

Council work session agenda

Tuesday, May 20, 2025 **10:30 AM** **Metro Regional Center, Council chamber,**
<https://zoom.us/j/615079992> (Webinar ID:
615079992) or 253-205-0468 (toll free)

Work session will begin at 10:30 a.m. Agenda item times are estimated and the order of items may be subject to change.

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

You can join the meeting on your computer or other device by using this link:
<https://zoom.us/j/615079992> (Webinar ID: 615 079 992)

10:30 Call to Order and Roll Call

10:30 Work Session Topics:

10:30 Metro's State-Mandated Regional Housing Coordination Strategy [25-6263](tel:2536263)

Presenter(s): Emily Lieb (she/her)
Eryn Kehe (she/her)

Attachments: [Staff Report](#)
[Metro's Roles in Housing Handout](#)

11:30 TV Highway Transit and Safety Project Locally Preferred Alternative [25-6265](tel:2536265)

Presenter(s): Kate Hawkins, Senior Transportation Planner

Attachments: [Staff Report](#)
[TV Hwy Transit Project LPA Description and Map](#)
[TV Highway Transit Project Engagement Summary](#)

12:00 President's Work Group on Future Supportive Housing Services Investments: Discussion [25-6261](tel:2536261)

Presenter(s): Council President Lynn Peterson

Attachments: [Staff Report](#)

12:30 Chief Operating Officer Communication

12:35 Councilor Communication

12:40 Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មវិធីរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
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Agenda #: 10:30

File #: 25-6263

Agenda Date: 5/20/2025

Metro's State-Mandated Regional Housing Coordination Strategy

Emily Lieb (she/her)

Eryn Kehe (she/her)

METRO'S STATE-MANDATED REGIONAL HOUSING COORDINATION STRATEGY

Date: May 1, 2025
Department: Planning, Development and Research
Meeting Date: May 20, 2025

Prepared by: Laura Combs, Associate Regional Planner,
laura.combs@oregonmetro.gov
Presenter(s): Eryn Kehe (she, her); Emily Lieb (she, her)
Length: 60 minutes

ISSUE STATEMENT

As a part of the Oregon Housing Needs Analysis legislation, the State of Oregon requires that Metro complete a Regional Housing Coordination Strategy (RHCS) by the end of 2025. A project team made of staff from both the Housing and Planning, Development and Research departments are collaborating to produce the RHCS, which will result in a list of actions that Metro will undertake to promote the development of needed housing. The project leads will present early technical analysis and provide updates on the engagement underway, including a preliminary list of strategy ideas collected. Councilors can ask questions and provide feedback on potential strategies.

The primary goal of the RHCS is to create a roadmap of actions Metro will advance to promote housing production, coordination, and access by lifting up best practices, coordinating and aligning local strategies and addressing critical gaps that can be filled at the regional level. By statute, the list of actions in the RHCS must address the following:

- The development and maintenance of diverse housing types that are high-quality, physically accessible and affordable
- Housing with access to economic opportunities, services and amenities
- Strategies, policies, or actions that are coordinated among the local governments within the Metro region
- Actions that affirmatively further fair housing

The policies, strategies and actions will be informed by data analysis and engagement with jurisdictional partners and other interested groups. This RHCS creates opportunities for alignment within Metro's existing body of work and builds on initiatives already underway that promote housing production in greater Portland.

ACTION REQUESTED

Metro Council will receive updates from initial rounds of engagement, hear key takeaways from early data analysis and review a preliminary list of strategies.

IDENTIFIED POLICY OUTCOMES

The Metro Council may provide feedback to staff regarding the categories listed in the attached handout of Metro's housing roles and the list of preliminary strategy ideas presented by staff.

POLICY QUESTION(S)

- Does the Council have feedback about the initial data analysis and engagement?
- Does the Council have feedback about the preliminary list of strategies?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

The Council may provide staff with direction on:

- The preliminary list of strategies

STAFF RECOMMENDATIONS

Staff recommends that the Council review the preliminary list of strategies related to Metro's role in housing production, coordination and access. Council feedback will help to develop and refine the draft evaluation framework which will be discussed at a future Council work session.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The Oregon Housing Needs Analysis (OHNA) articulates new responsibilities for state agencies and local governments to reorient the implementation of Statewide Land Use Planning Goals 10 (Housing) and 14 (Urbanization) to produce more housing, increase equitable access to housing and ensure that state and local governments take action to address need. It affects the way all communities plan for housing and urban lands, and cities and unincorporated counties with populations of 10,000 or greater are now required to regularly plan and take action to address needs. These cities and counties in the Metro area will develop and implement a Housing Production Strategy every six years to promote needed housing and affirmatively further fair housing.

As the regional government, Metro will produce a Regional Housing Coordination Strategy (RHCS) by the end of 2025 which focuses on coordination amongst the area's jurisdictions instead of direct production.

BACKGROUND

The RHCS project team introduced the scope of work and engagement plan at a Council work session on February 11, 2025.

ATTACHMENTS

1. Metro's Roles in Housing Handout

Metro’s Roles in Housing Coordination, Production and Access

Role	Definition	What are examples of what Metro is already doing?
Regulation and Regional Policies	Develop policies that establish requirements for local jurisdictions related to land use, planning, or housing outcomes. Can include regulatory frameworks and mandates. Create long-range plans and frameworks that set a shared vision for housing outcomes and guide local implementation. These plans shape priorities and align regional goals.	<ul style="list-style-type: none"> • Urban Growth Management Functional Plan • Regional Framework Plan • 2040 Growth Concept • Strategic Plan to Advance Racial Equity, Diversity and Inclusion
Legislative Advocacy	Advocate at the state or federal level for laws, funding, or policies that support housing and urban development goals.	<ul style="list-style-type: none"> • Metro has participated in OHNA program, both on rulemaking advisory committees and several TACs
Partnerships and Collaboration	Collaborate with local jurisdictions, housing providers, nonprofits, and others to implement housing strategies. Emphasizes shared implementation over information exchange.	<ul style="list-style-type: none"> • Construction Career Pathways Program • Southwest Equitable Housing Strategy
Convening	Facilitate spaces for dialogue, coordination, and shared problem-solving among jurisdictions and partners. Focuses on building alignment and momentum across sectors.	<ul style="list-style-type: none"> • Brownfields Coalition • Build Small Coalition
Communication and Public Engagement	Inform and engage the public and stakeholders about housing needs, solutions, and Metro’s role. Can include public education, outreach campaigns, or regional messaging strategies.	<ul style="list-style-type: none"> • Metro News stories • Social media
Best Practices and Research	Identify, research, and share innovative practices and models related to housing development, finance, and equity.	<ul style="list-style-type: none"> • Parcelization Study • Equitable Housing Framework
Technical Assistance	Deliver training, tools, and implementation support to help jurisdictions address housing needs.	<ul style="list-style-type: none"> • Supportive Housing Services Training & Technical Assistance initiative
Data and Analysis	Collect, compile, and analyze data to inform housing decisions. Share data in usable formats and address gaps in information for local jurisdictions.	<ul style="list-style-type: none"> • Social Vulnerability Explorer • Distributed Forecasts • Residential Development Indicators
Funding and Investment	Provide direct financial resources to support housing, including capital projects, planning activities, and services. Can include bonds, grants, or dedicated funding streams.	<ul style="list-style-type: none"> • 2040 Planning and Development Grants • Transit-Oriented Development Program • Affordable Housing Bond • Supportive Housing Services fund
Others?		



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Agenda #: 11:30

File #: 25-6265

Agenda Date: 5/20/2025

TV Highway Transit and Safety Project Locally Preferred Alternative

Kate Hawkins, Senior Transportation Planner

TV HIGHWAY TRANSIT AND SAFETY PROJECT LOCALLY PREFERRED ALTERNATIVE

Date: May 1, 2025

Department: Planning, Development and Research

Meeting Date: May 20, 2025

Prepared by: Kate Hawkins,
kate.hawkins@oregonmetro.gov

Presenter(s):

Kate Hawkins (she/her), Senior Transportation Planner

Length: 30 minutes

ISSUE STATEMENT

The purpose of this item is to provide an update to Metro Council about the TV Highway Transit and Safety Project, including key project benefits, public engagement process and findings, locally preferred alternative (LPA) elements and project funding strategy.

Later this year, JPACT will consider the LPA for this project for endorsement and subsequently for amendment in the Regional Transportation Plan.

ACTION REQUESTED

No action is currently requested. Staff will return in June 2025 to request Metro Council endorse the LPA by resolution.

IDENTIFIED POLICY OUTCOMES

The Regional Transportation Plan (RTP), High Capacity Transit Strategy (HCT), and Regional Transit Strategy identify the TV Highway Corridor as a priority for transit investment. TV Highway is a Tier 1 priority in the HCT, meaning it is designated as a near-term regional priority corridor for transportation investments.

Project outcomes identified in the RTP include improving transit speed and reliability, making the bus more competitive with driving, improving corridor safety and accessibility and providing a more dignified and attractive rider experience.

POLICY QUESTION(S)

Staff is seeking guidance on whether Metro Council needs other information on the LPA and this project before staff return for an endorsement of the LPA (by resolution) in June.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Endorsement of the Steering Committee LPA recommendation in June will demonstrate regional consensus on the project's mode, alignment and general station locations. Endorsement of the LPA is a necessary step for future adoption of the LPA into the financially constrained RTP project list, which is required to be eligible for federal funding through the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) program. Council adoption of the LPA into the RTP is likely to occur in Winter 2025, alongside the LPA recommendations for the 82nd Avenue Transit Project and the Montgomery Park Transit Project.

If Council does not endorse the TV Highway Steering Committee LPA recommendation, Metro and TriMet would need to reconvene the TV Highway Steering Committee to reach agreement on any changes, and all five local jurisdictions would need to amend their endorsements of the LPA.

STAFF RECOMMENDATIONS

Staff recommends Metro Council endorse the Steering Committee recommended LPA in June 2025, following local agency endorsement of the LPA.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

- *How is this related to Metro's Strategic Plan (to be developed in 2019) or Core Mission?*

The TV Highway Transit and Safety project is a collaboration between Metro, community organizations, and jurisdictional partners to implement regional priorities articulated in Metro's guiding policy plans including the 2023 Regional Transportation Plan. Corridor planning is central to Metro's core mission to expand transportation options and improve public transit service throughout the region.

- *How does this advance Metro's racial equity goals?*

This project advances two of the five strategic goals in Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion:

- *Goal A: Metro convenes and supports regional partners to advance racial equity*

This project is a collaboration of regional partners focused on their mutual interest in the betterment of this important regional corridor. The Tualatin Valley Highway corridor is home to some of the region's most racially and ethnically diverse communities – with particularly large populations of Hispanic and Asian residents. Nearly half of residents within the corridor identify as people of color, many of whom do not have access to a car and rely on transit to get around. Improved transit service on TV Highway will improve speed, reliability, accessibility and safety for transit riders on TV Highway, particularly for communities of color and low-income communities.

- *Goal B: Metro meaningfully engages communities of color*

Alongside the TV Highway Transit and Safety Project, Metro has worked together with community members to convene the TV Highway Equity Coalition (TEC). The coalition is made up of people and organizations that live, work and play along TV Highway, including Adelante Mujeres, APANO, Bienestar, Centro Cultural, the Muslim Educational Trust, the Community Housing Fund, the Street Trust and individual civic leaders. Coalition members participated in the community-led creation of the TV Highway Equitable Development Strategy (EDS), which is

developed in parallel with corridor transportation infrastructure investments to stabilize and support community and mitigate displacement risks for current residents and businesses. The TV Highway EDS was finalized in 2023 and identifies 13 priority actions to help residents and businesses stay in place and thrive. The implementation of this work is continuing through the support of a Metro 2040 Planning and Development Grant.

Four TEC members served on the TV Highway Transit Project Steering Committee. The recommended LPA reflects community input that was received through public engagement efforts as well as from community leaders who served on the steering committee and guided the project through key decision points.

- *How does this advance Metro's climate action goals?*

This project will support several policy areas in Metro's Climate Smart Strategy. The project will implement adopted local and regional land use plans by implementing policies from the Regional Transportation Plan, which helps to implement the 2040 Growth Concept and the Regional Framework Plan. The project will also make transit more convenient, frequent, accessible and affordable by improving the travel experience for riders on TV Highway.

- *Known Opposition/Support/Community Feedback*

The TV Highway Transit and Safety Project is supported by agency partners, local jurisdictions and community-based organizations throughout the corridor and across the region. Metro's agency partners on this work include TriMet, ODOT, Washington County and the Cities of Beaverton, Cornelius, Forest Grove and Hillsboro. The project is also supported by community-based organizations including Adelante Mujeres, APANO, Centro Cultural and Unite Oregon, as well as the TV Highway Equity Coalition.

Project engagement as well as past planning efforts in the corridor indicate that community members support the project purpose of bringing safer, more reliable, faster and accessible transit to the TV Highway Corridor.

Community feedback informed the TV Highway Transit Project Steering Committee LPA recommendation of mode, general station locations and route alignment. Public outreach phases included tabling at community events, presentations to neighborhood and business associations, an online StoryMap and an online survey.

- *Explicit list of stakeholder groups and individuals who have been involved in policy development.*

TV Highway Transit and Safety Project Steering Committee
Adelante Mujeres

Asian Pacific American Network of Oregon (APANO)
Centro Cultural
City of Cornelius
City of Beaverton
City of Forest Grove
City of Hillsboro
Oregon Department of Transportation
Metro District 3 Councilor and District 4 Councilor
TriMet
Unite Oregon
Washington County

TV Highway Equity Coalition

Adelante Mujeres
Asian Pacific American Network of Oregon (APANO)
Bienestar Oregon
Centro Cultural
Community Housing Fund
Muslim Educational Trust
The Street Trust
Unite Oregon

- *Financial Implications (current year and ongoing)*

The current cost estimate for the TV Highway Transit and Safety Project is approximately \$300 million for design and construction. TriMet plans to request approximately \$150 million from the FTA CIG Small Starts Program. Local and regional project partners have agreed to contribute approximately \$100M and the project is requesting \$50M in state funding. This combined \$150 million in local, regional and state funding will allow for critical investments in transit and safety throughout the corridor and leverage the federal discretionary funds.

BACKGROUND

This project has not been before Metro Council since January 2022. Since that time, the Metro and TriMet project teams have worked with partners to explore numerous facets of and options for bringing high-capacity transit to TV Highway. The work has been guided by a project Steering Committee consisting of elected officials, agency leaders and community-based organization representatives, and supported through coordination at the staff level across the five corridor jurisdictions, Metro, TriMet and ODOT.

The work of the last three years has included the following milestones:

- **Spring 2022:** Steering Committee adoption of five goals for the project:
 - Improve the travel experience (safety, time, reliability) for transit riders, in particular communities of color and low-income communities
 - Advance local goals related to land use, transportation, equity and climate

- Supported by the community, in particular transit riders and communities of color
- Feasible to fund, construct and operate
- Able to move into the next phase, Project Development
- **Spring-Summer 2022:** Development of a Round 1 design for bus rapid transit (BRT) in the corridor with a cost estimate of ~\$550M.
- **Fall 2022-Spring 2023:** Exploration of possible phasing options for the Round 1 design, including various iterations of splitting the existing Line 57 route to deliver the entire corridor in two or more phases.
- **Spring 2023:** Steering Committee direction to revisit and revise project design to identify an end-to-end BRT project from Beaverton to Forest Grove that is more feasible from a funding perspective.
- **Summer 2023-Summer 2024:** Development of two Round 2 designs: a) a project that is eligible for the FTA's Small Starts CIG program, and b) a lower-cost project that does not meet eligibility thresholds for CIG funding. Work resulted in a \$300M CIG-eligible project (needing \$150M local match), and a \$150M non-federal project.
- **Winter 2023:** Steering Committee approval of draft station locations for public engagement.
- **Summer 2024:** Steering Committee direction to pursue the CIG-eligible project.
- **Fall 2024:** Public engagement regarding station locations.
- **Winter 2024-25:** Development of project funding strategy.
- **February 2025:** Steering Committee approval of LPA and high-level funding strategy.

The project LPA identifies mode, alignment and general station locations and is represented by the attached text and map. Note that general station locations in downtown Cornelius are yet to be determined and will be finalized during Project Development.

ATTACHMENTS

1. TV Highway Transit & Safety Project LPA Description and Map
2. TV Highway Transit & Safety Project Engagement Summary

Tualatin Valley Highway Transit and Safety Project Locally Preferred Alternative (LPA) Description

On February 13, 2025, the TV Highway Steering Committee recommended the TV Highway Transit and Safety Project Locally Preferred Alternative (LPA). The recommended LPA for high-capacity transit in the Tualatin Valley Highway corridor is bus rapid transit with stations at the general locations indicated on the attached map, operating between Beaverton Transit Center and 19th Avenue and B Street in Forest Grove. The route will generally follow the same alignment as TriMet's current Line 57 route.

TV Highway Transit and Safety Project

Locally Preferred Alternative Map



TV Highway Transit and Safety Project

Fall 2024 Engagement

1. Engagement Summary

1.1. Report Purpose

In September and October 2024, the project team conducted various public engagement efforts to seek community feedback on proposed station locations, gauge community support for proposed investments, and allow space for open-ended comments. A variety of methods were used to ensure broad participation across different jurisdictions and groups.

1.2. Community Survey

The community survey was the main vehicle for receiving feedback and input during this outreach phase, and other activities described here supported and drove traffic to this tool. Between September 10 and October 13, 2024, the project team conducted an online survey to gather community input on proposed investments for the TV Highway Transit Project. More than 1,000 responses were submitted. The survey was available in English, Spanish, and Vietnamese and enabled individuals with access needs to participate by contacting the project team for assistance. It was promoted through various channels, including signage at Line 57 bus stops, flyer distribution at community destinations along the corridor, social media outreach, and onboard surveyors who engaged directly with Line 57 riders. Most of these promotional materials were provided in both English and Spanish and included QR code links to the online survey. A project StoryMap site complemented the survey, offering comprehensive details on the project's background, purpose, proposed improvements, and next steps. While the online survey received over 1000 responses from community members throughout the TV Highway corridor, this is not a representative sample of the population. Additionally, results reported in this summary are those that can be stated with confidence given the margin of error based on sample size.

1.3. In-Person Events

The project team attended six in-person events during the outreach period to share project information and promote the online survey. These events included El Grito in Hillsboro, the Aloha Community Farmers' Market, the Forest Grove Corn Roast, the Cornelius Farmers Market, the Hillsboro Farmers' Market, and the Beaverton Farmers Market. During these events, project team staff interacted with approximately 320 community members. Project staff provided tablets for individuals who opted to complete the survey at that time.

- El Grito: Saturday, September 14, 2024
- Aloha Community Farmers' Market: Thursday, September 19, 2024
- Forest Grove Corn Roast: Saturday, September 21, 2024
- Cornelius Farmers Market: Friday, September 27, 2024
- Hillsboro Farmers' Market: Saturday, September 28, 2024
- Beaverton Farmers Market: Saturday, October 5, 2024

1.4. Presentations to Community Groups

The project team engaged with various neighborhood and community organizations to inform residents about the project and promote the online survey. These included the Central Beaverton Neighborhood Association Committee (NAC), the TV Highway Equity Coalition, West Beaverton NAC, and Washington County Community Planning Organization (CPO) 6.

Members of these community groups generally expressed support for the project and the potential to bring safety improvements to TV Highway. Pedestrian safety and personal security concerns were common themes. Many people mentioned reliability issues with the Line 57 and were excited that Frequent Express (FX) service would result in faster, more frequent, and more reliable bus service. The project team heard mixed feedback regarding station spacing and stop consolidation, as some people said there are too many proposed stations while others were concerned about stop removal.

2. 2024 Community Survey

2.1. Survey Questions Overview

The online survey began with a description of the TV Highway Transit Project and the improvements that would come with Frequent Express (FX) bus service on TV Highway. Participants were asked a series of questions about their travel patterns and behavior: where they live, why they come to TV Highway, how they travel on or near TV Highway, and how frequently they ride Line 57.

The next section of the survey focused on station locations. It provided an overview of how the proposed station locations were determined and described the types of station amenities that the project would provide. Participants were then prompted to select one of the five corridor segments (Forest Grove, Cornelius, Hillsboro, Aloha, or Beaverton) and were shown a map of the proposed stations in that area. Respondents could provide feedback about as many of the five segments as they wished. After selecting a corridor segment, participants were asked to rate how well the proposed station locations meet their travel needs on a scale of 1 (not very well at all) to 5 (very well).

Those who responded with a 4 or 5 were asked why the proposed station locations meet their travel needs, choosing from the following options and selecting all that apply:

- Stations are at or near enough locations I need to go
- I will more easily be able to access stations with new crossings and sidewalks
- Stations will be more comfortable to wait for the bus
- Other (please describe)

Those who responded with a 1 or 2 were asked why the proposed station locations do not meet their travel needs, choosing from the following options and selecting all that apply:

- They are too far for me to get to
- My routes to the proposed stations include missing or unsafe sidewalks
- My routes to the proposed stations include unsafe street crossings
- Other (please describe)

Respondents who selected the Cornelius corridor segment were also asked which of the three current bus stops in downtown Cornelius they considered most important. They were then invited to choose one from the three options: 10th Avenue, 12th Avenue, and 14th Avenue.

Respondents had the option to provide additional open-ended comments about the proposed station locations within any of the five corridor segments. The survey concluded with an open-ended question in which participants could share any additional feedback they had regarding the transit project.

The final section of the survey consisted of optional demographic questions designed to collect additional information about the respondents and provide valuable context for the survey data, as described in the Demographic Results section below.

2.2. Survey Results

2.2.1. Travel Patterns and Behavior

Survey participants were asked why they come to TV Highway and to select their reasons for traveling there. 99% of respondents gave at least one answer to this question (1040 of 1048). Survey participants indicated that they primarily travel to TV Highway for work, groceries, and shopping for other essential goods. Many visit the corridor for leisure activities, including retail shopping (46 percent) and entertainment (36 percent). 39 percent reported traveling to TV Highway to connect to bus, MAX, airport, or other transit routes or services (see Table 1).

Table 1. Respondents' reason for travel on TV Highway

Why do you come to TV Highway? (select all that apply)		
Reason for travel	# of respondents	% of respondents
Work	597	57%
Grocery stores or essential shopping	580	55%
Retail (not grocery)	482	46%
Transit transfers	409	39%
Entertainment	382	36%
Visting family or friends	338	32%
Public recreation areas	283	27%
Healthcare services	279	27%
Education	125	12%
Religious services	98	9%
Other	83	8%
No answer	7	1%

Most respondents travel on and near TV Highway using public transit (76 percent), followed by walking and rolling (42 percent). Other common travel modes include driving alone (26 percent) and driving with others (22 percent) (see Table 2).

Table 2. Travel modes among respondents

How do you travel on and near TV Highway? (select all that apply)		
Mode type	# of respondents	% of respondents
Public transit	794	76%
Walking and rolling	445	42%
Driving alone	275	26%
Driving with someone else	227	22%
Bicycle	115	11%
Ride-hailing services	100	10%
Scooter	21	2%
Other mode of transportation	17	2%
No response	11	1%

The majority of respondents (58 percent) reported using transit several times a week or more. Within this group, 38 percent are frequent riders who use transit almost every day, while 20 percent are regular riders who use transit several times a week. Only 6 percent of all respondents indicated that they do not use transit (see Table 3).

Table 3. Transit ridership among all respondents

Which category best indicates how often you rode the Line 57 in the past six months?		
Mode Type	# of respondents	% of respondents
Frequent rider (I ride almost every day)	403	38%
Regular rider (I ride several times a week)	214	20%
Occasional rider (I ride several times a month)	188	18%
Infrequent rider (I ride less than once a month)	141	13%
Non-rider (I don't ride TriMet)	65	6%
Prefer not to answer	37	4%

2.2.2. Responses by Jurisdiction

The number of participants from each jurisdiction generally reflected the population size of that area. The most populated jurisdictions – Hillsboro, Beaverton and Forest Grove – each had the highest levels of participation. When asked about their place of residence, 29 percent of participants reported living in Hillsboro, 25 percent in Beaverton, 14 percent in Forest Grove, 12 percent in Aloha, 8 percent in Cornelius, and 4 percent in unincorporated Washington County. 8 percent of respondents reported they live elsewhere (See Table 5).

Table 5. Place of Residence among Respondents

Where do you live?		
Jurisdiction/Area	# of respondents	% of respondents
Aloha	124	12%
Beaverton	265	25%
Cornelius	81	8%
Forest Grove	151	14%
Hillsboro	300	29%
Unincorporated Washington County	45	4%
None of these	82	8%

Survey participants had the opportunity to select each of the five corridor segments and provide feedback on the proposed station locations within them. The proposed stations within each corridor segment are listed in Table 6.

Table 6. Proposed Station Locations

Proposed Station Locations Along TV Highway		
Corridor Segment	Proposed General Station Locations	
Beaverton (5 total)	1	Beaverton Transit Center
	2	SW Watson & SW Canyon Rd
	3	SW Hocken Ave & SW TV Hwy
	4	SW Murray Blvd & SW TV Hwy
	5	SW Millikan Way & SW TV Hwy
Aloha (7 total)	6	SW 170th Ave & SW TV Hwy
	7	SW 178th Ave & SW TV Hwy
	8	SW 185th Ave & SW TV Hwy
	9	SW 192nd Ave & SW TV Hwy
	10	SW 198th Ave & SW TV Hwy
	11	Market Centre & SW TV Hwy
	12	SW 209th Ave & SW TV Hwy
Hillsboro (18 total)	13	Cornelius Pass & SE TV Hwy
	14	SE 67th Ave & SE TV Hwy
	15	Century & SE TV Hwy
	16	SE Brookwood Ave & SE TV Hwy

	17	SE 44th Ave & SE TV Hwy
	18	SE 32nd Ave & SE TV Hwy
	19	SE 24th Ave & SE TV Hwy
	20	Cypress & SE TV Hwy
	21	SE 13th Ave & SE TV Hwy
	22	SE 11th Ave & SE TV Hwy
	23	SE Maple & SE 10th Ave
	24	SE Walnut & SE 10th Ave
	25	SE 7th Ave & Belmont St/SE Baseline St
	26	Hillsboro Transit Center
	27	SW Adams Ave & SW Washington St/SW Baseline St
	28	SW Dennis & SW Baseline St
	29	W Main & SW Oak/SW Baseline St
	30	SW 17th & E Baseline St
Cornelius (6 total)	31	NW 334th & E Baseline St
	32	East Lane & E Baseline St
	33	26th Ave & E Baseline St
	34	20th Ave & E Baseline St
	35	N 14th Avenue & N Adair St/W Baseline St
		N 12th Avenue & N Adair St/W Baseline St
		N 10th Avenue & N Adair St/W Baseline St
	36	N 4th Avenue & N Adair St/W Baseline St
Forest Grove (7 total)	37	Yew St & N Adair St/W Baseline St
	38	A&B Row & Pacific Ave
	39	Oak St & Pacific Ave
	40	19th Ave & Pacific Ave/19th Ave
	41	Elm St & Pacific Ave/19th Ave
	42	Ash St & Pacific Ave/19th Ave
	43	B St & 19th Ave

2.2.2.1. Beaverton

The proposed station locations within the Beaverton segment received an average rating of 4.1 out of 5. A large majority of those who responded positively noted that the proposed stations were well-spaced and offered convenient access to their destinations (see Table 7). Many also supported the proposed improvements to stations, believing they would make waiting for the bus more comfortable. Additionally, respondents expressed that the new crossings and sidewalks would enhance accessibility to stations.

Respondents submitted 18 open-ended comments about the proposed stations in Beaverton. The majority expressed support for faster travel times and better connections around Beaverton and Hillsboro. Two comments raised concerns about stop consolidation, highlighting the challenges that greater distances between stops might pose for people with disabilities. Two respondents requested that three current Line 57 bus stops – Millikan, 178th, and 185th – remain in the transit project. At the time this summary report was produced, all three locations were included in the proposed station map.

In total, 265 Beaverton residents participated in the survey, including 106 frequent riders and 52 regular riders.

Figure 1. Proposed Station Locations in Beaverton

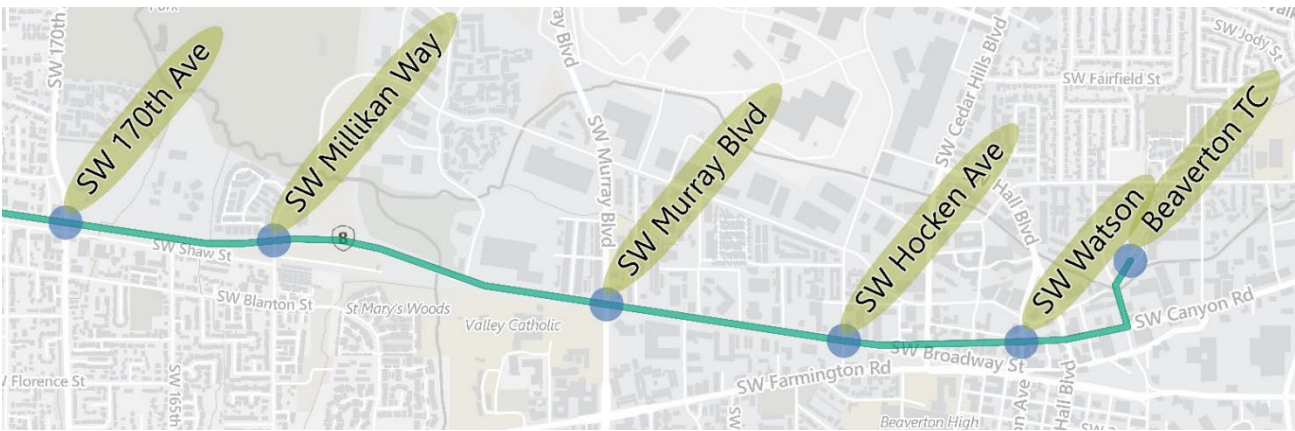


Table 7. Feedback on Station Locations in Beaverton

Station Location Feedback (Beaverton)					
"Stations are too far apart"	"Stations have unsafe crossings"	"Stations have missing or unsafe sidewalks"	"Stations are near enough"	"Stations will offer more comfort"	"Enhanced access with upgraded crossings and sidewalks"
26	10	12	209	156	122

2.2.2.2. Aloha and Unincorporated Washington County

The proposed station locations within Aloha and Unincorporated Washington County had the highest rating among all corridor segments, with an average score of 4.2. Most participants indicated that the stations were well-spaced (see Table 8). Many others noted that the station improvements would increase comfort and upgrades to sidewalks and crossing would enhance their access to stations.

There were 18 open-ended comments about the stations in this area, all of which focused on Aloha. The majority expressed support for the project and excitement about the improvements to travel time, reliability, and bus stations. Only 1 comment raised concern about stop consolidation, noting its potential impact on senior riders and those with disabilities.

A total of 169 residents in unincorporated Washington County, including Aloha, participated in the survey. 58 were frequent riders and 32 were regular riders

Figure 2. Proposed Station Locations in Aloha County and Unincorporated Washington County



Table 8. Feedback on Station Locations in Aloha County and Unincorporated Washington County

Station Location Feedback (Aloha and Unincorporated Washington County)					
"Stations are too far apart"	"Stations have unsafe crossings"	"Stations have missing or unsafe sidewalks"	"Stations are near enough"	"Stations will offer more comfort"	"Enhanced access with upgraded crossings and sidewalks"
10	6	5	153	103	92

2.2.2.3. Hillsboro

The proposed stations in Hillsboro earned an average rating of 4.1. A large majority of respondents supported the location and spacing of stations, as well as the planned improvements to stations (see Table 9). Only 17 respondents felt that the stations in Hillsboro were too far apart.

40 open-ended comments were submitted about the Hillsboro stations. Most raised concerns about equity, safety, access to transit and community destinations, and stop consolidation. Several comments specifically mentioned the need for improved access to retail and grocery stores, schools, and health clinics. Four of the comments were supportive of the new station platforms that would improve accessibility for people with disabilities. Others noted that there were not enough proposed stops in Hillsboro overall, or that all stops were spaced too far apart. Comments from frequent and regular riders were particularly focused on ensuring that the proposed stops would improve general access to other transit lines and community destinations.

300 Hillsboro residents participated in the survey, including 117 frequent riders and 67 regular riders.

Figure 3. Proposed Station Locations in Hillsboro



Table 9. Feedback on Station Locations in Hillsboro

Station Location Feedback (Hillsboro)					
"Stations are too far apart"	"Stations have unsafe crossings"	"Stations have missing or unsafe sidewalks"	"Stations are near enough"	"Stations will offer more comfort"	"Enhanced access with upgraded crossings and sidewalks"
16	6	9	272	191	169

2.2.2.4. Cornelius

The proposed stations in Cornelius received an average score of 4, the lowest rating among all corridor segments. 103 respondents were supportive of the station spacing, while only 6 indicated that the stations were too far apart (see Table 10). Additionally, only 5 respondents reported concerns about pedestrian facilities at or near the proposed stops. This was also the only segment of the corridor where stop consolidation was more obvious because of needing to ask for further detail about downtown locations.

There were 18 open-ended comments submitted in this section. Most comments highlighted the need for better access to grocery and retail stores at these locations, while one-third focused on specific intersections, including NW 331st Avenue, NW 336th Avenue, 20th Avenue and 26th Avenue. 3 comments mentioned that the proposed stops were too close together, while 2 suggested they were too far apart.

A total of 158 respondents answered the question about their preferred station between 10th, 12th, and 14th Avenue in central Cornelius. Among all respondents, 12th avenue was the preferred stop, followed by 10th Avenue and 14th Avenue (see Table 11).

There were 8 open-ended comments about the downtown Cornelius station locations. Most comments favored 14th Avenue and 10th Avenue. Those who preferred 14th Avenue appreciated its proximity to the Cornelius Library. None of the open-ended comments came from regular or frequent riders.

81 Cornelius residents participated in the overall survey, including 38 frequent riders and 15 regular riders.

Figure 4. Proposed Station Locations in Cornelius

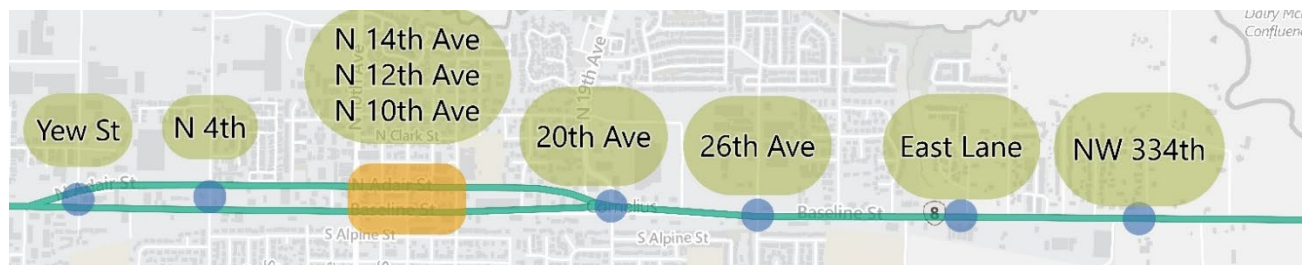


Table 10. Feedback on Station Locations in Cornelius

Station Location Feedback (Cornelius)					
"Stations are too far apart"	"Stations have unsafe crossings"	"Stations have missing or unsafe sidewalks"	"Stations are near enough"	"Stations will offer more comfort"	"Enhanced access with upgraded crossings and sidewalks"
6	3	2	103	71	57

Table 11. Preferred Station Location in Cornelius

10 Ave /12 Ave /14 th Ave Preference		
10 th Ave	12 th Ave	14 th Ave
39% (61 votes)	39% (62 votes)	22% (35 votes)

2.2.2.5. Forest Grove

The proposed stations in Forest Grove received an average rating of 4.1. A large majority of the feedback about the stations was positive. The biggest concern among those who rated the stops poorly was that the stations were too far apart (see Table 12).

There were 22 open-ended comments submitted about these station locations. Most wished to see better transit connections throughout Forest Grove, particularly to retail destinations, medical clinics, and downtown. Many were supportive of consolidating bus stops, noting it would improve frequency and reliability.

151 total survey respondents lived in Forest Grove. Among them, 68 were frequent riders and 34 were regular riders.

Figure 5. Proposed Station Locations in Forest Grove

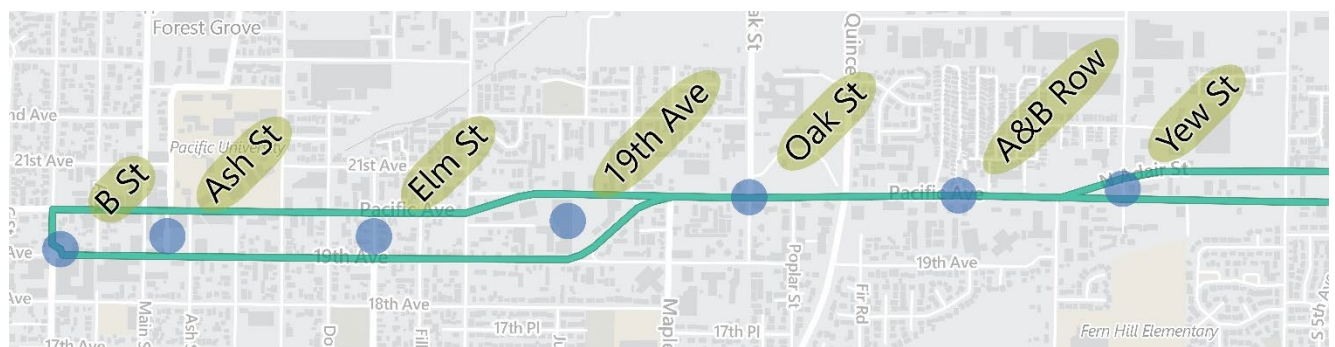


Table 12. Feedback on Station Locations in Forest Grove

Station Location Feedback (Forest Grove)					
"Stations are too far apart"	"Stations have unsafe crossings"	"Stations have missing or unsafe sidewalks"	"Stations are near enough"	"Stations will offer more comfort"	"Enhanced access with upgraded crossings and sidewalks"
15	4	7	133	82	68

3. Open-ended Comments

The online survey received a total of 266 open-ended comments. These responses touched on a wide range of topics related to the priorities and interests of community members throughout the TV Highway Corridor. The most prominent themes include comments related to bus service operations (29% of open-ended comments), support for the TV Highway Transit Project (27%), and bus stop amenities (19%) (see Table 14. Note: comments were coded for one or more themes as appropriate). A total of 45 open-ended comments were submitted in Spanish, while all other comments were in English (Table 13).

Table 13. Open-Ended Comments by Language

Open-ended Comments by Language	
Language	# of comments
English	221
Spanish	45
Total	266

Table 14. Open-Ended Comments Categorized by Theme

Open-ended Comment Themes	
Theme	# of comments
Bus frequency and reliability	78
Support	71
Bus and station amenities	51
Pedestrian safety	36
Equity	21
Access to transit	16
Personal safety	14
Confusion about project details	9
Bicycle safety	6
Against project	4
Other/ additional	39

3.1. Bicycle and Pedestrian Safety

Safety for pedestrians and cyclists was a major concern, mentioned in 55 comments (See Table 15 & 16). The top priorities for improving safety were better sidewalks and protected bike lanes. Additional suggestions for improving safety included:

- Better lighting to enhance visibility at night
- Wider sidewalks to accommodate more pedestrians
- Safe access to transit stations through infrastructure investments and dedicated walking and biking routes.

Respondents also emphasized the importance of creating continuous protected bike lanes throughout the entire corridor, addressing gaps in sidewalks, and providing safe crossings at railroad tracks. Below are some comments we received:

- *"I walk TV Hwy a lot. And I have seen very often people having to access bus stops on the south (eastbound) side in unsafe ways...I always pray when I see pedestrians trying to cross TV Hwy."*
- *"Some of the changes would increase walk time, but if there's a safe place to walk and to cross at all stations, that is good enough."*
- *"FX, dedicated protected bike lanes, and safety features to help disincentivize unsafe driving will go a long way to build a new road that works for everyone."*

Table 15. Pedestrian Safety Feedback by Theme

Open-ended Comments about Pedestrian Safety	
Theme	# of comments
Crosswalks	17
Wider sidewalks	2
Signals	2
General/non-specific	6
Lighting	3
Accessibility	3
Sidewalk Improvements	3
Total comments about pedestrian safety	36

Table 16. Bicycle Safety Feedback by Theme

Open-ended Comments about Bicycle Safety	
Theme	# of comments
Protected Bike Lanes	5
General Bike Safety	1
Total comments about bike safety	6

3.2. Bus Frequency and Reliability

Just over one quarter of all open-ended responses (26 percent) addressed various aspects of bus service operations, such as service hours, frequency, speed, and reliability. Out of the 69 total comments about bus frequency and reliability, 22 specifically requested extended service hours, including early morning, late-night, and 24-hour options (See Table 17). Many commenters expressed enthusiasm for improving bus frequency, reliability, and speed along TV Highway. While many others also voiced frustrations about late or delayed buses, calling for greater reliability to support timely commutes and transit connections. Extending service hours is outside the scope of discussions for this project, but the input has been shared with TriMet's service planning team. Frequency, reliability and speed are service elements that would be addressed by this project.

The following comments summarize some of the opinions expressed:

- *"They need more 57 buses in the evening, it can get overcrowded easily."*
- *"Having buses run more frequently and also have more room for them will help tremendously with being able to get to work on time easier even when it gets busy."*

Table 17. Bus Frequency and Reliability Feedback by Theme

Open-ended Comments about Bus Frequency and Reliability	
Theme	# of comments
Service hours expansion	22
Frequency	17
Faster speeds/delays	12
Reliability	11
Bus priority treatments	8
Bus crowding	4
Route recommendation	3
Choice transit rider	1
Total comments about bus service	78

3.3. Bus and Station Amenities

Nearly 20 percent of all comments (51) emphasized the need to improve amenities at bus stations. Commenters expressed strong interest in improving bus shelters, lighting at and near stations, and adding more seating at stations and on buses (see Table 18). Several were eager for shelter improvements, seeing them as important for their comfort and wellness. Others highlighted safety concerns related to insufficient lighting. Calls for cleaner and better-maintained stations were also a recurring theme. Below are some of the comments received:

- *"Lighting is a problem when I go out to catch the bus at 6am. No sidewalks and the buses don't always see me."*
- *"Shelters should be at every stop, the weather is harsh & being someone who rides due to disability I need to be able to sit down."*
- *"More frequent buses and shelters will better protect us from the elements. Many of us are sick, poor or injured and this will help greatly."*

Table 18. Bus and Station Amenities Feedback by Theme

Open-ended Comments about Bus and Station Amenities	
Theme	# of comments
Shelters	11
Lighting	10
Seating	9
Trash cans / cleanliness	8
Real time arrival information	6
Bus design	5
Vending machines	2
Total comments about bus and station amenities	51

3.4. Personal Safety

14 commenters highlighted personal safety concerns while waiting for the bus. While many called for improved security measures, they did not explicitly share their specific concerns. Many recommended adding security personnel to stops to enhance their sense of safety (see Table 19). Below is some of the feedback we received:

- *“Nice stations are great, but security is still a serious problem and the major reason I don’t ride more often.”*
- *“There are times when I have felt generally uncomfortable at these stops.”*
- *“Place security personnel on buses and trains at night. It can be very dangerous to travel at this time.”*

Table 19. Personal Safety Feedback by Theme

Open-ended Comments about Personal Safety	
Theme	# of comments
Desire for more security personnel	8
Feeling unsafe at stops	3
General/non-specific	2
Cameras	1
Total comments about personal security	14

3.5. Equity

Over half of the comments about equity focused on issues related to disability (see Table 20). Many noted the lack of sufficient seating on buses and at stations, which made riding Line 57 particularly difficult for people with disabilities. Other comments stated that faster, more reliable busses with improved station amenities will benefit seniors, low-income riders, and others who depend on transit to get around. Comments about language accessibility recommended providing more multilingual materials, including signs and emergency phones, to better serve non-English speaking riders. Below are some of the comments received:

- *“More busses are needed, I'm disabled and use a walker, I'm past [sic] up due to no availability to sit.”*
- *“Some stops I have to sit on the ground because I cannot physically stand long enough to wait for the bus.”*
- *“I think the project is excellent since there are many people who do not have a way to get around and this would help them a lot.”*

Table 20. Equity Feedback by Theme

Open-ended Comments about Equity	
Theme	# of comments
Disability-related concerns	12
Language accessibility	4
Senior riders	3
Low-income riders	3
Total comments about personal security	21

4. Demographics of Survey Respondents

More than 95 percent of participants answered optional demographic questions about their race, gender, age, income, and household size. Over 70 percent of participants responded to a question about physical difficulties and 35 percent indicated they spoke a language other than English. All demographic data in this report is specific to those who participated in the TV Highway Community Survey. It is not intended to represent the demographics of the surrounding community.

4.1. Race and Language

Among those who responded to the demographic questions, 45 percent identified as white and 35 percent identified as Hispanic or Latino/a/x (see Table 21). Smaller percentages of participants identified as Asian or Asian American (6 percent), American Indian or Alaska Native (5 percent), and Black or African American (5 percent).

Most respondents reported that their primary language was English, followed by Spanish (32 percent). See Table 22.

Table 21. Race/Ethnicity

Race	# of respondents	% of respondents
White (Non-Hispanic)	471	45%
Hispanic or Latino/a/x	363	35%
Asian or Asian American	61	6%
American Indian or Alaska Native	52	5%
Black or African American	49	5%
Middle Eastern or North African	10	1%
Native Hawaiian or Pacific Islander	5	
Race(s) or ethnicity not listed	24	2%
Prefer not to answer/ no answer	92	9%

Table 22. Languages Spoken

Language	# of respondents	% of respondents
English	866	83%
Spanish	336	32%
Chinese	8	1%
Vietnamese	7	1%
Korean	5	<1%
Russian	1	<1%
Arabic	6	1%
Other	24	2%
Prefer not to answer/ no answer	26	2%

4.2. Gender

Table 23. Gender Identity

Gender Identity	# of respondents	% of respondents
Man	506	48%
Woman	431	41%
Nonbinary or gender non-conforming	44	4%
Woman, Nonbinary or gender non-conforming	9	1%
Man, Nonbinary or gender non-conforming	4	<1%
Man, Woman	1	<1%
Nonbinary or gender non-conforming, Gender not listed	1	<1%
Gender(s) not listed	1	<1%
Prefer not to answer	51	5%

4.3. Age

Table 24. Age Demographics

Age Range	# of respondents	% of respondents
13-17	25	2%
18-24	149	14%
25-34	250	24%
35-44	197	19%
45-54	171	16%
55-64	128	12%
65-74	70	7%
75+	28	3%
Prefer not to answer	30	3%

4.4. Income and Household Size

The largest group of respondents reported a total household income of less than \$30,000 (28 percent) (see Table 25). 20 percent reported household incomes between \$30,000 and \$50,000, and 9 percent reported household incomes between \$50,000 to \$70,000.

Household sizes were evenly distributed among respondents. The largest group reported living alone (29 percent), followed by two-person households (24 percent), and three to four-person households (27 percent) (see Table 26).

Table 25. Household Income

Income Range	# of respondents	% of respondents
Less than \$30,000	286	27%
\$30,000 to just under \$50,000	206	20%
\$50,000 to just under \$70,000	94	9%
\$70,000 to just under \$90,000	51	5%
\$90,000 to just under \$110,000	38	4%
\$110,000 to just under \$150,000	44	4%
\$150,000 or more	59	6%
Prefer not to answer/ no answer	242	23%

Table 26. Household Size

Household Size	# of respondents	% of respondents
1	297	28%
2	248	24%
3	167	16%
4	112	11%
5	63	6%
6 or more	48	5%
Prefer not to answer/ no answer	113	11%

4.5. Disability status

The following question was asked: “Do you have difficulty doing any of the following activities?” The word disability was not used in the survey. See Table 27.

Among those who responded to the demographic question about difficulty doing various activities, 20 percent reported having a walking disability, 13 had a visual impairment, and 5 percent had a hearing disability (see Table 27). 12 percent indicated they had difficulties other than the options provided.

Table 27. Demographic information on physical and other difficulties

Activity respondent has difficulty doing	# of respondents	% of respondents
Walking or climbing steps	154	15%
Seeing, even when you are wearing glasses	104	10%
Hearing, even when you are using a hearing aid	36	3%
Using fine motor skills to interact with smartphone screens	18	2%
Other difficulties	97	9%

Number of difficulties	# of respondents	% of respondents
0	742	71%
1	238	23%
2	43	4%
3	18	2%
4	4	0%
5 or more	3	0%

4.6. Survey Language

The majority of respondents took the survey in English (85%), while 156 respondents (15%) used the Spanish version of the survey (see Table 28). Only 2 respondents (0.2%) opted for the Vietnamese version.

Table 28. Survey Language

Language	# of respondents	% of respondents
English	890	85%
Spanish	156	15%
Vietnamese	2	0.2%

5. Next Steps

The results of this survey will be shared with decision-makers and used to inform the next phase of design. In early 2025, the TV Highway Transit Project Steering Committee will recommend a list of general station locations that will then be approved by local jurisdictions along the TV Highway corridor. All project partners will continue working throughout 2025 to secure funding for project construction. If funding is secured, construction could start in 2027 and the new bus service could open in 2030.



Metro

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President's Work Group on Future Supportive Housing Services Investments: Discussion

Council President Lynn Peterson

PRESIDENT'S WORK GROUP ON THE FUTURE OF SUPPORTIVE HOUSING SERVICES: DISCUSSION

Date: May 8, 2025

Prepared by: Victor Sin,
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Departments: Housing, Council Office

Presenter: Council President Lynn
Peterson

Work Session Date: May 15, 2025

Length: 30 minutes

ISSUE STATEMENT

The Metro Council is considering reforms to improve the impact, accountability and stability of regional programs to address homelessness and housing instability. The Council President's Work Group has met five times to consider and discuss potential recommendations to the Metro Council. This work session is an update on those meetings, with a focus on two items that have arisen: a potential overall regional systems analysis, and discussions of potential program vision, goals and key performance indicators.

ACTION REQUESTED

This item is an update only. Councilors may request additional information or provide guidance to support refinement of legislative action and collaboration with partners.

IDENTIFIED POLICY OUTCOMES

In line with stakeholder/community input since January 2024, the Council has been considering reforms that address three primary facts:

- The region needs to continue funding in services and affordable housing to address homelessness for decades to come. However, regional funding for both will end within a few years, as the supportive housing services (SHS) taxes expire and Metro's affordable housing bond is fully spent out.
- There is no viable path to extending regional funding to address homelessness without reforming how SHS taxes are used and overseen, so that they can invest in a full range of solutions to homelessness and demonstrate greater accountability, efficiency and transparency.
- There is an extraordinary opportunity to bring together a wide coalition of providers, business leaders and community leaders to advocate for an extension and expansion of SHS, safeguarding the progress that has been made and ensuring that thousands more people can keep stable housing.

The Metro Council discussed a potential policy package in January that included a draft "Ballot Measure Ordinance" (No. 25-1525) that includes reforms that would be submitted to voters and a draft "Companion Ordinance" (No. 25-1526) that would advance a transition to a reformed SHS program upon passage of a measure.

On February 24, Council President Peterson convened a work group of elected and community leaders to discuss potential reforms identified in the above draft ordinances, including the identification of a regional vision/mission for addressing homelessness, as well as Key Performance Indicators and data needs that can help support analysis, communication and strategic decision-making. The work group, co-chaired by Council President Peterson and Clackamas County Commissioner Ben West, has met five times to date, with plans to continue meeting through mid-June. The work group's role is to make recommendations to inform the Metro Council's decision-making; as an advisory work group, it will not be voting or expected to reach consensus.

POLICY QUESTIONS

Does Council have questions about the feedback provided by work group members on governance or other issue areas taken up by the group?

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Through efforts with many jurisdictions, providers and community partners, the voter-approved 2018 Metro Affordable Housing Bond and 2020 Supportive Housing Services measure have helped thousands of families and individuals across the greater Portland region find stable, affordable housing and get the supports they need to avoid or escape homelessness.

Yet there is more to do. Housing costs continue to outpace what people earn and the impacts of homelessness are felt in every corner of greater Portland. These realities will continue beyond the current 2030 expiration of the SHS program and the successful completion of investments by the affordable housing bond.

Any extension of the SHS sunset or expansion of its uses must be approved by the region's voters. Other elements of proposed changes to governance, accountability and allocation may or may not be included in a ballot measure. However, public opinion research and stakeholder input demonstrates clearly that updates to oversight and accountability are likely necessary to build coalition and voter support for a potential measure.

Building on extensive input from partners, community and stakeholders, the Metro Council has been clear that its immediate focus remains on addressing homelessness – effectively, collaboratively and with clear benefits to all.

POLICY OPTIONS TO CONSIDER

Council should discuss how best to advance its desires through potential reform actions, and continued collaboration with jurisdictional partners, providers, community and business leaders, and other stakeholders.

BACKGROUND

On July 9, 2024, Metro COO Madrigal released recommendations (“COO Recommendation”) to the Metro Council to address several significant challenges and needs in how the region addresses housing affordability and homelessness. The COO Recommendation followed six months of engagement with the stakeholder advisory table, jurisdictional partners, housing and service providers, and community members.

The Metro Council discussed the COO Recommendation, stakeholder engagement and Councilor priorities at six meetings and work sessions between July and October 2024. The Council unanimously adopted Resolution No. 24-5436 on October 17, providing direction on a reform package to secure impactful, stable regional supportive housing services and affordable housing funding into the future. Throughout the fall and winter, Councilors and Metro staff continued engagement with county, city and coalition leaders. Council further articulated goals for Supportive Housing Services reforms at work sessions on November 26 and December 5.

On January 16 and 23, 2025, the Metro Council reviewed and discussed draft language for two ordinances to advance its direction for SHS reforms – one for referral to voters, and the other contingent upon voter approval. The Council opted to postpone consideration of action on the proposed ordinances to allow for conversations to continue at the Council President’s Work Group, as well as among coalitions whose support would be critical for a proposed ballot measure.

Public opinion research has gauged priorities for a potential measure, finding that a measure to extend and improve SHS could be viable, if paired with strengthened oversight and accountability, clear metrics to track and report progress and a strong coalition of support. The Metro Council has not yet determined whether to refer a measure to voters on the November 2025 ballot. The Metro Council is expected to discuss revised ordinances again in June, with potential action tentatively scheduled for late June.

Metro Council President Peterson appointed the Work Group to continue discussions of potential reforms with county, city and community/business partners and stakeholders, prior to a decision on referring a potential measure. The Work Group met on February 24, March 10, March 31, April 7 and April 21. Future meetings are planned on May 12, June 2 and June 16, with a webinar planned for May 19. In addition to Council President Peterson, the Metro Council is represented at the Work Group by Deputy Council President Simpson and Councilor Lewis.

Metro Council last had an update on the Work Group’s progress on May 1. Council is scheduled to continue updates and conversations at work sessions through June.

ATTACHMENTS:

None