

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee (MTAC)
Date: Wednesday, March 19, 2025
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom
video recording is available online within a week of meeting
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Webinar ID: 883 0615 2446
Passcode: 920128
Phone: [877-853-5257](tel:877-853-5257) (Toll Free)

9:00 a.m.	Call meeting to order, Declaration of Quorum and Introductions	Chair Kehe
9:10 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none">• Updates from committee members around the Region (all)• Regional Barometer retirement (Chair Kehe)<ul style="list-style-type: none">• Regional Barometer: https://regionalbarometer.oregonmetro.gov/• Regional Barometer User Survey: https://survey123.arcgis.com/share/66b60d82d43e42fd8a4c92518faa627a	
	Public communications on agenda items	
	Consideration of MTAC minutes, February 19, 2025 <i>(action item)</i>	Chair Kehe
9:30 a.m.	Regional Housing Coordination Strategy: Scope of work and engagement plan – 40 min Purpose: Review the scope of work and the engagement planned to develop the RHCS.	Emily Lieb, Laura Combs, Metro
10:10 a.m.	TV Highway Transit Project update – 40 min Purpose: A project update that includes the recommended Locally Preferred Alternative (LPA), allowing MTAC to request additional information before further MTAC action later this year.	Kate Hawkins, Metro
10:50 a.m.	Draft Comprehensive Climate Action Plan Inventory, Projections and Targets Discussion – 45 min Purpose: Review results from recent analyses and outreach and provide feedback on climate targets and priorities.	Eliot Rose, Metro
11:35 a.m.	2023 Regional Transportation Plan Implementation and Local TSP Support Update – 25 min Purpose: Provide an update on implementation of the 2023 Regional Transportation Plan.	Kim Ellis, Metro
12:00 p.m.	Adjournment	Chair Kehe

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បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2025 Metro Technical Advisory Committee (MTAC) Work Program

As of 3/7/2025

NOTE: Items in italics are tentative; bold denotes required items

All meetings are scheduled from 9am – noon

<p>MTAC meeting, January 15 – CANCELLED hybrid meeting; in-person, MRC Council Chamber & online via Zoom</p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> 	<p>MTAC meeting, February 19</p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> 2024 Functional Plans Compliance Report (Glen Hamburg; 10 min) 82nd Avenue Transit Project (Melissa Ashbaugh, Metro; 25 min)
<p>MTAC meeting, March 19</p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) Regional Barometer Update (Madeline Steele/Cindy Pederson) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Housing Coordination Strategy: Work plan and engagement plan (Emily Lieb, Laura Combs; 45 min) 2023 Regional Transportation Plan Implementation and Local TSP Support Update (Kim Ellis, Metro, 25 min.) Draft Comprehensive Climate Action Plan Inventory, Projections and Targets Discussion (Eliot Rose, 45 min) TV Highway Transit Project update (Kate Hawkins, Metro, 20 min) 	<p>MTAC meeting, April 16 hybrid meeting; in-person, MRC Council Chamber & online via Zoom</p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Community Connector Transit Study: Policy Framework (Ally Holmqvist, Metro, 30 min) Future Vision Update: a synthesis of what we heard from council and the direction we're heading. Asking for feedback on the work plan. (Jess Zdeb, Metro; 45 min) Montgomery Park Streetcar LPA discussion (Alex Oreschak, Metro, 30 min)
<p>MTAC meeting, May 21</p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Metro Cooling Corridors Study Update (André Lightsey-Walker/Joe Gordon, Metro; 30 min) Regional Housing Coordination Strategy: Preliminary list of strategies, draft evaluation framework (Laura Combs, Ted Reid; Metro, 60 min) Comprehensive Climate Action Plan (draft transportation and land use measures) – 	<p>MTAC meeting, June 18</p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Housing Coordination Strategy: Technical analyses (Ted Reid, Laura Combs; Metro, 60 min) Montgomery Park Streetcar LPA recommendation (Alex Oreschak, Metro, 20 min) TV Highway LPA Recommendation (Kate Hawkins, Metro, 30 min)

<p>information / discussion, Eliot Rose, Metro, 45 min.</p>	<ul style="list-style-type: none"> • <i>Flood Storage Mitigation Banking Under NFIP Revisions (Kaitlin Lovell, City of Portland; Joseph Edge, Milwaukie Planning Commission, 30 min)</i>
<p>MTAC July 16 hybrid meeting; in-person, MRC Council Chamber & online via Zoom <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Community Connector Transit Study: Network Vision (Ally Holmqvist, Metro, 30 min) • Regional Housing Coordination Strategy: Evaluation framework results, final draft RHCS (Ted Reid, Emily Lieb, Laura Combs; Metro, 60 min) • Feedback on draft Comprehensive Climate Action Plan (Eliot Rose, Metro; 45 min) • 	<p>MTAC August 20 <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Cancel?
<p>MTAC September 17 <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • <u>Committee member updates around the region</u> (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • 82nd Avenue Transit Project (Melissa Ashbaugh, Metro; 30 min) • Regional Housing Coordination Strategy: Final draft RHCS; recommendation to MPAC (Emily Lieb, Eryn Kehe; Metro, 60 min) 	<p>MTAC October 15 hybrid meeting; in-person, MRC Council Chamber & online via Zoom <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Discuss / Review final Comprehensive Climate Action Plan (Eliot Rose, Metro; 45 min) • Community Connector Transit Study: Priorities (Ally Holmqvist, Metro, 30 min)
<p>MTAC November 19 <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • 	<p>MTAC December 17 <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • <u>Committee member updates around the region</u> (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Safe Streets for All Update (Lake McTighe, Metro, 45 min)

Parking Lot/Bike Rack: Future Topics

- Status report on equity goals for land use and transportation planning

- Regional city reports on community engagement work/grants
- Regional development changes reporting on employment/economic and housing as it relates to growth management
- Update report on Travel Behavior Survey
- Updates on grant funded projects such as Metro's 2040 grants and DLCD/ODOT's TGM grants. Recipients of grants.
- Transit-Oriented Development (TOD) annual report/project profiles report

For MTAC agenda and schedule information, e-mail miriam.hanes@oregonmetro.gov

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Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**
Date/time: Wednesday, February 19, 2025 | 9:00 a.m. to 10:05 p.m.
Place: Virtual meeting via Zoom

Members Attending

Aquilla Hurd-Ravich
Bret Marchant
Brett Morgan
Carol Chesarek
Dakota Meyer
Erika Fitzgerald
Eryn Kehe, Chair
Gery Keck
Glen Bolen
Harrison Husting
Jamie Stasny
Jessica Pelz
Joseph Edge
Katherine Kelly
Kevin Cook
Laura Kelly
Laura Terway
Manuel Contreras, Jr.
Mike O'Brien
Preston Korst
Rachel Loftin
Terra Wilcoxson
Tom Armstrong
Victor S

Affiliate

Second Largest City in Clackamas County: Oregon City
Public Economic Development Organizations
Environmental Advocacy Organization
Multnomah County Citizen
Multnomah County: Other Cities
Private Economic Development Organizations
Metro
Service Providers: Parks
Oregon Department of Transportation
Clark County
Clackamas County
Washington County
Clackamas County Citizen
City of Vancouver
Multnomah County
Oregon Department of Land Conservation & Development
Clackamas County: Other Cities
Service Providers: Water & Sewer
Green Infrastructure, Design & Sustainability
Residential Development
Housing Affordability Organization
Largest City in Multnomah County: Gresham
Largest City in the Region: Portland
Washington County Citizen

Alternate Members Attending

Craig Sheahan
Dan Rutzick
Fiona Lyon
Greg Schrock
Kerry Steinmetz
Leah Fisher
Max Nonnamaker
Miranda Bateschell

Affiliate

Green Infrastructure, Design & Sustainability
Largest City in Washington County: Hillsboro
Washington County Citizen
Commercial/Industrial
Residential Development
Public Health & Urban Form, Clackamas County
Public Health & Urban Form, Multnomah County
Washington County: Other Cities

Call to Order, Quorum Declaration and Introductions

Chair Eryn Kehe called the meeting to order at 9:03 a.m. A quorum was declared. Introductions were made.

Comments from the Chair and Committee Members

- Chair Kehe followed up on two items that had recently come to MTAC. MTAC's recommended change to Urban Growth Management Functional Plan (UGMFP) Title 4 Map, which is needed to allow Portland's plans for Montgomery Park to move forward, was also recommended by MPAC and then approved by the Metro Council in January. MTAC's recommendation to amend UGMFP Title 6 to comply with Climate Friendly and Equitable Communities (CFEC) requirements for local adoption of boundaries for 2040 Growth Concept centers was similarly supported by MPAC and ultimately approved by the Metro Council.
- Chair Kehe noted that Metro is working to understand the new federal direction and impacts on grants. There is not a lot of information to share at this point, but future information will be shared as quickly as possible.
- Glen Bolen announced that Region 1 ODOT is hiring for a senior planner to work in their transportation growth management grant program and posted [the link](#) in the chat.
- Fiona Lyon announced that TriMet has a number of summer internship opportunities posted on their website and posted [the link](#) in the chat.
- Michael O'Brien commented that it's important to share information and requested that Metro continue to keep MTAC updated on limitations that come up in terms of public funding and the ability to get things done. Chair Kehe said they'd bring as much information as possible to the next meeting.

Public Communications on Agenda Items

None given.

Consideration of MTAC minutes December 18, 2024 meeting

Chair Kehe moved to accept as written minutes from MTAC December 18, 2024, meeting.

ACTION: Motion passed with no objections, four abstentions.

2024 Functional Plans Compliance Report *(Glen Hamburg, Senior Regional Planner, Metro)*

Glen Hamburg appeared before the committee and provided a presentation on Metro's annual report on local jurisdictions' compliance with the UGMFP and the Regional Transportation Functional Plan (RTFP). The report shows that, as of the end of 2024, all jurisdictions in Metro are in compliance with the UGMFP, with the exception of a few still working to complete Title 11 requirements for comprehensive planning of previous urban growth boundary (UGB) expansion areas. The report shows that all jurisdictions in Metro are in compliance with their current respective RTFP requirements.

The City of Beaverton came into full compliance with the UGMFP in 2024 by completing comprehensive planning for the Cooper Mountain area added to the UGB in 2018. Beaverton, Hillsboro, King City, and Wilsonville have completed their expansion area planning work and have planned for nearly 2,000 more housing units than Metro required.

Appendix D, a report on changes that were made in the last calendar year to that Title 4 Map, shows no amendments to the Title 4 Map in 2024. Amendments to the Title 4 Map that were made for the Sherwood West UGB expansion area and Montgomery Park will be noted in the 2025 compliance report.

Questions: no questions.

82nd Avenue Transit Project (*Melissa Ashbaugh, Senior Transportation Planner, Metro; Kelly Betteridge, Investment Areas Manager, Metro; Brian Harper, Principal Regional Planner, Metro; Jesse Stemmler, Project Manager, TriMet*)

Kelly Betteridge, Melissa Ashbaugh, and Brian Harper appeared before the committee to present an update and project overview on the 82nd Avenue Transit Project, the Locally Preferred Alternative (LPA), and next steps.

Brian provided an update on the Equitable Development Strategy (EDS), which will help ensure project-related policies and investments in this corridor would assist in stabilizing communities and business against exiting displacement pressures.

The strategy will be made available to the committee.

The team thanked the committee and asked if there were any questions. Melissa asked the committee to consider what information they'd like to get before the project comes back for a recommendation in the spring.

Questions:

Joseph Edge inquired why the northern terminus at Cully and Killingsworth was chosen instead of the Park Rose Transit Center and if there were any impacts on projected ridership as a result of that decision. Joseph asked how many buses that transfer at the Park Rose Transit Center terminus won't be directly connected to for riders by choosing the Cully terminus instead of Park Rose Terminus.

Melissa acknowledged that the northern terminus decision was a big one for the steering committee. Four options were identified: the airport, Cascade Station, Park Rose Transit Center, and the Cully neighborhood. The steering committee's evaluation framework included connection to jobs, connection to where people were living, cost of the project, and reliability of the project. Cully was selected due to more people living near and more affordable housing close to that terminus. Outreach showed that it was important to keep the connection for McDaniel High School students living in the Cully neighborhood. Engagement around the Cully terminus showed that people were excited and felt like a terminus facility could fit into that neighborhood. Melissa offered to provide a summary of the criteria that the steering committee used.

Ridership projections are fairly similar between the two, but slightly higher for Cully. Melissa offered to get back to Joseph about the number of buses available to transfer at Park Rose, but noted that there are more transfer connections at Park Rose. A portion of the existing line 72 would still run, but will terminate that Park Rose Transit Center, so there will be additional connections for riders trying to get to their transfers at Park Rose.

Jessica Pelz inquired about the funding and financing plan for the project.

Melissa responded that the project is costing at around \$320 million, but they are still working out the scope of the project. The finance plan currently slightly exceeds that amount and includes \$30 million fully committed to project development and some other sources for the construction funding. An estimated \$48 million Portland Clean Energy Fund grant is expected in December. Grants, including the Capital Investments Grant, are still being worked on and they're hoping to receive \$149.9 million.

Michael O'Brien inquired about what amenities will be at the end of the line on the north side and whether it will be similar to a transit center. Michael advocated for green infrastructure for shade, comfort, and climate for equity and climate resilience.

Jesse Stemmler responded that they are looking at two options for the Cully terminus, one entirely on-street and one bringing some of the infrastructure off-street. Engagement feedback requires either option be thoughtful, intentional, and complementary to the investments already in the neighborhood. There is interest in integration of public art, streetscape investments, and trees. For the transit investment they're looking at layover facilities for buses, a pickup station similar to the FX on Division, as well as shelters, lighting, real-time signage, and seating.

Fiona Lyon inquired whether they are thinking about barriers to zoning that could be addressed in tandem with this project to encourage more investment, development, and housing. Fiona also asked how conversations are being coordinated with project partners regarding the tax increment financing (TIF) district that was created and how the team is making sure that the corridor has continuity as the project evolves through design.

Melissa responded that they are looking at land uses happening along the corridor as they select the general station locations, near places that people lived, near affordable housing, near places like grocery stores. People also travel on this line to jobs. The team will keep aware of changes that happen to land uses as the design process progresses. The equitable development strategy working in tandem helps focus on things like affordable housing within the corridor. The new TIF district in Portland will likely bring new affordable housing and conversations will continue with the 82nd Avenue Coalition and with equitable development strategy as the project moves along.

Brian responded that there is no plan to do zoning changes as of right now. The general feeling is that the zoning is good along the corridor, but they are open to discussions if there were places to rethink the zoning.

Jesse responded that there will be the same level of investment through all the stations and the navigation, access, and amenities will be consistent. Station locations are places people want to be, shop, and access services; station designs should recognize the context and make sure to connect to the urban fabric in specific locations.

Carol Chesarek inquired about the project's safety considerations for the stops and upgrades for crossings and intersections along 82nd Avenue.

Jesse responded that there will be investments in intersections at select locations to improve accessibility, make ADA improvements, and do signal upgrades necessary for transit signal priority, as well as make sidewalk investments. There will be a site-specific approach to understanding how the stations connect to the intersections and what improvements need to be made. They are coordinating

with the City of Portland to find the overlap and gaps in the safety investments between the projects. Melissa noted that they are coordinating with Clackamas County and ODOT for the improvements on the Clackamas County portion of the line.

Miranda Bateschell inquired whether there were specific equitable housing concerns or things related to community development that were heard through the process. Miranda also asked if strategies were being based on what was heard and, if so, who is leading them (e.g., community organization partners, Metro, or TriMet).

Brian responded that it depends on the corridor and what the community is looking for. On the 82nd Avenue corridor, the community wants to enhance community leadership opportunities, community gathering spaces, and organizing opportunities. So, less on the development side. On the equitable housing side, there's been some investment along this corridor, but there's more that's needed. What was heard in different sections of the corridor was not to concentrate affordable housing in one spot, to spread along the corridor and mix affordable housing with market rate units.

In the TIF district, money will come to the Portland Housing Bureau through the TIF to do affordable housing. The coalition will work to make sure that projects are happening in the right places. The same when it comes to how Metro's investing its \$5 million from the state. The equitable development strategy helps to identify leadership among different strategies and in many cases it is community leading the strategies to push for things to occur, but a lot happens at the government level. There may not be funding for some things now, but it's agreed that it's being worked on to find a way to make things happen. Who is leading parts of the strategy will vary, but it is fully written by community.

There were no more questions. The committee was reminded that the team would be back in the spring to ask that MTAC recommend Metro Council endorse the LPA.

Adjournment

There being no further business, Chair Kehe thanked the committee and adjourned the meeting at 10:08 a.m.

Respectfully submitted,
Miriam Hanes, MTAC Recorder

Attachments to the Public Record, MTAC meeting February 19, 2025

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
* 1	Agenda	2/19/2025	2/19/2025 MTAC Meeting Agenda	021925M-01
* 2	2025 MTAC Work Program	2/12/2025	2025 MTAC Work Program as of 2/12/2025	021925M-02
* 3	Draft Minutes	12/18/2024	Draft minutes from 12/18/2024 MTAC meeting	021925M-03
* 4	Memo	2/11/2025	To: MTAC and interested parties From: Eliot Rose, Senior Transportation Planner Re: Portland-Vancouver area Comprehensive Climate Action Plan: progress update and recommended targets	021925M-04
* 5	Report	1/13/2025	2024 Compliance Report	021925M-05
* 6	Map	1/15/2025	82 nd Avenue Transit Project Locally Preferred Alternative	021925M-06
** 7	Agenda	2/19/2025	Updated Agenda	021925M-07
** 8	Presentation	2/19/2025	82 nd Avenue Transit Project Transportation Policy Alternatives Committee	021925M-08
** 9	Document	2/19/2025	82 nd Ave Equitable Development Strategy	021925M-09

**materials included in meeting packet*

***materials distributed at or after meeting*

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Wednesday, March 19, 2025
To: MTAC Members and Alternates
From: Madeline Steele, Data & Applications Manager, Metro's Data Resource Center
Subject: Regional Barometer Retirement

Overview:

Metro is retiring the [Regional Barometer](#) performance metrics website and open data portal effective **April 30, 2025**. The site was developed to track Metro's progress toward the Council's [Six Desired Outcomes](#) and contains more than 150 maps, charts and data products covering key topics like housing, health, transportation, economic development, equity, environment and climate.

How we got here:

The Regional Barometer was launched in the spring of 2020 and developed collaboratively by the Data Resource Center and the COO's office. Due to the Covid-19 pandemic and related budget impacts, the Data Resource Center had limited resources to promote the tool and update the data. As a result, most of the data on the site is now outdated, and it is no longer recommended as a source for current information on the state of the region and Metro's activities.

Additionally, it is now required that all public-facing websites adhere to Web Content Accessibility Guidelines (WCAG) 2.0 by 2027, as per guidance from the Department of Justice in April 2024. Updating the Regional Barometer would take substantial staff time and expertise, which are currently devoted to other high-usage, mission-critical applications and content.

Looking ahead:

Metro's Data Resource Center is committed to providing reliable, high-quality data that helps our region thrive. The Data Resource Center will continue providing data through other supported platforms, including RLIS Discovery, MetroMap, and the Quick Facts Viewer, ensuring Metro's commitment to transparency and data accessibility. The Regional Barometer website will officially go offline on April 30, 2025, but the data will be archived and available for future reference upon request.

Please share this update with your workgroups to ensure everyone is informed of the upcoming changes.

Remind teams that alternative tools and resources are available and can be leveraged for ongoing data needs.

We want to hear from you:

Please take our [user survey](#) by March 31, 2025 and share how you use the Regional Barometer. Your feedback will help us improve the data and resources we offer. We also welcome questions and feedback at the Data Resource Center inbox: drc@oregonmetro.gov.

Links:

Regional Barometer: <https://regionalbarometer.oregonmetro.gov/>

User Survey: <https://survey123.arcgis.com/share/66b60d82d43e42fd8a4c92518faa627a>

Regional Housing Coordination Strategy:

Scope of work overview

Vision: Create a roadmap for 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.

Scope Development

Plan all project activities and identify consultant tasks.

- Final scope of work and project management plan
- Engagement plan
- Communication plan
- Racial equity framework
- Procurement and consultant selection

Analysis Work Plan

Complete analysis required under statute. Informative for engagement with implementer workgroups, internal staff, and MTAC and will populate final report.

- Socioeconomic and demographic characteristics of households
- Socioeconomic and demographic characteristics of people experiencing housing instability and houselessness
- Market conditions affecting the provision of needed housing
- Inventory of existing and expected barriers to the planning or development of needed housing.
- Affirmatively Furthering Fair Housing Analysis
- Inventory of measures already implemented by Metro to promote the development of needed housing

Ongoing Engagement

Develop a list of potential regional actions, resources, and strategies to support implementation of local Housing Production Strategies.

- HPS implementers work groups
- External focus groups with home builders, developers, service providers, and advocacy groups
- Internal staff team review
- MTAC, MPAC, CORE
- Metro Council

Strategy Evaluation & Adoption

Evaluate preliminary strategies per the framework developed and produce a final draft RHCS that is available for feedback and review from participating groups and the public. Present the final RHCS to Metro Council for adoption through a Resolution.

- Develop evaluation framework
- Evaluation of strategies
- List of strategies, actions, and measures in the RHCS
- Document production
- Council adoption









Ideas and feedback compiled from a variety of engagement activities result in a preliminary list of potential strategies

An evaluation framework is developed, based on relevant technical analysis work

The potential list of strategies is assessed through the evaluation framework

Final RHCS

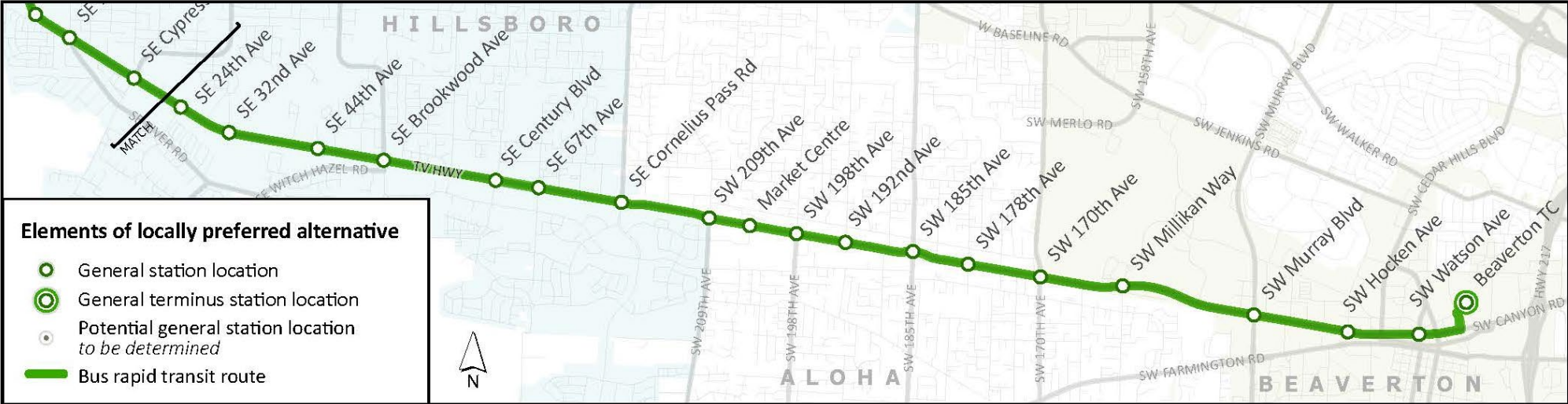
Draft Project Timeline

		2025												
2024		Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	 Scoping													
				Draft strategies			Continued engagement							
					Analysis									
							Evaluation							
													Review / approval 	





 Equity framework check-in

 Council briefings

Recommended LPA map



Elements of locally preferred alternative

-  General station location
-  General terminus station location
-  Potential general station location to be determined
-  Bus rapid transit route



Recommended LPA language

The recommended Locally Preferred Alternative 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.

Recommended funding agreement

The current assumption is the TV Highway transit and safety project will cost about \$300 million dollars to design and construct. TriMet plans to request entry into the FTA CIG Small Starts program with the intent to request the maximum amount of funding currently available for program participants, \$149.9 million. 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 investment through the Small Starts program.



Memo

Date: February 11, 2025
To: Metro Technical Advisory Committee members and interested parties
From: Eliot Rose, Senior Transportation Planner
Subject: Portland-Vancouver area Comprehensive Climate Action Plan: progress update and recommended targets

Introduction

In 2023, Metro received a Climate Pollution Reduction Grant (CPRG) Planning Grant from the US Environmental Protection Agency (EPA). The grant supports planning work to create a regional climate action plan for the Portland-Vancouver metropolitan area. Metro is leading this work in close coordination with regional partners.

This grant funds Metro to produce three deliverables over the four-year grant period:

- A **Priority Climate Action Plan (PCAP)**, submitted in February 2024, that identified high-priority, implementation-ready greenhouse gas (GHG) reduction measures that could be delivered with current staffing and funded with available resources—including competitive CPRG implementation grants that EPA made available in Spring 2024.¹
- A **Comprehensive Climate Action Plan (CCAP)**, due at the end of 2025, that includes a comprehensive inventory of GHG emissions for the metro area and a set of proposed measures to reduce emissions.
- A **Status Report**, due late 2027, that updates EPA on the status of the actions identified in the PCAP and CCAP.

Metro staff are seeking feedback and direction from Metro policy and technical committees as they develop the CCAP.

The CCAP is the most comprehensive climate plan that Metro has ever developed and is a valuable opportunity to advance Metro’s climate leadership. Building on the PCAP, the CCAP will provide a unifying framework for addressing climate in the Portland-Vancouver metropolitan area that:

- Strengthens coordination on climate by identifying the GHG reduction measures that are most cost-effective and implementation-ready and describing where, when and how they could be implemented.
- Identifies policy and process changes that can help local and regional governments combat climate change more effectively.
- Clarifies how state, regional and local governments can best work together to combat climate change given their overlapping and complimentary roles.
- Supports Metro and its partner agencies in pursuing state, foundation, and federal funding to implement projects that benefit the climate.

¹ Metro and partner agencies submitted 5 applications for implementation grants in April 2024 totaling roughly \$100 million. None of these applications were funded, but Oregon received funding for a statewide implementation grant for \$197 million focuses on reducing emissions from waste and materials, buildings, and transportation, which are the largest contributors to climate pollution in Oregon. Oregon’s grant includes resources for local and regional climate programs that focus on reducing emissions in each of these three areas. See <https://www.oregon.gov/deg/ghgp/Documents/CPRGVisual-ODOE.pdf> for a summary of how the state plans to spend these funds.

This approach recognizes that the plan covers the 7-county metropolitan statistical area, which includes communities outside of Metro’s boundaries, and applies to emission sources that Metro and its partner agencies have historically not had much influence over.

Below is a summary of progress to date on key elements of the CCAP.

Engagement

During development of the PCAP, Metro engaged with agency partners throughout the Portland-Vancouver Metro Area through:

- A Climate Partners’ Forum consisting of agency technical staff working on climate issues, which met three times.
- Presentations to Metro Council, Metro technical and policy committees, county-level coordinating committees, and the and Southwest Washington Regional Transportation Council (RTC).
- One-on-one meetings with project partners, particularly with non-agency staff who wanted to engage in the process.²

For the CCAP, Metro is building on the PCAP engagement approach, maintaining the robust agency engagement that informed the PCAP while also engaging community partners and the general public. CCAP engagement consists of:

- **Climate Partners’ Forum** meetings, which in addition to agency staff now also include staff from community-based organizations and environmental non-profits that are engaged in climate work. Attachment 1 lists the organizations currently represented in the Forum.
- **Online open houses** with the general public, often including representatives from Metro’s agency and community partners.
- **Agency engagement**, including with Metro Council, Metro technical and policy committees, county-level coordinating committees, and the and Southwest Washington Regional Transportation Council (RTC).
- **One-on-one meetings with project partners**, potentially including agencies, businesses or non-profits that are focused on supporting specific climate actions.

The broader engagement approach for the CCAP reflects the broader scope of the plan. Whereas the PCAP was explicitly focused on agency-led climate action, the CCAP must consider projects that could be led by other organizations. In addition, the longer timeline for the CCAP (18 months, compared to only 6 months for the PCAP) allows for more intensive engagement with the groups listed above.

To date, engagement for the CCAP has centered on the Climate Partner’s Forum meetings and an online open house, which are described below. Upcoming agency engagement is described in the Next Steps section.

Climate Partners’ Forum

The Climate Partners’ Forum is the technical steering group for Metro’s CPRG grant. During development of the PCAP, which was focused on pursuing agency-led implementation grants, the Forum began as a group of technical staff working on climate issues at local and regional agencies from across the metropolitan area and met three times. For the CCAP, which has a broader scope,

² See Section 9 of Metro’s PCAP for more information on PCAP engagement:

<https://www.oregonmetro.gov/sites/default/files/2024/02/29/Priority-Climate-Action-Plan.pdf>.

Metro expanded the Forum to include representatives from community-based organizations³ and environmental non-profit organizations involved in climate work. See Attachment 1 for a list of current Climate Partners' Forum member organizations.

So far, the Climate Partners' Forum has met three times to discuss the CCAP, with a fourth meeting planned soon:

- July 2024: preview the CCAP work plan and collect feedback on Forum engagement in developing the plan
- October 2024: review CCAP scope, work plan, and engagement plan
- December 2024: discuss targets and projections
- February 2025: review updated GHG inventory results, kick off GHG reduction measure screening process

Most of these meetings have also featured presentations from agencies who are doing parallel climate work in order to promote general collaboration and knowledge-sharing. Forum minutes and materials are available at Metro's CPRG website.⁴

Online open house

The CCAP is the most comprehensive climate plan Metro has ever created, and it provides an opportunity to collect broad feedback from the public on which climate actions most benefit different communities in the metropolitan area. Metro is hosting two online open houses during development of the CCAP to collect feedback from across all seven counties in the Portland-Vancouver area.

The first open house was held from November 2024 to January 2025, and focused on understanding which climate actions people see as most beneficial to them and their communities. Highly rated actions include:

- **Upgrade older home heating, cooling, and hot water** heating systems with newer, more energy-efficient models (82%)
- **Make transit faster**, more convenient, and more reliable (73%)
- **Upgrade the windows and walls of older homes** so that they stay cooler in the summer and warmer in the winter (70%)
- **Recover more food waste** for donation, energy and composting (64%)
- **Increase energy efficiency** of commercial and industrial buildings (55%)

A brief summary of findings from the first open house is in Attachment 2, and a complete summary of the open house is in Attachment 3.

The second open house is planned for May-June 2025 and will solicit feedback on the GHG reduction measures that are recommended for inclusion in the CCAP.

Greenhouse gas inventory

The CCAP is required to include an inventory of all of the metropolitan area's GHG emissions, organized by sectors that indicate their general source: buildings (by use: residential, commercial, and industrial), transportation, industrial processes, agriculture and land use, and waste). Metro staff and consultants already completed a relatively thorough GHG inventory in 2023-24 for the

³ Consistent with Metro policies, representatives of community-based organizations are offered compensation for their participation and access to technical support from Metro staff so that they can engage fully in the development of the CCAP.

⁴ <https://www.oregonmetro.gov/climategrant>

PCAP, and plan to update that data and provide additional information and analysis to address questions that arose during development of the PCAP.

Figure 1: Greenhouse gas emissions inventory results from the Portland-Vancouver area Priority Climate Action Plan

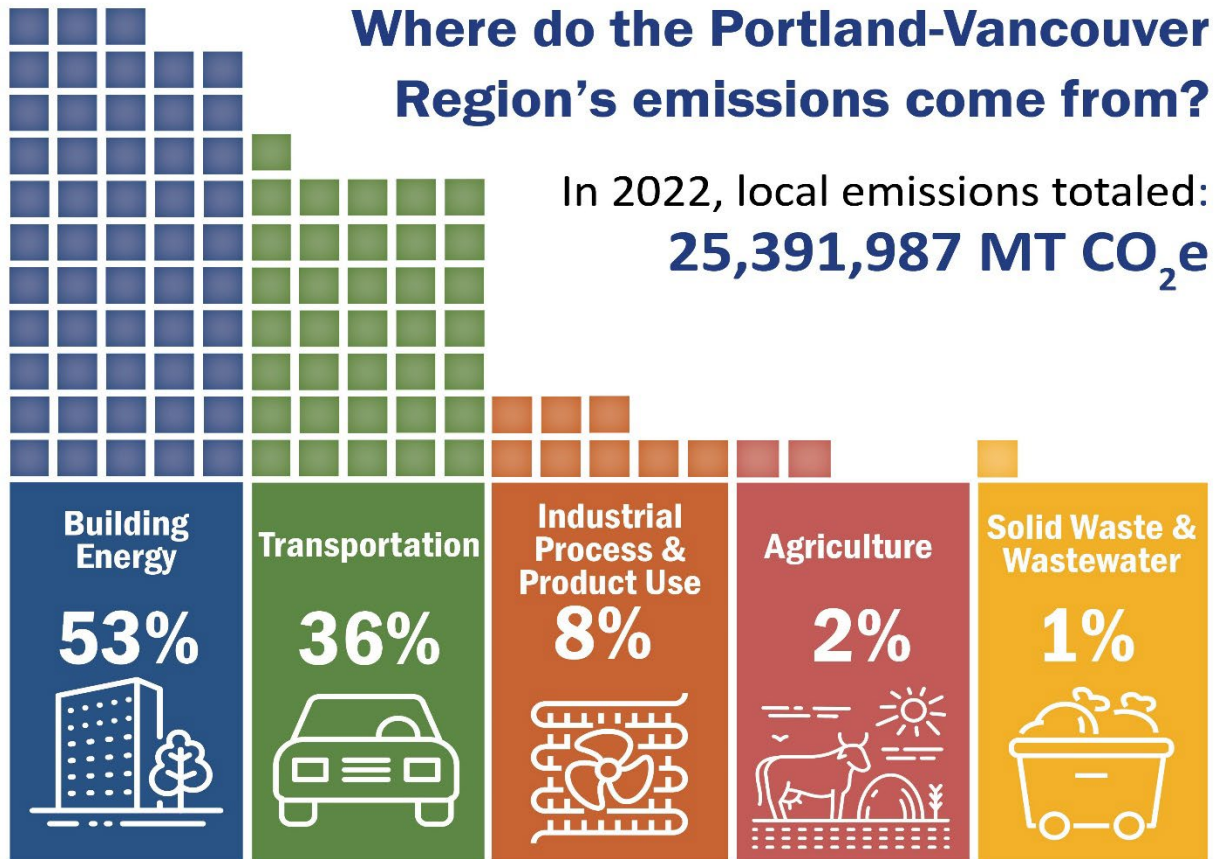


Figure 1 summarizes the results of the PCAP inventory. The inventory revealed that **transportation and residential buildings⁵ account for over half of the metro area's GHG emissions**. These two sectors emerged as a focus for the GHG reduction measures in the PCAP, both because they account for a significant share of emissions and because local and regional governments often have the authority to reduce these emissions. **Waste also emerged as a focus for the PCAP due to Metro's history of coordinated regional waste management**, and because focusing on emissions from waste leads this inventory to underestimate the climate impact of the food, goods and services that people consume.⁶

⁵ Figure 1 does not break out emissions by building type, but the PCAP inventory revealed that roughly one half of total emissions from energy use in buildings (~27% of total emissions) come from homes, while roughly one third (~18% of total emissions) come from industrial buildings and one sixth (~8% of total emissions) come from commercial buildings.

⁶ For more information, see the Oregon Department of Environmental Quality's work on consumption-based inventories (<https://www.oregon.gov/deq/mm/pages/consumption-based-ghg.aspx>). Consumption-based inventories account for the emissions involved in producing and distributing the food and goods that people use, and are designed to complement sector-based inventories, which have traditionally been used for the transportation and buildings sectors and which EPA requires grantees to include in their CCAPs.

The CCAP will expand on the PCAP inventory results shown above with:

- Deeper analysis of emissions that come from the food and goods people consume, drawn from Metro WPES' Consumption-Based Emissions Inventory.
- Deeper analysis of emissions that are sequestered in natural areas.
- Information on how emissions sources vary by county.

Greenhouse gas projections, goals, and targets

In addition to inventorying current GHG emissions, the CCAP must also outline a path to reducing emissions. The plan will:

- Include **projections** of how emissions will change through 2050 if local and regional agencies in the metropolitan area take no further action to reduce emissions. Projections will still account for the impact of Oregon and Washington's ambitious state-level climate policies and programs.
- Identify applicable climate **goals**. These goals should be consistent with both existing policy and with scientific consensus around how much global emissions need to be reduced to avoid catastrophic climate change.
- Recommend **targets** describing how much Metro and its partners need to reduce the GHG emissions generated in our metropolitan area to meet the CCAP goals. Targets are designed to make up the difference between projected emissions and goals.

The sections below describe recent progress and feedback requested with respect to developing projections and goals for the CCAP. Once these projections and goals are finalized the team will recommend targets for the CCAP based on the difference between projected GHG emissions and goals.

Projections

The CCAP team shared the proposed approach to developing GHG projections with the Climate Partners' Forum for feedback at its December meeting. The proposed approach accounts for anticipated population and economic changes, as well as existing state climate policies. Given that Metro and partner agencies maintain in-depth population and economic forecasts, the conversation focused on which policies to include in the projections.

The team recommended a set of policy assumptions that are consistent with Oregon and Washington states' approach to projecting future GHG emissions in their CCAPs (which are very consistent with each other because both states are pursuing similar state-level climate policies and programs) and with many recently adopted local climate actions in the region. These recommended assumptions are:

- Clean energy policies (Oregon's Clean Energy Targets and Washington's Clean Energy Transformation Act) will **eliminate emissions from electricity use in buildings by 2040-45**.
- Clean vehicle standards (Oregon's Advanced Clean Cars II rule and Washington's Clean Vehicles Program Rule) will **require all new vehicles sold in Oregon and Washington to be zero-emission vehicles by 2035**.
- Clean fuel policies (Oregon's Clean Fuels Program and Washington's Clean Fuel Standard) will **reduce the carbon content of vehicle fuel by 20-37% below 2015 levels by 2034-35**. This will mainly affect emissions from the older, non-zero-emission vehicles that are still on the road.
- Cap and reduce/invest policies (Oregon's Climate Protection Program and Washington's Climate Commitment Act) will **reduce emissions from the use of natural gas, solid fuels,**

liquid fuels and process emissions in distribution and manufacturing by 90-95% below 1990 levels by 2050.

Forum members provided feedback on the recommended assumptions through breakout discussion groups. **There was general agreement that the assumptions above cover the key high-impact state-level climate efforts in both Oregon and Washington.** Participants also discussed additional, smaller-scale efforts that the projections should account for if possible, such as Washington's state-level policies focused on reducing the use of refrigerants that contribute to climate change. Finally, many participants noted that implementation of some state-level climate efforts has been slower and/or less effective than originally envisioned, and **encouraged the CCAP team to project a range of potential emissions that accounts for what might happen if state efforts do not meet the milestones outlined in the policies above.** The team is now developing draft projections that address this feedback.

Goals

The CCAP must select a single set of climate goals to use as the basis for targets. Both Oregon and Washington have robust approaches to climate action that rely on close coordination between different levels of government and that guide local and regional agencies' climate efforts, so **Metro staff recommend basing the targets in the Portland-Vancouver metro area CCAP on state-level climate goals.** Oregon and Washington have slightly different climate goals, so **the CCAP team is seeking feedback on which goals to use in the CCAP.**

Three different sets of climate goals are in play within Oregon and Washington:

- **Adopted Oregon goals**, which were adopted by the Oregon legislature in 2007 and updated by executive order in 2020.⁷
- **Adopted Washington goals**,⁸ which were adopted by the Washington legislature in 2020.
- **Recommended Oregon goals**, which were recommended by the Oregon Climate Action Commission in 2023 as part of the Climate Action Roadmap to 2030⁹ but have not yet been formally adopted. The recommended Oregon goals are consistent with adopted Washington goals.

Table 1 summarizes each set of goals.

⁷ <https://climate.oregon.gov/meeting-our-goals>

⁸ <https://ecology.wa.gov/air-climate/reducing-greenhouse-gas-emissions/tracking-greenhouse-gases>

⁹ <https://climate.oregon.gov/tighger>

Table 1: Summary of Oregon and Washington climate goals

Milestone year	Adopted Oregon goals	Adopted Washington goals	Recommended Oregon goals
2020		1990 levels	
2030		45% below 1990 levels	45% below 1990 levels
2035	45% below 1990 levels		
2040		70% below 1990 levels	70% below 1990 levels
2050	80% below 1990 levels	95% below 1990 levels, achieve net zero emissions	95% below 1990 levels, achieve net zero emissions

Staff recommend basing CCAP targets on Oregon’s recommended goals (shown in gray shading in Table 1 above) for three reasons:

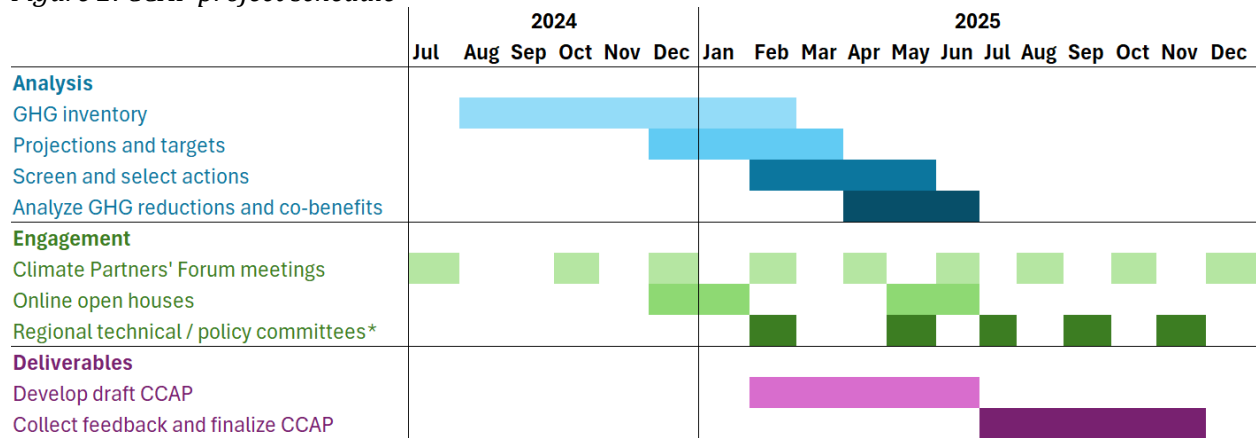
- These goals and Washington’s adopted goals are largely consistent, and having consistent goals across both states lays a foundation for collaborative bistate action.
- The only difference between Oregon’s recommended goals and Washington’s adopted goals is that the former does not specify a 2020 milestone, and the 2020 milestone is no longer useful for tracking progress in the year 2025.
- As discussed in Oregon’s Climate Action Roadmap to 2030,¹⁰ the recommended Oregon goals (and by extension, the adopted Washington goals) are more consistent with today’s scientific consensus that we must reduce climate pollution by more than was previously thought necessary in order to avoid catastrophic climate change.

Next steps

Between now and the end of 2025, when the CCAP is due to EPA, the CCAP team will be conducting further analysis and engagement to identify the set of GHG reduction measures that will be included in the CCAP and guide creation of the draft plan. Figure 2 summarizes the project schedule.

¹⁰ <https://climate.oregon.gov/tighger>

Figure 2: CCAP project schedule



* "Regional technical and policy committees" include Metro Council, Metro technical and policy committees, county coordinating committees, and engagements with other technical and policy committees outside of Metro's boundaries, such as the Southwest Washington Regional Transportation Commission.

Table 2 provides more details on the timing, audience and content of upcoming CCAP engagements.

Table 2: Timing, audience and content of planned 2025 CCAP engagements

Month	Audience and content
February	Climate Partners' Forum, Metro Council, and regional committees: inventory, targets/projections, and Online Open House #1 results
April	Climate Partners' Forum: GHG reduction measure screening results
May	Metro Council and regional committees: screening results and recommended GHG reduction measures
May-June	Online Open House #2: feedback on recommended GHG reduction measures
June	Climate Partners' Forum: Review draft CCAP
July	Regional committees: Review draft CCAP
August	Climate Partners' Forum: Update on regional climate adaptation work, resolve feedback on draft CCAP
September	Metro Council: Review draft CCAP
October	Climate Partners' Forum: Review implementation and funding sources, resolve feedback on draft CCAP
November	Metro Council: Action on final CCAP (by Metro Resolution)
December	Final CCAP due to EPA

Attachment 1: Climate Partners' Forum members

The Climate Partners' Forum is the technical steering group for Metro's EPA-funded Climate Pollution Reduction Grant (CPRG), and offers feedback on key elements of CPRG deliverables, such as greenhouse gas inventories and reduction measures. The Forum consists of staff from public agencies, community-based organizations, and environmental non-profits who are engaged in climate work. Members are well-positioned to ensure that CPRG-funded plans are coordinated with and supportive of partner organizations' climate efforts. The Forum is an open body; any eligible organization is welcome to join at any time, and organizations may send different staff to different meetings based on their capacity and/or on the topic at hand.

As of January 2025, the following organizations are monitoring and/or participating in the Forum:

- City of Beaverton
- Clackamas County
- Clark County
- Columbia County
- City of Gresham
- City of Hillsboro
- City of Lake Oswego
- Metro
- City of Milwaukie
- Multnomah County
- Oregon Department of Transportation
- Oregon Department of Environmental Quality
- Port of Columbia County
- City of Portland
- Portland Public Schools
- Southwest Washington Regional Transportation Commission
- Skamania County
- Southwest Clean Air Agency
- Tualatin Hills Parks and Recreation District
- City of Tigard
- TriMet
- City of Tualatin
- City of Vancouver
- Washington County
- The Street Trust
- Neighbors for Clean Air
- Getting There Together
- Oregon Walks
- Fourth Plain Forward
- EnerCity Collaborative
- Alliance for Community Engagement
- Latino Network
- Energy Trust of Oregon
- WorkSystems
- Climate Solutions
- Eco Lloyd
- Forth
- Zero Now Fund
- Earth Advantage

Attachment 2: CCAP Winter 2024-25 online open house findings

Metro hosted the first CCAP online open house from November 19, 2024, to January 6, 2025. 116 people participated in the online open house, including two who participated in Spanish and 21 who submitted feedback via adaptive screen-reader technology. Open house participants could view a video, text and graphics about the CCAP and about climate work to date in the region, and then respond to a series of four surveys about which greenhouse gas reduction measures most benefit their communities. These surveys were organized according to the key sources of greenhouse gas emissions in the region: transportation; commercial/industrial buildings and processes; residential emissions; and food, goods and services. Each of the four surveys presented a list of seven to nine greenhouse gas reduction measures, described in non-technical language at a general level of detail (i.e., with few details on when, how, or where within the region measures would be implemented). Participants were asked to select the three measures in each survey that they saw as most beneficial to themselves and their communities.

Below is a list of the three measures that were seen as most beneficial in each emissions category, as well as information on the percentage of participants who selected that measure as one of their top three.

Transportation

- **Make transit faster**, more convenient, and more reliable (73%)
- **Expand transit service** to neighborhoods that lack it (46%)
- Create **compact and walkable communities** (46%)

Commercial and industrial buildings

- **Increase energy efficiency** of commercial and industrial buildings (55%)
- Install solar panels or other equipment that **generates clean energy** on commercial and industrial properties (48%)
- Support new, local **renewable energy development projects** (43%)

Residential buildings

- **Upgrade older home heating, cooling, and hot water** heating systems with newer, more energy-efficient models (82%)
- **Upgrade the windows and walls of older homes** so that they stay cooler in the summer and warmer in the winter (70%)
- **Require new homes to have energy-efficient appliances** and/or meet energy efficiency standards (54%)

Food, goods, and services

- **Recover more food waste** for donation, energy and composting (64%)
- Help people and businesses **reduce food waste by changing purchasing practices** (52%)
- Increase **reuse of building materials in construction projects**, and salvage valuable materials when buildings are demolished or retrofitted (44%)

Initial findings from the survey include:

- **Four actions—improving transit service, upgrading HVAC systems in older homes, upgrading windows and walls of older homes, and recovering more food waste—scored significantly higher than the rest.** In each case, at least 64 percent of respondents said that these strategies benefitted them and their communities. There is a significant gap between the popularity of these measures and other measures included in the open house.

- **Responses emphasized the value of climate actions that have multiple benefits.** Many open-ended comments recommended climate measures that have other co-benefits related to the environment (e.g., planting more trees and better preserving them, wetlands preservation, reducing plastic use and pollution), equity (increased affordable housing, supporting community-led climate projects), and health (reducing transportation-related deaths, improving air quality). Some of these options were not included in the survey because research has demonstrated that they have little to no impact on climate emissions, and the CCAP is focused on identifying significant measures that can meet ambitious climate targets. Nonetheless, this feedback highlights the need to prioritize measures that not only benefit the climate, but also have safety, health, environmental, and equity co-benefits.
- **Respondents were skeptical about efforts to reduce emissions through education and outreach alone.** Three of the four categories included measures designed to help people understand the climate impacts of their current choices and/or make more climate-friendly choices. Fewer than 35% of respondents identified these measures as beneficial, putting them in the lower-scoring end of the range wherever they were included. However, many education and outreach efforts seek to connect people with opportunities to reduce emissions that were seen as highly beneficial. For instance, transportation education and outreach programs are often focused on helping people take advantage of new or improved transit service, and residential outreach programs often help people connect with free home energy audits and retrofits. This suggests that outreach and education programs benefit people to the extent that they are designed to help people make the most of opportunities created by investments in other GHG reduction measures.
- **Making older buildings more energy efficient is seen as more beneficial than greening newer buildings.** Both categories that were related to building emissions included both actions focused on older buildings and actions focused on newer ones. In every case more people saw the former as more beneficial than the latter. This makes sense given that older homes make up the majority of the region's building stock, so investing in existing buildings stands to benefit more people.
- **Many people recommended actions to promote a large-scale shift to cleaner energy sources.** Local and regional agencies have typically focused on smaller-scale renewable energy systems or greening energy sources for the municipally owned utilities that serve some communities. Larger-scale shifts to cleaner energy among the investor-owned utilities that serve most of the metropolitan area are typically led at the state level by Public Utilities Commissions with the authority to regulate these utilities. As discussed below, both Oregon and Washington already have ambitious requirements to shift to cleaner energy sources, which the CCAP will account for in its GHG projections. The CCAP team will coordinate with state agencies to determine whether there are additional local/regional actions that can effectively advance clean energy.
- **Respondents have a broader range of opinions about measures to reduce transportation and residential emissions than they do about other measures.** The percentage of respondents who selected each measure ranged from 5-73% for transportation and 12-82% for residential, versus 24-55% for commercial/industrial buildings and 30-64% for food, goods, and services. This could be because transportation and residential buildings have often been the focus of climate work in Oregon and our region, so people have more knowledge of and have formed stronger opinions about these measures. The low-end scores in the transportation and residential categories (both of which included measures that fewer than 20% of people identified as beneficial, including measures related to parking pricing, electric vehicles, and energy efficiency education) could indicate that people see these measures as having negative impacts, such as increasing household costs or diverting resources from more impactful measures. Notably,

multiple open-ended responses explicitly encouraged agencies not to pursue a specific transportation measure—widening or expanding throughways. When evaluating potential CCAP measures, particularly in the transportation and residential categories, it is important to not only consider measures' GHG reductions and co-benefits, but also consider the potential negative impacts that might result from increasing household costs or diverting resources away from more beneficial strategies.

Attachment 3: Summary of CCAP Winter 2024-25 online open house survey responses

Prepared by JLA Public Involvement, January 2025.

Metro hosted an online open house from November 19, 2024, to January 6, 2025, to inform the development of Metro's Comprehensive Climate Action Plan (CCAP) under the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG). The online open house survey asked for input on climate action priorities to better understand community needs, enhance public understanding of climate change actions, and shape strategies to reduce climate pollution. The online open house and survey was offered in English and Spanish, with modifications to ensure screen-reader compatibility. It received input from 116 participants, including two submissions in Spanish and 21 submissions via the screen-reader adaptation. The following is a high-level summary of the input received.

To adapt to screen reader limitations, participants using the tool were invited to select their top three priorities using a multiple-choice format. Participants not using the tool were invited to rank the climate actions according to what would most benefit their communities. To create a unified result for evaluation while maintaining consistency between the two question formats, we combined data from the ranking responses. Rankings for first, second, and third were grouped together, reflecting the community's top three priorities without considering their specific order. This method aligns with the multiple-choice format, enabling a direct comparison.

The survey asked participants to identify four categories of actions that would most benefit their communities:

- Actions to reduce transportation emissions
- Actions to reduce emissions from commercial / industrial buildings and processes
- Actions to reduce emissions from residential buildings
- Actions to reduce emissions from food, goods and services

Out of these four categories, the **top three most popular actions** are:

- **Upgrade older home heating, cooling, and hot water heating systems with newer, more energy-efficient models** (Category: Actions to reduce emissions from residential buildings)
- **Make transit faster, more convenient, and more reliable** (Category: Actions to reduce transportation emissions)
- **Upgrade the windows and walls of older homes so that they stay cooler in the summer and warmer in the winter** (Category: Actions to reduce emissions from residential buildings)

Actions to reduce transportation emissions

There were nine proposed climate actions to reduce transportation emissions. The survey asked participants to identify the top actions that would most benefit their communities from the following list. *Note: The percentages shown below may not sum to 100%. The percentages derived from taking the number of times each action is selected as a top three priority dividing it over the total number of participants.*

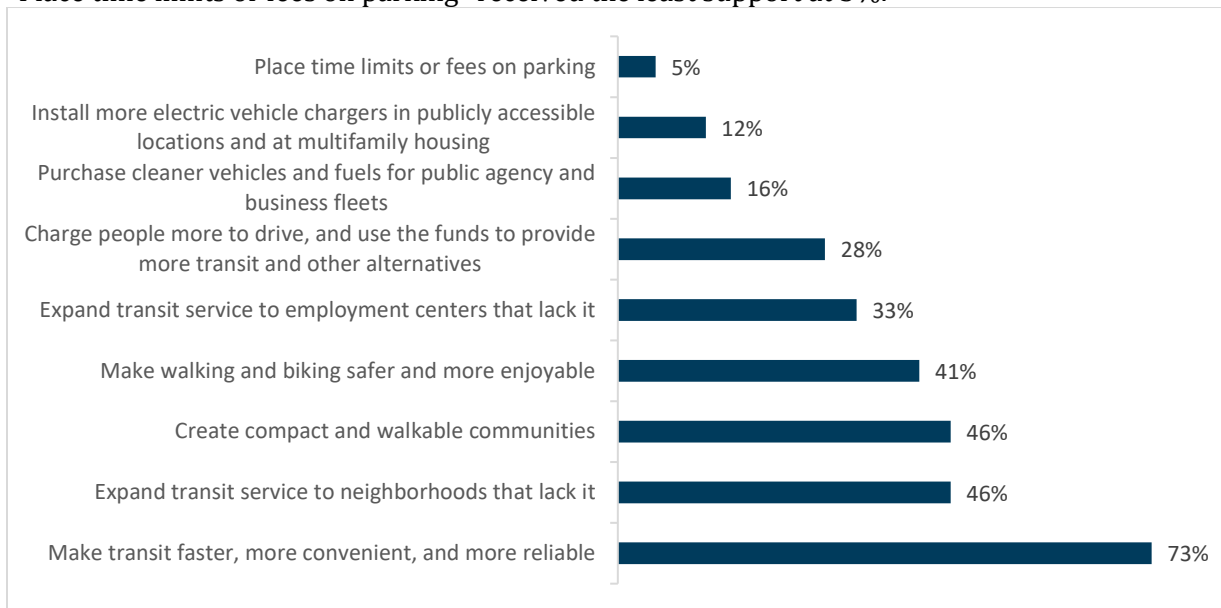
- Expand transit service to neighborhoods that lack it
- Expand transit service to employment centers that lack it
- Make transit faster, more convenient, and more reliable

- Create compact and walkable communities
- Make walking and biking safer and more enjoyable
- Install more electric vehicle chargers in publicly accessible locations and at multifamily housing
- Purchase cleaner vehicles and fuels for public agency and business fleets
- Place time limits or fees on parking
- Charge people more to drive, and use the funds to provide more transit and other alternatives

The most frequently selected actions were:

- Make transit faster, more convenient, and more reliable (73%)
- Expand transit services to neighborhoods that lack it (46%)
- Create compact and walkable communities (46%)

"Place time limits or fees on parking" received the least support at 5%.



Actions to reduce emissions from commercial / industrial buildings and processes

There were eight proposed climate actions to reduce emissions from commercial/industrial buildings and processes. The survey asked participants to identify the top actions that would most benefit their communities from the following list. *Note: The percentages shown below may not sum to 100%. The percentages are derived from taking the number of times each action is selected as a top three priority dividing it over the total number of participants.*

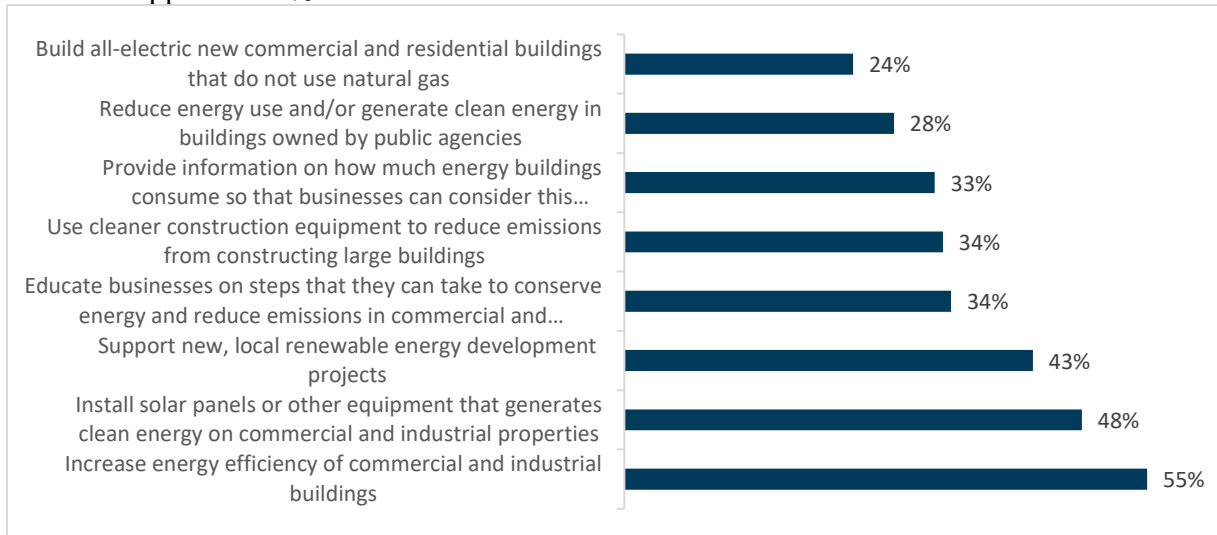
- Provide information on how much energy buildings consume so that businesses can consider this information when purchasing or leasing property
- Educate businesses on steps that they can take to conserve energy and reduce emissions in commercial and industrial buildings
- Use cleaner construction equipment to reduce emissions from constructing large buildings
- Increase energy efficiency of commercial and industrial buildings
- Install solar panels or other equipment that generates clean energy on commercial and industrial properties
- Reduce energy use and/or generate clean energy in buildings owned by public agencies
- Build all-electric new commercial and residential buildings that do not use natural gas

- Support new, local renewable energy development projects

The most frequently selected actions were:

- Increase energy efficiency of commercial and industrial buildings (55%)
- Install solar panels or other equipment that generates clean energy on commercial and industrial properties (48%)
- Support new, local renewable energy development projects (43%)

“Build all-electric new commercial and residential buildings that do not use natural gas” received the least support at 24%.



Actions to reduce emissions from residential buildings

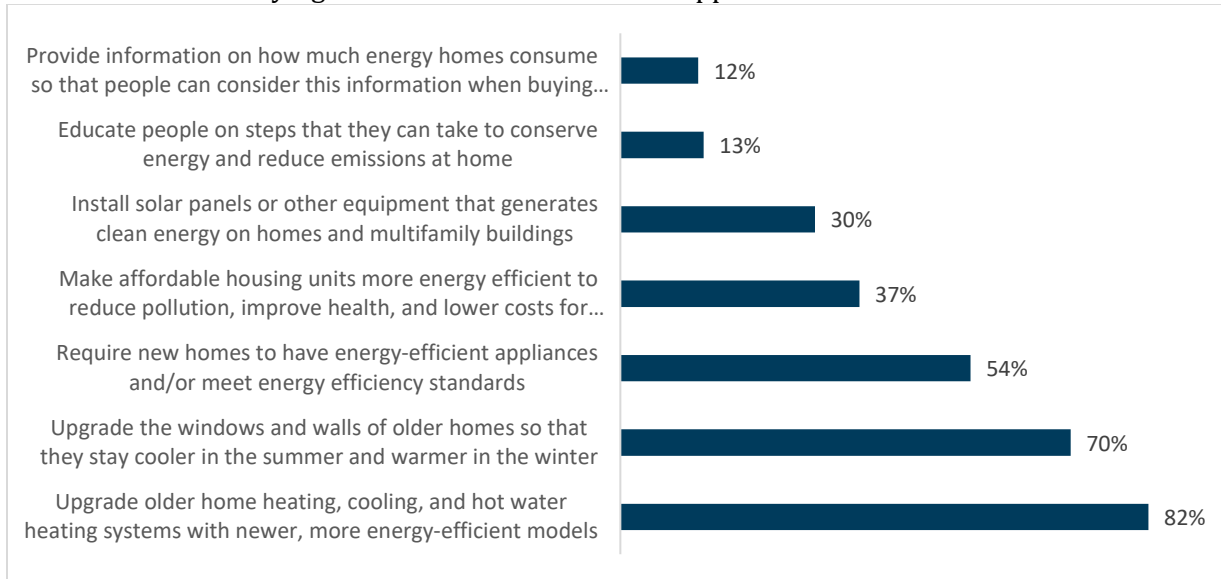
There were seven proposed climate actions to reduce emissions from residential buildings. The survey asked participants to identify the top actions that would most benefit their communities from the following list. *Note: The percentages shown below may not sum to 100%. The percentages are derived from taking the number of times each action is selected as a top three priority dividing it over the total number of participants.*

- Upgrade older home heating, cooling, and hot water heating systems with newer, more energy-efficient models
- Upgrade the windows and walls of older homes so that they stay cooler in the summer and warmer in the winter
- Require new homes to have energy-efficient appliances and/or meet energy efficiency standards
- Install solar panels or other equipment that generates clean energy on homes and multifamily buildings
- Provide information on how much energy homes consume so that people can consider this information when buying a home
- Educate people on steps that they can take to conserve energy and reduce emissions at home
- Make affordable housing units more energy efficient to reduce pollution, improve health, and lower costs for residents most in need

The most frequently selected actions were:

- Upgrade older home heating, cooling, and hot water heating systems with newer, more energy-efficient models (82%)
- Upgrade the windows and walls of older homes so that they stay cooler in the summer and warmer in the winter (70%)
- Require new homes to have energy-efficient appliances and/or meet energy efficiency standards (54%)

“Provide information on how much energy homes consume so that people can consider this information when buying a home” received the least support at 12%.



Actions to reduce emissions from food, goods and services

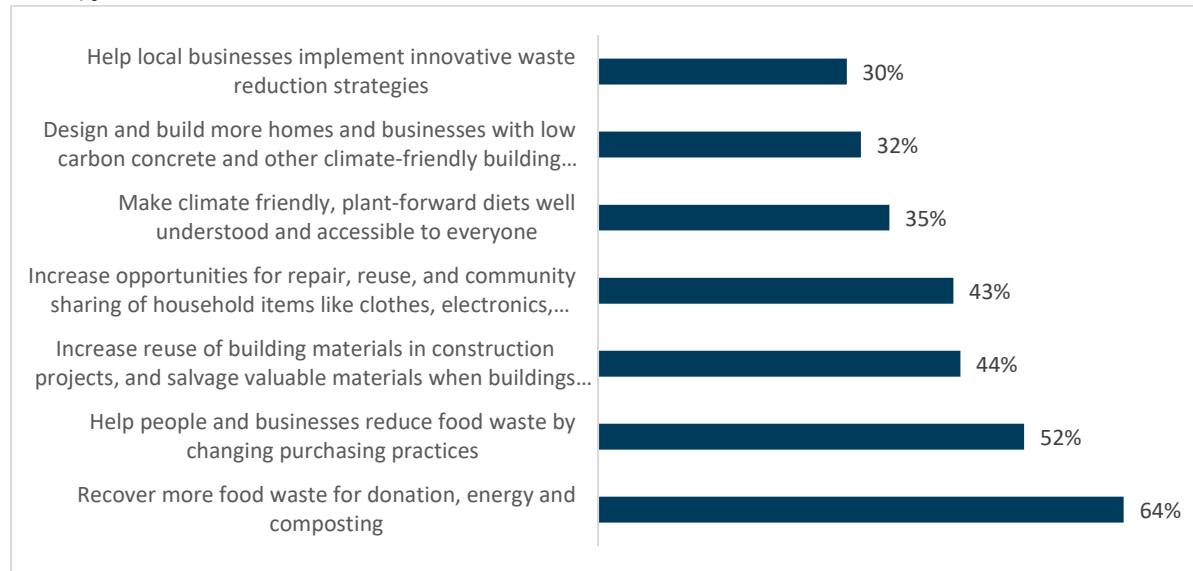
There were seven proposed climate actions to reduce emissions from food, goods and services. The survey asked participants to identify the top actions that would most benefit their communities from the following list. Note: The percentages shown below may not sum to 100%. The percentages are derived from taking the number of times each action is selected as a top three priority dividing it over the total number of participants.

- Make climate-friendly, plant-forward diets well understood and accessible to everyone
- Help people and businesses reduce food waste by changing purchasing practices
- Recover more food waste for donation, energy and composting
- Increase reuse of building materials in construction projects, and salvage valuable materials when buildings are demolished or retrofitted
- Design and build more homes and businesses with low-carbon concrete and other climate-friendly building materials
- Increase opportunities for repair, reuse, and community sharing of household items like clothes, electronics, furniture and appliances
- Help local businesses implement innovative waste reduction strategies

The most frequently selected actions were:

- Recover more food waste for donation, energy and composting (64%)
- Help people and businesses reduce food waste by changing purchasing practices (52%)
- Increase reuse of building materials in construction projects, and salvage valuable materials when buildings are demolished or retrofitted (44%)

“Help local businesses implement innovative waste reduction strategies” received the least support at 30%.



Key themes from open-ended comments

57 total responses were received to the open-text question, “What else would you like us to consider as we develop this plan?”. The following summarizes the responses into key themes.

Environmental preservation and tree canopy protection:

Participants emphasized **preserving mature trees**, prioritizing their protection over new plantings. They called for **fast-growing trees** and building designs that **avoid tree removal**, along with **increased planting in public spaces** and transportation corridors, ensuring ongoing care and maintenance. There were calls to **prevent clear-cutting of protected areas, preserve wetlands, and integrate Indigenous land stewardship practices** into climate planning.

Transportation and mobility:

Feedback strongly supported **expanding public transportation**, including **high-speed and regional rail**, to reduce vehicle dependency, while **ensuring improvements to existing transit (e.g., TriMet) for greater effectiveness**. There was a focus on reducing Vehicle Miles Traveled (VMT) and **opposing freeway expansions** in favor of transit and biking infrastructure.

Equity and environmental justice:

Feedback supported **community-led projects** addressing historical injustices, like the Self Enhancement, Inc. (SEI) initiative. Participants advocated for **prioritizing underserved communities, fostering generational wealth through affordable housing**, and ensuring low-income communities benefit from climate actions, while **expressing concerns about displacement and affordability**.

Renewable energy and building efficiency:

Participants called to **phase out methane gas infrastructure** and transition to electrification within a decade. There was **strong support for renewable energy projects**, particularly for public buildings and low-income housing, alongside an emphasis on **improving energy efficiency in existing buildings through weatherization and passive solar design**.

Health and climate resilience:

Concerns centered on **air quality**, advocating to ban gas-powered leaf blowers, reduce plastic pollution, and address wood burning. Participants highlighted **the health impacts of fossil fuels on vulnerable groups** and called for **balancing climate action with public health improvements** like reducing transportation-related deaths.

Land use and housing policy:

Participants advocated for **higher-density housing** within the urban growth boundary (UGB) and **repealing housing height restrictions**.

Food, goods, and services:

Some open-ended comments advocated for **expanded recycling, composting, and waste reduction, particularly in multifamily housing**.

Community engagement and education:

Feedback emphasized the need for **intergenerational workshops, community learning opportunities, and better public communication** on climate actions. Participants also called for **certification programs for businesses** leading in sustainability.

Urgency and action:

Participants called for **immediate, bold action** over prolonged planning, urging prioritization of **impactful, quickly implementable projects** with ongoing evaluation. They emphasized avoiding funding for large corporations, instead **focusing on small businesses**.

Survey participants

The survey was available in English, Spanish, and a screen-reader-accessible format. Groups that are underrepresented by 4 percent or more in respondent information compared to Census data are indicated in red.

Table 1. Age (81 responses)

Age	Online open house respondents	2023 American Community Survey
18 - 24	7%	10%
25 - 34	18%	19%
35 - 44	28%	20%
45 - 54	21%	16%
55 - 64	11%	15%
65 - 74	8%	12%
75+	7%	8%

For the purpose of comparison, the American Community Survey data shown above was renormalized to exclude people under 18, who were not eligible to participate in the online open house.

Table 2. Languages (95 responses)

Languages	Online open house respondents	2023 American Community Survey
English	83%	82%
Spanish	10%	9.1%
Asian and Pacific Island Languages	2%	4.7%
Vietnamese	1%	-
Chinese	1%	-
Russian	-	-
Arabic	-	-
Other	-	-

Participants were invited to share their primary language if not listed in the options provided. Four participants responded to this, other primary languages include: Hindi, Gujarati, Marathi, Japanese, Portuguese and French.

Table 3. Race and ethnicity (88 responses)

Race/Ethnicity	Online open house respondents	2023 American Community Survey
American Indian or Alaska Native	2%	0.3%
Asian or Asian American	7%	7%
Black or African American	2%	3%
Hispanic or Latino/a/x	16%	14%
Middle Eastern or North African	-	-
Native Hawaiian or Pacific Islander	1%	0.6%
White (Non-Hispanic)	67%	68%
Race(s) or ethnicity not listed here	2%	-
Prefer not to answer	3%	-

Table 4. Household income (81 responses)

Household Income	Online open house respondents	2023 American Community Survey
Less than \$30,000	5%	13.7%
\$30,000 to just under \$50,000	4%	11.3%
\$50,000 to just under \$100,000	32%*	28%
\$50,000 to just under \$70,000	10%	-
\$70,000 to just under \$90,000	12%	-
\$90,000 to just under \$110,000*	10%	-
\$110,000 to just under \$150,000	17%	20%
\$150,000 or more	31%	27.2%
Prefer not to answer	11%	-

*Please note that some regional dataset and survey data set are dissimilar. For the purpose of this comparison, "\$90,000 to just under \$110,000" has been sorted under "\$50,000 to just under \$100,000".

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 11, 2025
To: MTAC and interested parties
From: Kim Ellis, AICP, Climate Program Manager
Subject: Update on 2023 Regional Transportation Plan Implementation Activities

PURPOSE

This memo provides an update on implementation of the 2023 Regional Transportation Plan (RTP) and tools and resources being developed to support local and regional planning.

BACKGROUND

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted the 2023 RTP in November 2023. A summary of key activities underway to support local and regional implementation of the 2023 RTP follows. A coordinated timeline of these activities is provided in **Attachment 1**.

- **2023 Regional Transportation Plan published online.** The 2023 RTP and executive summary are available online to support local and regional implementation. Explore online maps of the projects, regional networks, high injury corridors and equity focus areas and download the full plan or individual chapters and appendices at: <https://www.oregonmetro.gov/regional-transportation-plan>
- **USDOT Safe Streets For All (SS4A) Grant implementation.** Metro staff are preparing data and tools and working with local partners to develop safety action plans. Online safety resources have been published to support local planning. Explore the online resources at: <https://storymaps.arcgis.com/stories/5a4c5040c8a7493fb877bc4e529ebdf7>
- **Development of the Comprehensive Climate Action Plan is underway.** Metro is convening public agencies and organizations across the seven-county Portland-Vancouver metropolitan statistical area to develop a Comprehensive Climate Action Plan (CCAP) by the end of 2025. The CCAP will include a comprehensive inventory of greenhouse gas emissions for all sectors and a broad set of strategies to reduce emissions, including transportation-related emissions. Work began in 2023 that led to development of a Priority Climate Action Plan (PCAP). Metro submitted the PCAP to the Environmental Protection Agency in March 2024 to establish eligibility for EPA implementation grants. The planning work is being funded by the [EPA Climate Pollution Reduction Grant \(CPRG\) Program](#) and will be coordinated with DEQ's CPRG work and other climate planning work at Metro and across the region, including the update to the region's Climate Smart Strategy and development of the next Regional Waste Plan Progress Report. More information about the CCAP process can be found at: <https://www.oregonmetro.gov/climategrant>. The Transportation Policy Alternatives Committee (TPAC) and MTAC will be engaged in this work throughout the process. MTAC will receive an update on the CCAP on March 19.

- **LCDC approved the Portland area progress report implementing Climate Smart Strategy and new statewide transportation planning rules on January 24, 2025.** Metro staff submitted the [first annual report on Climate-Friendly and Equitable Communities \(CFEC\) implementation](#) to DLCD in May 2024. The report summarizes the Portland metropolitan area's progress implementing the [Climate Smart Strategy](#) and new statewide transportation planning rules adopted in 2022 and 2023. The report shows that the region is not meeting all the performance targets defined in the adopted Climate Smart Strategy and, as required by state rules, identifies recommended actions for future work to be completed in advance of the next update to the Regional Transportation Plan (due by the end of 2028).

LCDC reviewed the report and found the Portland area is making adequate progress and approved the recommended actions as adequate. During their deliberation, the commission expressed a desire to see more near-term progress toward reducing greenhouse gas emissions and vehicle miles traveled per capita and better ways to monitor progress. The commission's final order has not yet been published.

Attachment 2 contains the actions as approved by LCDC for reference. These actions are also adopted in Chapter 8 of the 2023 RTP, and include:

- begin monitoring and reporting current state and regional trends in transportation-related GHG emissions in coordination with ODOT;
- continue to improve climate analysis tools, assessment methods and capabilities in advance of the 2028 RTP update to better estimate GHG emissions impacts of RTP projects and better inform regional policy and investment decisions that impact climate;
- work with state and local partners to conduct a comprehensive review and update to the Climate Smart Strategy to inform the next RTP update;
- update Climate Smart Strategy implementation monitoring and reporting approach to reflect the updated strategy and any changes recommended to the Climate Smart Strategy performance monitoring measures and targets;
- update the Regional Travel Options (RTO) Strategic Plan and develop a Regional Transportation Demand Management (TDM) strategy;
- work with cities, counties, community-based organizations and transportation agencies to improve the process of developing and evaluating the project list in advance of the next RTP update; and
- increase efforts to prioritize and secure funding for transit service, bicycle and pedestrian infrastructure, and other regional greenhouse gas reduction strategies identified in the Climate Smart Strategy.

Metro is required to submit a minor report on Portland area CFEC implementation by May 31, 2025.¹ As part of preparing the report, Metro staff will reach out directly to local government partners to document local actions taken in 2024 to implement CFEC requirements and the Climate Smart Strategy. For more information, contact Kim Ellis at kim.ellis@oregonmetro.gov.

¹ [OAR 660-012-0900](#)

- Work continued to develop locally preferred alternatives for three major transit projects in the region. On [December 11, 2024](#), Portland City Council voted unanimously to adopt the Montgomery Park Area Plan (MPAP) and the Locally Preferred Alternative (LPA) for the [Portland Streetcar Montgomery Park Extension](#). The [82nd Avenue Transit Project](#) Steering Committee recommended the locally preferred alternative for the project on January 16, 2025. The [Tualatin Valley Highway Transit Project](#) Steering Committee recommended the locally preferred alternative for the project on February 13. The 82nd Avenue Transit Project and Tualatin Valley Highway Transit Project LPAs will go through local government and Metro endorsement processes in 2025. TPAC and MTAC will be engaged in the Metro endorsement process for all three LPAs in the coming months, including making recommendations to JPACT and the Metro Policy Advisory Committee (MPAC), respectively.
- **Technical assistance, data and guidance is available to support local transportation system plan (TSP) updates.** Metro staff have developed guidance and other resources to support local implementation of the 2023 RTP and new transportation planning rules (TPR). These resources will complement other guidance and resources being developed by the Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT) to support implementation of the new TPR rules.
While cities and counties the Portland area do not have deadlines for updating TSPs to address new policies in the 2023 RTP and TPR, several jurisdictions have begun updates. Metro sent survey to local government TSP leads in February to learn more about the TSP schedules and potential needs for Metro support and guidance. For information about the survey, contact André Lightsey-Walker at andre.lightsey-walker@oregonmetro.gov.

New TSP guidance and other resources can be found at

<https://www.oregonmetro.gov/local-transportation-system-plans>, including:

- **Local government liaison contact list** which identifies staff contacts from Metro and other agencies:
<https://www.oregonmetro.gov/sites/default/files/2024/09/05/Local-government-liaisons-list-August-2024.pdf>
- **High Capacity Transit (HCT) transit-supportive checklist:**
<https://www.oregonmetro.gov/sites/default/files/2024/07/31/Transportation-System-Planning-High-Capacity-Transit-toolbox-20240711.pdf>
- **Interim Transportation Demand Management (TDM) and Transportation System Management and Operations (TSMO) System Completion Guidance** in support of implementing the mobility policy in the RTP and new TPR rules:
<https://www.oregonmetro.gov/sites/default/files/2024/10/09/Metro-interim-Transportation-Demand-Management-and-Transportation-System-Management-Operations-system-completeness-guidance-20241008.pdf>
- **Toolbox of TDM and TSMO Strategies** also in support of implementing the mobility policy in the RTP and new TPR rules. The toolbox provides a menu of specific TDM and TSMO strategies that cities and counties can consider in their

- local planning processes, in support of developing complete TDM and TSMO systems. The tools is available to download at:
<https://www.oregonmetro.gov/sites/default/files/2024/11/12/local-planners-toolbox-Transportation-Demand-Management-and-Transportation-System-Management-Operations-strategies.pdf>
- **Online RTP maps:**
 - **2023 RTP project map viewer:**
<https://experience.arcgis.com/experience/a3272005eba14fd98631fab49c8195a0?org=drcMetro>
 - **2023 RTP policy maps viewer:**
<https://drcmetro.maps.arcgis.com/apps/MapSeries/index.html?appid=5011e6d49fef4965a23ed5ea30f36b51>
 - **RTP geospatial data** of projects, policy maps and other information in the RTP is available on request.
 - Work continues to advance **implementation of regional mobility policy** in coordination with ODOT and DLCDC, including developing an approach for evaluating household-based VMT per capita to aid cities and counties when updating transportation system plans consistent with OAR 660-012-0160 and when making land use decisions in the Portland area consistent with OAR 660-012-0210. ODOT convened a statewide Oregon Modeling Statewide Collaborative (OMSC) work group in 2024 to develop a methodology for use in Oregon in support of the state transportation planning rules. Metro staff are now working to apply the methodology and will provide an update at future TPAC and MTAC meetings. Metro staff anticipate developing interim guidance on implementation of this element of the policy in coordination with the planned update to the Regional Transportation Functional Plan in 2025-26. The interim guidance will support implementing the new mobility policy and state rules during local TSP updates that are currently underway.
 - In Fall 2024, Metro kicked off development of a **Regional Transportation Demand Management (TDM) Strategy** to implement new TDM policies in 2023 RTP and update Metro's Regional Travel Options program strategy to support implementation. This work will also inform other RTP implementation activities and the update to the Climate Smart Strategy and help address compliance with state CFEC rules. TPAC will be engaged throughout the process.
 - In Fall 2024, Metro kicked off the **Community Transit Connector Study** to identify transit service gaps and opportunities to improve transit access and convenience for users across the region. This work will also inform other RTP implementation activities and the update to the Climate Smart Strategy and help address compliance with state CFEC rules. TPAC and MTAC will be engaged throughout the process. An online open house (in English and Spanish languages) is now open through May 4, 2025 to share project ideas that will inform the study:
 - English language survey:
<https://experience.arcgis.com/experience/8955afbcd7fc44ccb5260c04c36c44e6>

- Spanish language survey:
<https://experience.arcgis.com/experience/b61cf013bae3461eb682168597cac77d>
- In Fall 2024, Metro and the Regional Disaster Preparedness Organization (RDPO) kicked off the [Regional Emergency Transportation Routes \(ETR\) Project \(Phase 2\)](#) to prioritize and tier designated regional ETR routes and research operational guidance for facility owners and operators. This project builds on the Phase 1 project completed in 2021. TPAC will be engaged throughout the process.
- In Fall 2024, Metro initiated background research and analysis in support of the [Cooling Corridors Study](#). Directed by Metro’s Chief Operating Officer (COO), this study will identify areas of heat risk and potential strategies to curb urban heat. Strategies will be identified through best practices research, a review of federal guidance and governmental tools and programs and engagement with a Chief Heat Officers’ expert panel, community-based organizations and agencies working to address the impacts of urban heat. The data and strategies in the study will inform Metro’s future transportation, land use, and parks and nature planning, including the Future Vision work and the next RTP update, and will be available to regional partners to support coordinated efforts across greater Portland. This work will complement and build on recent heat mapping work led by the public health departments in Clackamas, Multnomah and Washington counties.² A technical work group will be convened through the end of the project. For information about the technical work group, contact Joe Gordon at joe.gordon@oregonmetro.gov. TPAC and MTAC have an opportunity to review findings and recommendations from the study. The final report will be published in September 2025.
- An **update to the Regional Transportation Functional Plan (RTFP)** is anticipated to begin in 2025 and continue into 2026. Key outcomes for the RTFP update include:
 - Ensure the functional plan language and provisions are consistent with and adequately reflect new and updated goals, objectives and policies adopted in the RTP.
 - Align the functional plan language and requirements with recent statewide rulemaking and policy development to implement the [Climate-Friendly and Equitable Communities Program](#).
 - Define how the updated mobility policy will be implemented in local TSPs and local comprehensive plan amendments in coordination with local governments and the statewide CFEC implementation program and [Oregon Highway Plan update](#).
 - Update the timeline for local TSPs updates in collaboration with cities, counties and in coordination with DLCD and the ODOT.

² 2023 Portland Metro Heat Watch Report: <https://www.washingtoncountyor.gov/public-health/documents/portland-metro-region-heat-mapping-report/download?inline> and 2023 Portland Metro Heat Watch Report Executive Summary: https://multco.us/file/heat_watch_report_summary/download

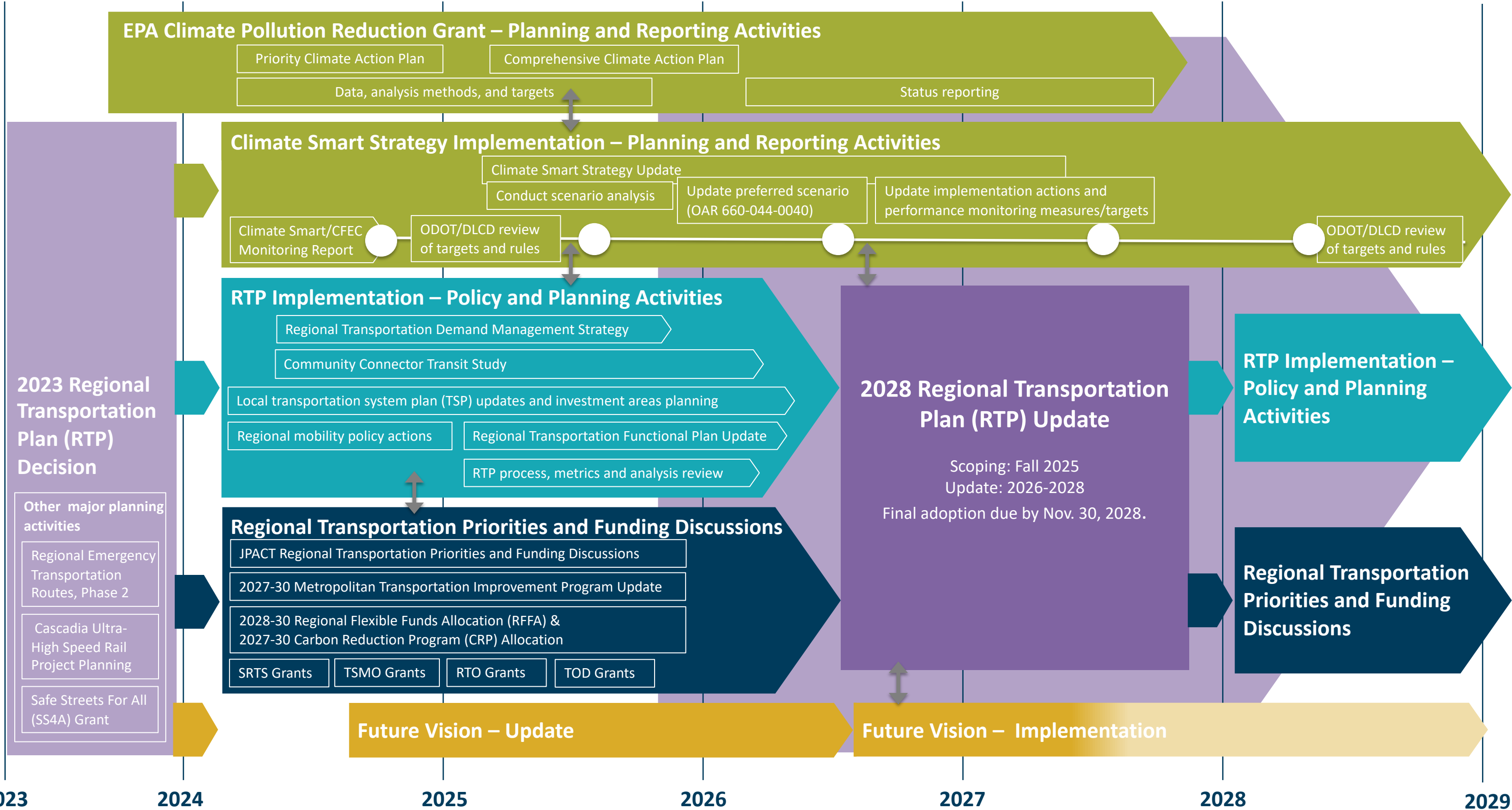
TPAC and MTAC will have an opportunity to discuss the RTFP update work plan and timeline at a future meeting. TPAC and MTAC will be engaged throughout the process.

- In 2025, Metro will kick off an **update to the [region's Future Vision](#)**, a guidance document that defines the preferred future for the greater Portland region in 50 years. The work plan and timeline for this work is under development. The Future Vision will touch on a wide range of topics, from land use, transportation and our economy to housing, climate, nature, arts and culture. The updated Future Vision will be shaped by the [Future Vision Commission](#), a group of people from across the region that represent a variety of backgrounds, perspectives, jobs and life experiences. TPAC and MTAC will have an opportunity to discuss this work at future meetings.

Attachments:

1. Coordinated Timeline for RTP Implementation and Climate Action Planning Activities (1/31/25)
2. Future Actions and Recommendations Moving Forward - Excerpt from Exhibit E to the 2023 Major Report Describing Progress Toward Climate Performance Targets (to download the full report, go to: <https://www.oregon.gov/lcd/CL/Documents/MetroReport2023.pdf>)

2023-28 Coordinated timeline of RTP implementation and climate action planning



FUTURE ACTIONS AND RECOMMENDATIONS MOVING FORWARD

The findings in the previous section demonstrate the RTP surpasses the state mandated VMT reduction targets if fully implemented along with state-led pricing actions adopted in the Statewide Transportation Strategy and assumed in the region's targets. However, the findings also show mixed progress on implementation of several key elements of the region's adopted Climate Smart Strategy. As a result, and as required by OAR 660-012-0900(7)(D), Metro staff identified the following future actions and recommendations that will be addressed prior to the next update to the RTP (due by November 30, 2028).

1. **Metro will begin monitoring and reporting current state and regional trends in transportation-related GHG emissions in coordination with ODOT.** This information will be communicated to JPACT and the Metro Council and as part of the annual minor reports Metro must submit to DLCD on behalf of the region to report on implementation of the region's Climate Smart Strategy. The first minor report will be due in 2025. Current state monitoring efforts are now published online at: <https://www.oregontransportationemissions.com>.
2. **Metro will continue to improve its climate analysis tools, assessment methods and capabilities in advance of the 2028 RTP update to better estimate GHG emissions impacts of RTP projects and to better inform regional policy and investment decisions that impact climate.** Projects occurring in 2024-25, such as development of a Comprehensive Climate Action Plan through the EPA Climate Pollution Reduction Grant program, allocation of federal Carbon Reduction Program (CRP) grant funding, the Regional Flexible Funds Allocation process, and next Metropolitan Transportation Improvement Program (MTIP) update provide opportunities to test and develop new approaches to estimating GHG impacts of different project types over the next several years.
3. **Metro recommends state agencies conduct a detailed, comprehensive review of the STS assumptions used to set regional greenhouse gas emissions reduction targets as described in OAR 660-044-0035 (Division 44 - Metropolitan Greenhouse Gas Reduction Targets Rules) and to update the STS and GHG target rules as needed.** The goals of this review should include:
 - ensuring that state-provided assumptions reflect current trends,
 - clarifying how state-led pricing assumptions used in setting regional greenhouse gas emissions targets should be accounted for in future regional climate analyses, and

Exhibit E: Major Report Describing Progress Toward Climate Performance Targets

- ensuring that the assumed implementation and GHG impact of state-led policies and assumptions are documented in a manner consistent with how regions are required to document their RTP climate analyses.

This will help improve the analysis in next RTP update and provide clarity on what different state-led pricing actions are assumed in the state targets in OAR 660-044-0020 and how those pricing actions should be accounted for in future analyses.

Metro included assumptions about state-led STS actions (including state-led pricing programs) in the RTP climate analysis because these actions were assumed by the state when it set GHG reduction targets for the region. Metro recommends that the pricing assumptions be reviewed and updated by the state to best reflect how pricing will be implemented. Other assumptions include ambitious state-led pricing programs such as pay-as-you-drive insurance, mileage-based road user fees to replace the gas tax (e.g. VMT fees), a carbon tax, and congestion pricing in the Portland area. While the state does have authority to implement these actions, limited progress has been made to date. The state-adopted climate targets were set at a level that assumed that some combination of these forms of pricing would be implemented in Oregon by 2050. These assumptions should be reviewed and updated as necessary. This information will also help the region identify pathways to meet its targets while accounting for uncertainty in state-led pricing actions.

The most recent STS Monitoring Report, completed in 2023,⁴ reports back on general progress on categories of actions like improving passenger vehicle technology – it does not quantitatively examine whether specific individual assumptions used in the STS are consistent with current trends and policy changes.

This level of detail will improve the transparency and accuracy of the assumptions and targets used in the RTP climate analysis. Metro encourages the State agencies to make this a transparent process and to collect robust public and policymaker feedback on underlying assumptions so that it does not fall to Metro and other partners to communicate the State's assumptions as part their climate analysis and monitoring. The State Agencies' review should also identify corrective actions needed to achieve STS assumptions that are not on track.

4. **Metro recommends ODOT update the Statewide Transportation Strategy, as needed, if the review described above reveals that assumptions are significantly off-track, and subsequently update Division 44 using the updated STS assumptions.** This process would need to be completed by 2026 to inform the climate analysis that will be conducted as part of the next RTP update (due in 2028).

⁴ <https://www.oregontransportationemissions.com/>

Exhibit E: Major Report Describing Progress Toward Climate Performance Targets

5. **Metro will work with state and local partners to conduct a comprehensive review and update to the Climate Smart Strategy to inform the next RTP update.** This work will reflect new information about the potential to implement different GHG reduction measures (e.g., the changing transportation funding landscape and evolving State plans to implement congestion pricing) and new data and tools that will improve methods for estimating the GHG reduction potential from different policies and actions. Metro will also incorporate any required updates emerging from the review of STS assumptions described above. If the State does not address the issues identified about the STS vehicle/fuel and pricing assumptions identified elsewhere in this report, Metro may also explore more realistic assumptions and GHG reduction scenarios representing these assumptions for comparative purposes to inform regional policymaker discussions.
 - This will result in more clarity and an updated Climate Smart Strategy that can guide how the region can best reduce GHG emissions and meet climate targets that are predicated on both the State and region doing their part to reduce GHG emissions.
 - This may include in-depth planning to address some of the areas where the region is falling short on climate implementation (e.g., TDM funding) as well as new GHG reduction strategies identified by agency partners (e.g., promoting electric bikes and scooters and exploring other potential actions to advance transportation electrification that complement federal and state policies and programs).
 - This work will also include a review and recommendations for updates to the adopted Climate Smart Strategy performance monitoring measures and targets, as appropriate.
6. **Metro will update its Climate Smart Strategy implementation monitoring and reporting to reflect the updated strategy and any changes recommended to the Climate Smart Strategy performance monitoring measures and targets.** The next RTP update is due by November 30, 2028. The next major report to DLCD is due the following year, in 2029.
7. **Metro will update the Regional Travel Options (RTO) Strategic Plan and develop a Regional Transportation Demand Management (TDM) strategy.** A goal of this work is to provide clearer direction regarding the role of transportation demand management in helping implement the Climate Smart Strategy – an area in which the region is falling short based on the implementation monitoring results shown in Table 4. As called for in Chapter 8 of the RTP, the new strategy will provide implementation guidance to state agencies, transit providers, local agency and non-profit partners that

Exhibit E: Major Report Describing Progress Toward Climate Performance Targets

administer TDM programs, as well as direction on how the Metro RTO program can support these efforts and implementation through transportation system plans.

- 8. Metro will work with regional partners to identify actions to advance transportation electrification in the greater Portland region that complement existing federal and state policies and programs.**
- 9. Metro will work with cities, counties, community-based organizations and transportation agencies to improve the process of developing and evaluating the project list in advance of the next RTP update.** Called for in Chapter 8 of the RTP, this work will include:
 - Convening a group or multiple groups to review Metro’s existing metrics and tools for evaluating the impacts of transportation decisions on the region’s safety, climate, equity, mobility and economy to ensure metrics and tools reflect community and regional priorities.
 - Conducting a review of processes and best practices used by four to five peer MPOs to identify needs and evaluate and prioritize investments.
 - Working with cities, counties and transportation agencies to share best practices and information on conducting inclusive, equitable engagement and applying safety, climate and equity data and metrics to identify investment priorities in advance of the 2028 RTP call for projects.
 - Developing strategies to improve coordination on submitting projects on state highways and facilities that cross multiple jurisdictional boundaries.
 - Reviewing lessons learned during past RTP project-level evaluations, including those conducted during the 2018 and 2023 RTP updates. The 2018 RTP tested a rigorous qualitative, self-scoring approach to comparing selected RTP projects across ten factors, and Metro encountered several technical challenges in producing consistent information for projects of varying types and sizes. The 2023 RTP tested a qualitative, GIS-based approach that provided consistent information across all projects for each RTP goal area, but did not provide information in enough detail for decision-makers to distinguish between the potential greenhouse gas emissions and VMT impacts of both larger-scale projects and smaller-scale projects. This suggests that a hybrid approach that involves a qualitative evaluation of most RTP projects and a more detailed quantitative evaluation of larger-scale projects could better meet the region’s needs.
- 10. Working in coordination with state and local partner agencies, Metro will increase efforts to prioritize and secure funding for transit service, bicycle and pedestrian infrastructure, and other regional greenhouse gas reduction**