholds for new developments to support transit effectively.

Jamie Stasney asked whether the work plan will be presented to Council in May, the Future Vision Commission appointed by Council in June, and the Vision will be complete by the end of 2026.

Jessica Zdeb replied that they are hoping for the May presentation and June appointments and are currently figuring out whether the 2026 goal is achievable, reminding the committee that this is the vision-crafting and implementation will come after.

Jamie Stasney also asked about priority areas that they're not quite sure about yet and if this conversation will lead into a discussion about weighting priorities and whether the Future Vision Commission will be thinking about that or are they thinking more broadly about "these are the things that are important to us," referring to investments and where money is spent in the region.

Jessica Zdeb replied that the Councilors are very interested and focused on thinking about how to pay for a Vision. The Vision is setting a vision and in conversations about doing that, questions about priorities will come up. A vision may not be the place where those get laid out. That may be more of the implementation plan itself and what we say needs to happen in the shorter term to start moving in

that direction and where we can as partners place our emphasis in terms of what we're investing in and moving forward.

Leah Fisher thought this could be an opportunity for a deeper dive into displacement and the theme of loneliness and health and the part land use and transportation plays. Clackamas County is wrapping up their equitable engagement work as part of the CFAC requirements for the transportation planning rule and learned it's important to not overburden communities by repeatedly asking them similar questions, as may be happening with Future Vision. They were interested in seeing a thematic analysis of existing engagement information that's been collected from communities across the region to let the community know they've been heard. They also shared that in Clackamas County, the Latin and LGBTQIA communities do not currently feel safe convening in public spaces. There is concern that public processes may leave out these communities again due to their fear for safety and focus on preserving basic rights. There is concern that groups who are losing funding and are focused on supporting their communities may have a low capacity for engaging about projects. It would be a shame to again miss out on including some voices we really want to hear from.

Jessica Zdeb agreed with their final points and noted that the project had already looked at 30 different visions that have been put together in the last about five years across the region and done a thematic analysis of them, in recognition of all the work that partners have done throughout the region and to not continue to ask communities the same questions, so that there's a starting baseline. The recently completed analysis of 30 visions and plans from government partners and non-government partners throughout the region is work that can be shared back as well. It's interesting and validating to see the commonalities across geography and different groups.

Theresa Chesarek noted that their Washington County planning director's group may be interested in seeing this presentation and asked if there is a timeline for the 2040 plan update.

Jessica Zdeb replied that the 2040 plan update likely won't happen until after the Future Vision, though some conversations around the Vision will be applicable to the 2040 growth concept.

Joseph Edge noted that the City of Milwaukie has a relevant vision from 2017 and encouraged the team to look at it if they haven't already and hopes that the role of station communities throughout the suburban areas are considered.

Jessica Zdeb replied that it's important to think about the role of suburbs and station communities in the suburban areas and the role that station communities can play in meeting a variety of equity and climate and other environmental goals, as well as transportation goals.

Glen Bolen noted that ODOT has good resources in the recently updated Oregon Transportation Plan. They think it's important with the Vision to consider what's been accomplished and what can be accomplished and use that to make change. Funding is the biggest barrier and this process needs to influence statewide policymaking.

Miranda Bateschell asked whether the Future Vision document is intended for Metro or for the region, with concerns about how it relates to the 2040 Growth Concept and whether it will lead to modifications in the regional vision and growth concept. If the Vision is meant to provide regional direction, the 2040 Growth Concept needs to be adopted for it to have any meaningful impact. Without updating the growth concept and the associated functional plan, the Vision won't be able to drive functional changes at the local level. The regulatory documents will need to be updated after the Vision process, as they will be crucial in shaping the framework for future actions.

Jess Zdeb replied that the Future Vision is not just for Metro but for the entire region. The planning department is leading the process, which encompasses transportation, land use, housing, economic

development, environmental services, and more. The goal is to run a process that listens to regional input and reflects the vision the region wants for itself in 50 years. The Vision will set the stage, but the actual regulatory changes and implementation will come through updates to the 2040 Growth Concept and the functional plan.

Montgomery Park Streetcar LPA discussion

Chair Kehe thanked everyone and introduced Alex Oreschak, senior transportation planner at Metro, and Sean Canney, city transportation planner at PBOT, to present on the Montgomery Park Streetcar Locally Preferred Alternative. Sean introduced Mauricio Leclerc and Brenda Martin, also of PBOT.

Alex reminded the committee about some of the regional priorities from the high-capacity transit strategy, which include Montgomery Park Streetcar. Other priority projects are the 82nd Avenue Transit Project and the TV Highway Project. The three projects are coordinating and coming to all of the committees.

The project has been in development since 2009. Montgomery Park was identified as a priority destination in the Portland streetcar System Concept Plan and the project was adopted into Portland's transportation system plan project list in 2018 and is a tier one project in Metro's high-capacity transit strategy. The project is also a central recommendation of the Montgomery Park Area Plan (MPAP) adopted in December 2024, as was the project LPA.

The Montgomery Park Area Plan (MPAP), partially funded through Metro by a Federal Transit Administration TOD planning grant, envisions a new mixed-use district in northwest Portland on and around the former ESCO site near Montgomery Park, served by high-capacity streetcar transit. The MPAP plans a dense, equitable, sustainable district with a connected multimodal street grid, through land use changes, transportation policy changes, and capital improvement recommendations.

The plan preserves industrial land uses east of US 30 and north of northwest Nicolai Street, though public-private benefits agreement between the city, Portland Streetcar Inc, and the large air property owner in the area. Benefits of the streetcar investment include overall community improvements like increased access to public transportation, new affordable housing, middle wage jobs, a new one-acre park, naming York Street and the planned district after the enslaved and integral member of the Lewis and Clark Corps of Discovery.

There were two phases of community engagement over five years. In phase one, a working group was created, they did community outreach and worked with community partners. In phase two, the streetcar extension was reintroduced through mailers, an online open house, canvassing, meetings, and one-on-one conversations. Surveys were conducted near affordable housing and transit stations, and there was a BIPOC-focused urban design focus group.

The adopted LPA from the Portland City Council is a 0.65-mile extension of the existing north-south Portland Streetcar line, with two-way movement on Northwest 23rd Avenue, one way on Northwest Wilson Street (eastbound), Northwest Roosevelt Street (westbound) and Northwest 26th Avenue (southbound). New station locations will include Northwest 23rd Avenue and Raleigh (northbound and southbound), Northwest 25th Avenue and Roosevelt (westbound), and Northwest 26th Avenue and Wilson (eastbound).

The project also includes rehabilitation of Northwest 23rd Avenue between Northwest Vaughan and Northwest Lovejoy Streets, which will involve stormwater, accessibility, and utility upgrades, as well as multimodal street extensions of Northwest Roosevelt Street, Northwest Wilson Street, and Northwest 25th Avenue to better connect the local street grid for all modes of transportation. The project will also

involve the purchase of up to 12 new streetcars equipped with hybrid off-wire battery technology. The off-wire technology will reduce project costs and impacts.

The current planned cross sections for the project may be refined as development progresses with the FTA. On Northwest 23rd Avenue, shared streetcar lanes will be incorporated, preserving parking on both sides of the street. Northwest Roosevelt and Northwest Wilson streets, part of the one-way parallel couplet, will feature dedicated bike lanes, a streetcar priority lane, a general-purpose travel lane, and parking on one side of the street. Both streets will have widened sidewalk corridors, with Northwest Wilson Street receiving a new neighborhood Main Street designation, including 15-foot sidewalks to support active pedestrian use and land uses that encourage activity.

The total project cost including vehicles is estimated to be \$195 million. The previously shared estimate of \$119 million is still correct, but did not include vehicles. They are working to finalize a funding strategy that includes a \$30 million grant through the Portland Clean Energy Fund for new streetcar vehicles and PBOT's Capital Investment Committee's \$12 million for streetcar planning and implementation. The public benefits agreement assures the dedication of right-of-way in the couplet area toward the project from the owners of the former ESCO site, as well as additional private contribution and their participation in a local improvement district. They are currently pursuing an FTA Small Starts grant, which is expected to fund at least 50% of the project, and for which they've been granted entry into project development as of January of this year.

They are planning to form a local improvement district in the area, and are currently pursuing regional flexible fund new project bonding and have applied for a build grant. When they have more information from those applications and processes, they'll be able to make more decisions about the rest of the funding.

The project timeline shows design beginning in early 2026 and environmental review later in the year. Construction is expected to begin in 2028 with service on the extension starting in mid-2030.

Alex Oreschak provided an overview of the process and next steps for the endorsement of the blue preferred alternative, which include going to MTAC, MPAC, TPAC, JPACT and Metro Council to introduce the LPA. The team will return to MTAC on June 18 to request a recommendation to MPAC. They plan to ask Council for endorsement on July 31. There is a concurrent timeline for Montgomery Streetcar, 82nd Avenue and TV Highway so they come to the committees with their RTP amendments at the same time.

Chair Kehe thanked the team and asked if there were any questions.

Kathleen Mertz requested an explanation for how the vehicles related to the secured money, since they're not part of the public infrastructure.

Sean Canney explained that folding the purchase of the streetcars into the project allows them to federalize the funds and apply for 50%, doubling the money from the federal government for more streetcar purchases and adding to the capital stack, even though it's not for the infrastructure itself, but the streetcars are technically part of the project. It is part of the required local match for that small starts grant.

Fiona Lyon requested context around the phases and alignments regarding the Hollywood segment.

Sean Canney explained that the initial TOD planning grant focused on both Northwest and Northeast Portland with the intention of connecting Montgomery Park to Hollywood, but they went forward with the Northwest because it had the most area for potential equitable development. They are not currently planning to move forward with the Northeast, but it's not off the table.

Adjournment

There being no further business, Chair Kehe thanked the presenters and committee and adjourned the meeting at 11:09 a.m.

Respectfully submitted,
Miriam Hanes, MTAC Recorder

Attachments to the Public Record, MTAC meeting April 16, 2025

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
* 1	Agenda	4/16/2025	4/16/2025 MTAC Meeting Agenda	041625M-01
* 2	2025 MTAC Work Program	4/7/2025	2025 MTAC Work Program as of 4/7/2025	041625M-02
* 3	Draft Minutes	3/19/2025	Draft minutes from 3/19/2025 MTAC meeting	041625M -03
* 4	Memo	4/9/2025	Community Connector Transit Study: Vision and Policy Framework	041625M -04
* 5	Document	4/16/2025	Montgomery Park Transit Project Recommended LPA	041625M -05
** 9	Presentation	4/16/2025	Community Connector Transit Study	041625M -09
** 11	Presentation	4/16/2025	Future Vision	041625M -10
** 12	Presentation	4/16/2025	Portland Streetcar Montgomery Park Extension	041625M -11
** 10	Email	4/16/2025	DLCD Trainings	041625M -12

**materials included in meeting packet*

***materials distributed at or after meeting*