

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee (MTAC)
Date: Wednesday, February 19, 2025
Time: 9:00 a.m. to 11:00 p.m.
Place: Virtual meeting held via Zoom
video recording is available online within a week of meeting
[Connect with Zoom](#)
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">• Outcome of Montgomery Park and Title VI ordinances (Chair Kehe)• Updates from committee members around the Region (all) Public communications on agenda items	
	Consideration of MTAC minutes, December 18, 2025 (<i>action item</i>)	Chair Kehe
9:30 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
10:15 a.m.	Break – 10 min	
10:25 a.m.	2024 Functional Plans Compliance Report – 10 min Purpose: An update on cities' and counties' compliance with the Urban Growth Management Functional Plan and the Regional Transportation Functional Plan, as of December 31, 2024.	Glen Hamburg, Metro
10:35 a.m.	82nd Avenue Transit Project – 25 min Purpose: A project update to MTAC that includes sharing the recommended Locally Preferred Alternative (LPA), allowing MTAC to request additional information before further MTAC action later this year.	Melissa Ashbaugh, Metro
11:00 a.m.	Adjournment	Chair Kehe

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
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 2/12/2025

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"> Draft Comprehensive Climate Action Plan inventory, projections and targets discussion Eliot Rose, Metro; 45 min) 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, Daisy Quiñonez, Laura Combs; 45 min) 2023 Regional Transportation Plan Implementation and Local TSP Support Update (Kim Ellis, Metro, 25 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"> Draft list of Comprehensive Climate Action Plan greenhouse gas reduction measures discussion (Eliot Rose, Metro; 45 min) Community Connector Transit Study: Policy Framework (Ally Holmqvist, Metro, 30 min) Montgomery Park Streetcar LPA discussion (Alex Oreschak, 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)
<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 (Melissa Ashbaugh/Joe Gordon, Metro; 30 min) Regional Housing Coordination Strategy: Preliminary list of strategies, draft evaluation 	<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, Daisy Quiñonez; Metro, 60 min) Montgomery Park Streetcar LPA recommendation (Alex Oreschak, Metro, 20 min)

<p>framework (Daisy Quiñonez, Laura Combs, Ted Reid; Metro, 60 min)</p> <ul style="list-style-type: none"> Comprehensive Climate Action Plan (draft transportation and land use measures) – information / discussion, Eliot Rose, Metro, 45 min. 	<ul style="list-style-type: none"> TV Highway LPA Recommendation (Kate Hawkins, Metro, 30 min)
<p><u>MTAC July 16</u> 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, Daisy Quiñonez; Metro, 60 min) Comprehensive Climate Action Plan (draft transportation and land use measures) – information / discussion, Eliot Rose, Metro, 30 min. 	<p><u>MTAC August 20</u> <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"> Feedback on draft Comprehensive Climate Action Plan (Eliot Rose, Metro; 45 min)
<p><u>MTAC September 17</u> <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><u>MTAC October 15</u> 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><u>MTAC November 19</u> <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><u>MTAC December 17</u> <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, December 18, 2024 | 9:00 a.m. to 12:00 p.m.

Place: Virtual meeting via Zoom

Members Attending

Eryn Kehe, Chair
Joseph Edge
Victor Saldanha
Tom Armstrong
Aquilla Hurd-Ravich
Steve Koper
Katherine Kelly
Jamie Stasny
Jessica Pelz
Laura Kelly
Nina Carlson
Erika Fitzgerald
Rachel Loftin
Preston Korst
Mike O'Brien
Brendon Haggerty
Terra Wilcoxson
Tom Bouillion
Mary Kyle McCurdy

Affiliate

Metro
Clackamas County Community Member
Washington County Community Member
Largest City in the Region: Portland
Second Largest City in Clackamas County: Oregon City
Washington County: Other Cities, City of Tualatin
City of Vancouver
Clackamas County
Washington County
Oregon Depart. of Land Conservation & Development
Northwest Natural
City of Gresham
Community Partners for Affordable Housing
Home Builders Association of Metropolitan Portland
Green Infrastructure, Design & Sustainability
Public Health & Urban Forum, Multnomah County
Largest City in Multnomah County: Gresham
Service Providers: Port of Portland
Land Use Advocacy Organization: 1000 Friends of Oregon

Alternate Members Attending

Kamran Mesbah
Faun Hosey
Miranda Bateschell
Kevin Cook
Glen Bolen
Kelly Reid
Cassera Phipps
Fiona Lyon
Greg Schrock
Kerry Steinmetz

Kia Selley

Sarah Radcliffe

Affiliate

Clackamas County Community Member
Washington County Community Member
City of Wilsonville
Multnomah County
Oregon Department of Transportation
Oregon Department of Land Conservation & Dev.
Clean Water Services
TriMet
Commercial/Industrial: Portland State University
Residential Development: Fidelity National Title, Greater
Metropolitan Portland
Service Providers: Parks, North Clackamas Park & Recreation
District
Land Use Advocacy Organization: Habitat for Humanity
Portland Region

Laura Weigel
Ryan Ames
Craig Sheahan
Dakota Meyer
Erin Reome

Clackamas County: Other Cities, Milwaukie
Public Health & Urban Forum, Washington County
Green Infrastructure, Design & Sustainability
Multnomah County: Other Cities, Troutdale
Redevelopment/Urban Design: North Clackamas Park &
Recreation District

Call to Order, Quorum Declaration and Introductions

Chair Eryn Kehe called the meeting to order at 9:08 a.m. A quorum was declared. Introductions were made.

Comments from the Chair and Committee Members

- Congratulations to Marie Miller on her retirement. Miriam Hanes will be administrative support for the committee going forward.
- Reminder to committee members to confirm their MTAC status for 2025.
- Reminder about the Parks and Nature, Nature in Neighborhoods Grant Program that closes January 21.
- Announcement of recent MPAC approval of MTAC's newest members Brett Morgan and Kristopher Fortin.

Joseph Edge shared that the City of Milwaukie, North Clackamas Watershed Council and American Rivers were awarded a \$10 million grant for the Kellogg Creek Community Restoration project through a large grants program for natural resource restoration.

Public Communications on Agenda Items

None given.

Consideration of MTAC minutes October 16, 2024 meeting

Chair Kehe moved to accept as written minutes from MTAC September 18, 2024 meeting. Joseph Edge had two corrections:

- page 16, paragraph four: *"basically limited to ~~wind~~ new development"*
- page 16, paragraph five: *"Director of the North ~~Black~~ Clackamas Watershed Council"*

ACTION: Motion with corrections passed with no objections, two abstentions.

MetroMap and the Quick Facts Viewer *(Madeline Steele, Data Stewardship Manager, Metro)*

Chair Kehe introduced Madeline Steele in the Data Resource Center (DRC) in the Planning, Development and Research department at Metro to present two online tools: MetroMap and the Quick Facts Viewer.

MetroMap is an app that shows the Metro area with cities with layers for different details. If you type in an address, it zooms in to the locations and gives property information. It's similar to Portland Maps, but with more info like real market value and political boundaries. It has accessibility features, including easily switching to Spanish, enhanced contrast for vision challenged, summary data for screen readers, and is mobile friendly. There's a distance measuring tool and adjustable transparency.

Madeline introduced Glen Hamburg, a Metro planner and MetroMap user, to talk about using it in a planning workflow. Glen thanked Madeline and the team and shared his MetroMap experience. He's used the UGMFP Title 4 Map feature. The measuring tool measures the area of a site, as well as distance. There is a snapping feature for more precise measurements. The unit of measurement can be changed. He's used the annexation history feature to show different patterns for different time periods that a property was annexed. You can view documents for specific enactments that brought an area into the city through a link directly on the map. Glen recommended exploring to get familiar with the tools.

Madeline noted that there is a printing tool that prints summary and layer data as a pdf as well as a feedback button that can be used to submit input and that input has been used to make changes. The team gets notified when there is a submission.

The Quick Facts Viewer is a simpler tool recently created to be a place to find commonly requested statistics for the region for different geographies. The app opens to the metro district boundary with its total population and statistics including age groups, low income population, people of color, limited English proficiency, percentage of renting households. The app's data is updated a month or two after ACS data is published. For places that don't line up with census geographies, the team uses an allocation method based on the distribution of housing. There are sub geographies for some areas, for example: select "Metro Council Districts" to go to Metro Council District 1 and see the stats or select by clicking on the map. Click on multiple areas and it adds them and gives the sum figures. There is a feedback form and the team would like to hear what works and what doesn't.

Madeline thanked her development team and asked if there were any questions. Chair Kehe reminded the committee that links to both tools were in the meeting's agenda.

Fiona Lyon thanked Madeline and asked if there is there a process to differentiate public land by owner. If zip codes are defined by local data used by the US Census Bureau, could local agencies check their real property holdings before data gets used?

Madeline thanked Fiona and invited people to email the Data Resource Center (DRC) at drc@oregonmetro.gov with any questions. The DRC is currently looking into whether it's possible to have a field within tax slots to identify publicly owned properties. Madeline will follow up with Fiona. Clint Chiavarini in the DRC added that Metro gets the right-of-way data from the from the county assessor and doesn't think it's technically ownership. It seems like that's a different data set. Glen Hamburg gave the example of streets where ODOT owns curb to curb and other streets owns the whole right of way. There's a right-of-way on the map, but you wouldn't know that there's a difference without talking to someone or looking at the property records. Glen can help with questions.

Carrie Steinmetz asked how far back the Portland and Oregon City annexations go.

Clint said he would look it up and someone will let Carrie know. Chair Kehe followed up with information from the Boundary Commission that the annexation information goes back to 1969 and Metro took over from the Boundary Commission in 1999.

Urban Growth Management Decision: Follow-up on Process *(Ted Reid, Principal Regional Planner, Metro)*

Chair Kehe thanked Madeline and introduced Ted Reid to discuss his work on the Urban Growth Boundary and the Metro Council's recent decision.

Ted thanked Chair Kehe for the introduction and noted that he'd brought the growth management decision to the committee 17 times since early 2023. He thanked the committee for their time.

The committee provided advice to the Metro Policy Advisory Committee in the fall and the advice went to the Metro Council who made their decision on December 5th. The decision adopted the Urban Growth Report, a compilation of the analysis done to support the decision including the regional forecast, the buildable land inventory, capacity estimates, housing needs analysis, and tracking of historic development trends. It is required to adopt the analysis at least every six years.

The Council found a need and decided to expand the UGB to include the Sherwood West Urban Reserve. The expansion proposal by the City of Sherwood included residential and industrial uses. There were also conditions of approval for what Metro Council expects of the City of Sherwood as they go forward.

The conditions of approval were emailed out after the meeting and attached to the final packet. The conditions of approval speak to the number of dwelling units the City of Sherwood is expected to plan for in their comprehensive planning and expectations for how the city will explore possibilities for affordable housing in the existing city limits. There are requirements for protections of industrial lands, including requirements aimed at ensuring a supply of large industrial sites that could support high-tech manufacturing. There are expectations for broad-based community engagement and working with marginalized people in the planning process, as well as tribal consultation.

The team returns to Council work sessions in January to discuss how to improve the process.

Fiona Lyon asked where the Council was with establishing the regional forecast, how that is balanced out, what the process is for doing the regional distribution allocation, and how that will line up with the new state housing targets.

Ted said that Council adopted the middle of the forecast range, the baseline forecast, Metro's best estimate of what kind of growth to expect. Metro will be developing a work program for the distributed forecast process. The Metro Council adopted a regional forecast for the seven-county area, which also describes how much growth they expect in our regional urban growth boundary. There will later also be the distributed forecast, figuring out how much of the regional growth will go to different jurisdictions in the urban growth boundary, down to the detail of the transportation analysis zone, which is used for future transportation modeling. That is why a work program is developed in the year or so following a growth management decision. Regarding how it relates to the targets that are going to be set by the state for their housing allocations and housing targets, the state has as an interim method folded in some of the distributed forecast into how they're estimating these targets that they're going to release on January 1st. There will likely be continued discussion about the distributed forecast that's used for future allocations and targets. The state will consider Metro's forecast when it's doing that work, so they'll work together to sort out the details. The concern is if there's a different allocation, especially on the housing side, from the state target then there are conflicting numbers. Statutes now tell cities to use cities the targets and allocations set by the state, but there's also an expectation to use Metro's forecast.

Fiona Lyon asked about the Governor's one-time ability to do an urban growth boundary expansion, specifically in Hillsboro, that expired at the end of the year.

Ted said Senate Bill 4 allowed for expansion under certain conditions to provide industrial sites in support of semiconductor manufacturing and related land uses. There's a deadline to use the executive authority in Senate Bill 4 by the end of the 2024 calendar year; to exercise that authority, the Governor also had to have a public hearing, which they did in October in Hillsboro. There is no more news. It was noted that the Hillsboro members weren't at the public hearing. Glen Bolen added that any expansion under Senate Bill 4 would be in addition to the territory that has already been added to the UGB previously by the state legislature south of Highway 26 and east of Jackson School Road. There is an expectation that there's a federal award coming soon for a semiconductor related land use somewhere in the US.

Jessica Pelz asked for an overview of the appeal deadlines and what can be appealed in the Sherwood UGB expansion decision.

Metro Council made a decision on the UGB expansion on December 5th. There are 20 days from the decision to submit the decision notice and the record of the decision to DLCD. A notice is also sent to anyone that participated in the decision process and anyone that testified in person or in writing. Anyone who participated in the process can file an objection to DLCD, but it needs to be done within 21 days of Metro's sending out the decision notice. The department has 120 days from notice submission to issue an order from the DLCD's director. The order can approve Metro's decision, remand it to Metro, or refer it to the Land Conservation Development Commission for a hearing. If it is referred to the Commission, the hearing would be June 26th or 27th. Appeals to the DLCD director's decision must be sent within 21 days of the director's order. At the hearing, the commission will vote to decide whether to acknowledge Metro's decision. It takes about six months to get a written order from the Land Conservation Development Commission. Once the written decision comes out, people can appeal to the Court of Appeals.

Safe Streets for All Update *(Lake McTighe, Principal Transportation Planner, Metro)*

Chair Kehe introduced Lake Strongheart McTighe Planning, Development and Research department who serves as project manager for the Safe Streets for All project at Metro, to provide an update and share some safety related data.

Transportation safety is relevant to MTAC because of how land use and the way communities are designed impacts vehicle miles traveled and traffic crashes. Lake shared a map that shows the jurisdictions that have adopted or are working on transportation safety action plans. Developing these plans helps define safety goals and strategies and allows for coordination of efforts. Clackamas County adopted the first transportation safety plan in the region in 2012.

Lake showed a timeline of regional partners that have successfully secured Safe Streets for All funding. Safe Streets for All is the federal safety grant that came out in 2022. There are two more rounds of funding coming. Safety related efforts have included adding in sidewalks and street crossings across the region, safety-planning and coordination of the efforts.

This project kicked off at the end of 2023 and updates were provided to TPAC, MTAC, JPACT, and the Metro Council. MTAC's feedback helped guide the work over the past year. Two limited-duration, entry-level staff were hired to help with data analysis and planning.

This year was focused on establishing foundational data management processes and deliverables to maintain beyond the life of the project. The team developed a communication plan and finalized the work plans with Washington County, Multnomah County, and the City of Tigard, subrecipients who are developing transportation safety action plans.

Metro created data analysis products for cities and counties in the region that don't have as much capacity. The work completed through next year will be the basis of the update for the regional transportation safety strategy adopted in 2018. Co-applicants for Safe Streets for All include Multnomah County, who is developing a safety action plan for the urban portion of Multnomah County, East Multnomah County, including Gresham, Troutdale, Wood Village, and Fairview, Tigard and Washington County. Metro has been administering the grant for those agencies and jurisdictions, as well as sharing best practices and supporting the work.

Lake shared regional updates. Washington County has hired a consultant and will be getting into the work this next year. East Multnomah County has done great public engagement, including a series of activities and surveys. They are coordinating with cities in East Multnomah County and have completed their engagement phase one and some initial systemic safety analysis. This is the first safety action plan for the county, so will be very impactful. Gresham is highlighting safety in their transportation work. Some of the results from the Multnomah County's engagement mirror the regional results, including concerns for people driving too fast, aggressive or distracted driving, and system completion. Findings from their systemic safety analysis are consistent with regional results showing that people walking, biking, and motorcycling are more likely to have a serious injury as a result of a crash, serious pedestrian crashes occur more in dark conditions, the majority of all traffic deaths happen after dark in the East Multnomah County, and 83% involved drugs or alcohol. Tigard is also using the safe system approach and doing robust public engagement. They're doing best practices of systemic safety analysis to understand the risks on the roadways and what they can do to address them.

Lake showed regional safety trends and pointed the committee to a more in-depth 2023 report in the memo. They showed a map of the location of fatal crashes in the region in 2023 and 2024, noting that the 2024 data is preliminary. They also pointed out the relationship between equity focused areas and fatal crashes. The area is currently continuing to trend in the wrong direction, though there is a potential shift in 2023 and 2024.

Lake showed a graph chart showing the number of fatal crashes in the past 17 years in the region broken out by county that shows a slight decline in the last couple of years, but the data is not official, so could change. Lake showed a graph with 2023 and 2024 data showing alcohol, speed and drug-related crashes, fatal crashes in the region and that they have been trending upward. There was a potential decrease in 2023 and 2024. Lake showed a chart showing how pedestrian deaths correlate with larger vehicle size (SUVs, trucks, vans) compared to passenger cars. They then show the number of fatal and serious injury crashes per capita, and the vehicle miles traveled (VMT) per capita. The data is for 2009, 2019, and 2021 and 2023 for urban areas within the state. The graph shows that urban areas with higher VMT per capita have more fatal and serious injuries per capita. For example, if the Portland region drove as much as Medford, we'd have nearly four and a half billion more VMT and 400 more fatal and serious injury crashes per capita. The trend also shows urban areas where VMT per capita are declining, though fatal and serious injury crashes continue to increase, as in Corvallis. There is an issue with larger vehicles and increasing drug and alcohol related crashes and increasing serious crashes involving speed.

Lake shared a crash tree profile and the systemic safety analysis that includes one approach of several for safety, involving the installation of low to moderate cost countermeasures in roadways or locations with the highest risk of severe crashes. The series of crash tree diagrams identify areas of high risk for fatal pedestrian crashes and can be used as part of the systemic safety analysis process to help identify and select the roadway types and the types of crashes and risk factors. The crash profile identified is for fatal pedestrian crashes on arterial roadways on the straight portion, non-intersection portion of arterial roadways without medians and in dark and dim conditions. The data for crashes used is between 2007 and 2022. The crash tree shows that eight people a year, 29% of all pedestrian traffic deaths, were hit and killed on an arterial roadway, not at an intersection, without a median and in dark and dim conditions. This is a small portion of the over 300,000 total crashes in the time frame. Pedestrians make up 36% of all fatal crashes in the region, a small percent of total crashes overall, but a high likelihood of being killed.

The roadway characteristics of the 444 deaths that occurred in the timeframe show many of the crashes occurred at intersections and straight roadways and more deaths on the straight roadway. Of the 219 pedestrian deaths on straight roadways, 85% of those were in dark or dim conditions. A high percent of the pedestrian deaths on straight roadways occurred where there were no medians. Of the 444 total pedestrian fatalities, 156 were on a straight roadway, dim, dark conditions with no median. A very high number for these combined risk factors. Arterials are roads with roadways four lanes or more, higher volumes, higher traffic speeds, a mix of users going at different speeds, a lot of turns, driveways, et cetera. Of the 444 pedestrian fatalities, 145 were on the straight portion of arterial roadways, in dark or dim conditions.

They are trying to identify locations by looking at the data and follow the paths where there's higher risks prevalent. Lake showed a map showing the locations of all fatal pedestrian crashes for 2007 through 2022. Combined with the crash profile, this shows a higher percentage of crashes are in regional equity focus areas and a higher percentage are on high injury corridors, compared to all fatal pedestrian crashes. A cluster of fatal pedestrian crashes around downtown Portland don't show up for this crash profile.

Some effective countermeasures for this crash profile that add to overall livability include adding medians and pedestrian scale lighting strategically to the system in places where pedestrian safety can be enhanced. Some additional risk factors to investigate could be intersections, posted speed, average speed, a 35-mile-per-hour posted speed is a high risk for pedestrians, distance between pedestrian crossings, whether there's transit stops present or not. Figuring out why people are crossing at particular locations and getting hit or walking along the roadway where there may be a lack of buffer or sidewalks. Also looking at vehicle size, alcohol and drug involved, et cetera. There is a lot of different data that can come from GIS or crash data get a more specific picture. The purpose of this is to be targeted and specific with our safety countermeasures.

Looking ahead to 2025, they will be coming out with a crash data dashboard. The link in the memo is to a dashboard on race and ethnicity and fatal crashes. They will continue to update the existing analysis and data products with new crash data and continue with the systemic safety analysis described. Local transportation safety action plans should be nearing completion at the end of 2025. They will be seeking a second regional grant and inviting cities and counties as co-applicants for quick build pedestrian and bicycle projects. They'll update strategies in the safety action plan and get input on them. They'll be doing assessments of projects in the RTP, piloting a crash prediction model, and assessing policies.

Lake asked if there were any questions or comments.

Aquila Hurd-Ravich thanked Lake for the presentation, noting that it was sobering and interesting. They complimented the maps and asked why Medford region per capita went up so much in vehicle per capita and the crash data. They also asked why people are not crossing the street at intersections and where Lake sees land use fitting into potential solutions.

Lake thanked Aquilla and let them know that they could make a map for Oregon City and to reach out with any additional questions. Regarding crossing the street, it may be that pedestrians are not visible or the driver is impaired, it could be a distance too far to walk between signalized crossings on arterial roads. People may take their chances and dash across the street. Lake gave the example of a cluster of pedestrian crashes in Gresham where there was a Motel 6 across the street from a restaurant and grocery store, people crossing the street for supplies.

Land use is important because there is a mix of areas with higher and lower speeds, a mix of users, and a mix of land uses. Creating cues for people walking and driving is important. Putting in marked crossings, flashing lights, a pedestrian refuge island for safe crossing, have shown to be very effective. Lake wasn't sure about the trends in Medford. There has been a decline in VMT per capita in most urban areas, but in some there was an increase. ODOT could likely answer that question.

Lake confirmed to Carrie Steinmetz' question that if a pedestrian is impaired, it does count as an impaired crash, and the crash data will show who is impaired.

Chair Kehe asked if there were any more questions and thanked Lake for their presentation.

Adjournment

There being no further business, meeting was adjourned by Chair Kehe at 10:44 a.m.

Respectfully submitted,
Miriam Hanes, MTAC Recorder

Attachments to the Public Record, MTAC meeting December 18, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
* 1	Agenda	12/18/2024	12/18/2024 MTAC Meeting Agenda	121824M-01
* 2	2025 MTAC Work Program	11/21/2024	2025 MTAC Work Program as of 11/21/2024	121824M-02
* 3	Draft Minutes	10/16/2024	Draft minutes from 10/16/2024 MTAC meeting	121824M-03
* 4	Ordinance	12/5/2024	UGB Ordinance No 24-1520	121824M-04
* 5	UGB Exhibit F	12/5/2024	UGB Exhibit F – Finding of Facts and Conclusions of Law	121824M-05
* 6	Memo	12/10/2024	TO: MTAC and interested parties From: Lake McTighe, Principal Planner RE: Safe Streets for All (SS4A) Update	121824M-06
** 7	Presentation	12/18/2024	MetroMap and the Quick Facts Viewer	121824M-07
** 8	Presentation	December 2024	2024 Safe Streets for All Regional Partners Advancing Safety	121824M-08
** 9	UGB Exhibit B	12/5/2024	UGB Exhibit B – Conditions of Approval	121824M-09

**materials included in meeting packet*

***materials distributed at or after meeting*



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

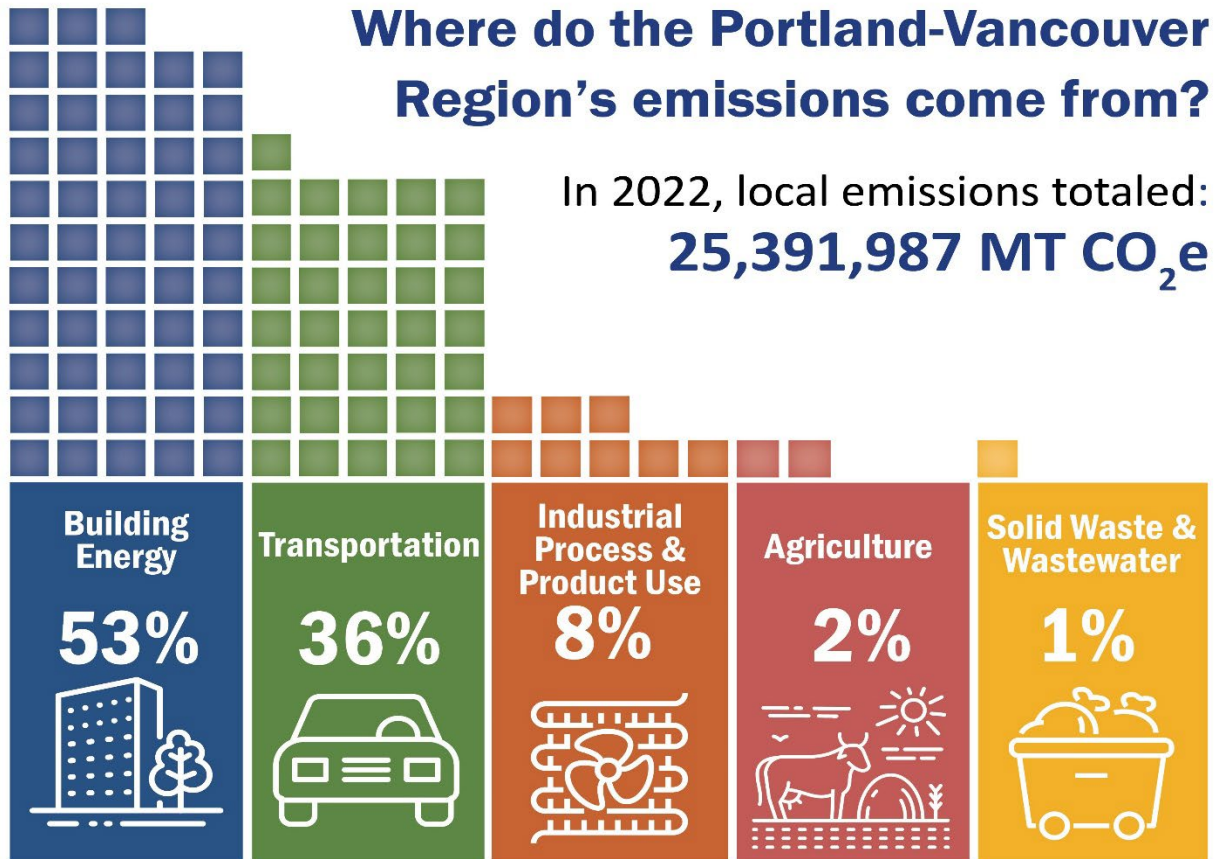


Figure 1 summarizes the results of the PCAP inventory. The inventory revealed that **transportation and residential buildings⁵ account for over half of the metro area's GHG emissions**. These two sectors emerged as a focus for the GHG reduction measures in the PCAP, both because they account for a significant 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:

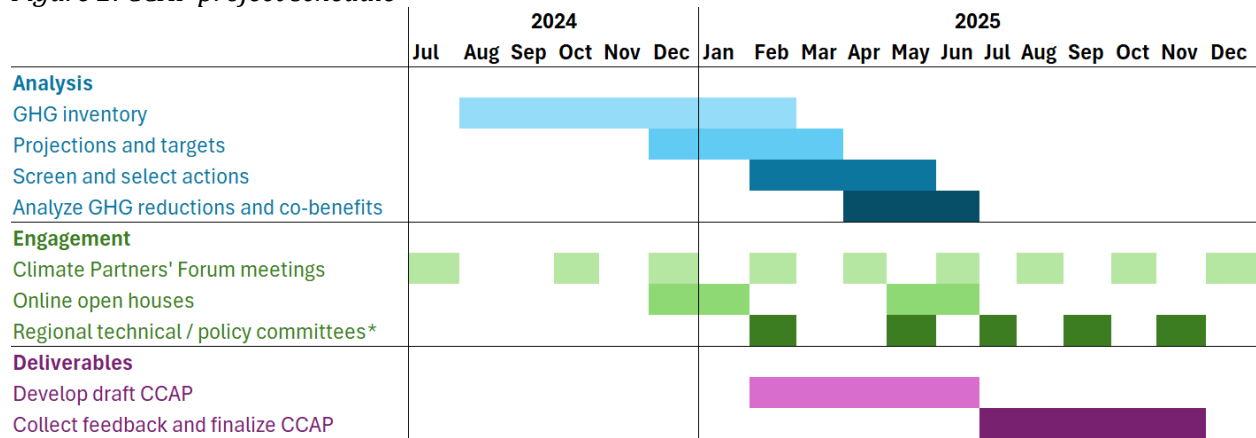
- These goals and Washington’s adopted goals are largely consistent, and having consistent goals across both states lays a foundation for collaborative bistate action.
- The only difference between Oregon’s recommended goals and Washington’s adopted goals is that the former does not specify a 2020 milestone, 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.*

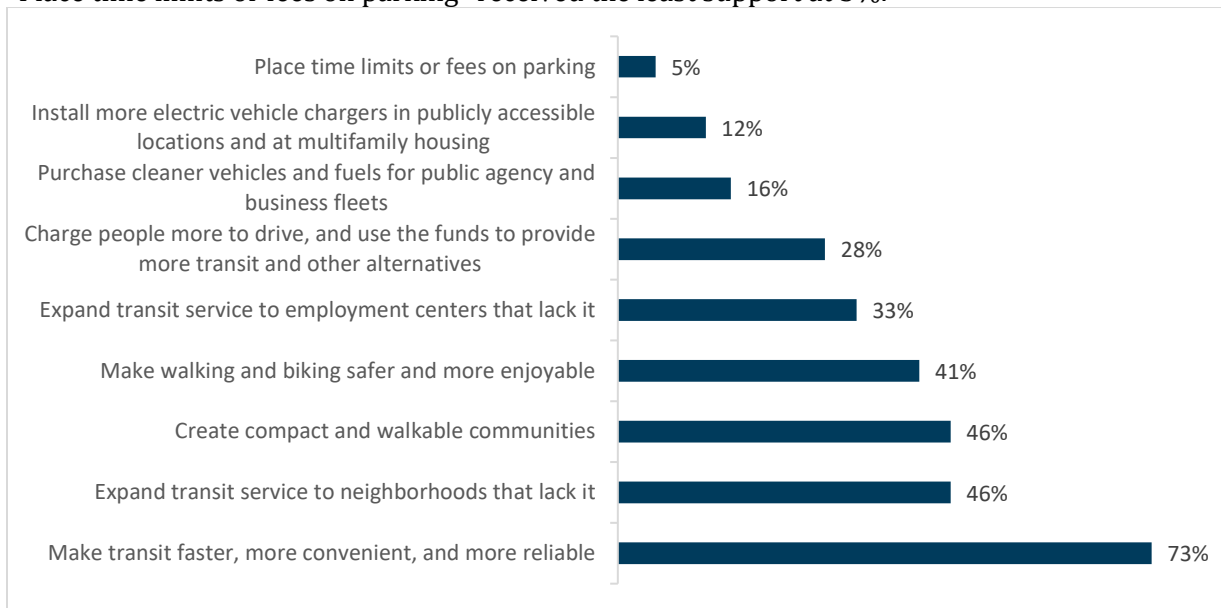
- Expand transit service to neighborhoods that lack it
- Expand transit service to employment centers that lack it
- Make transit faster, more convenient, and more reliable

- 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.*

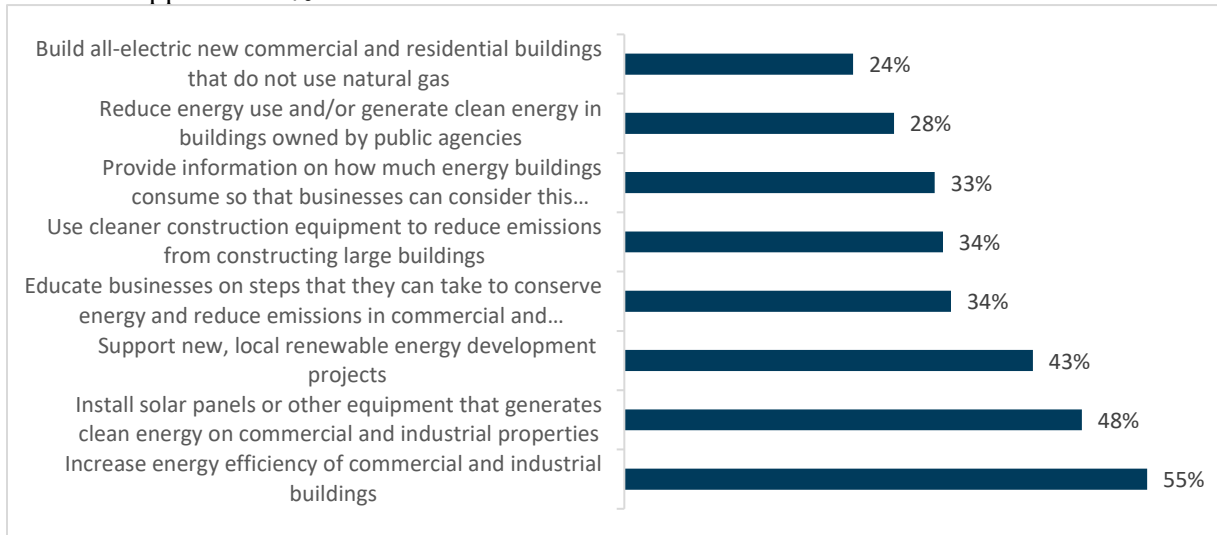
- Provide information on how much energy buildings consume so that businesses can consider this information when purchasing or leasing property
- Educate businesses on steps that they can take to conserve energy and reduce emissions in commercial and industrial buildings
- Use cleaner construction equipment 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

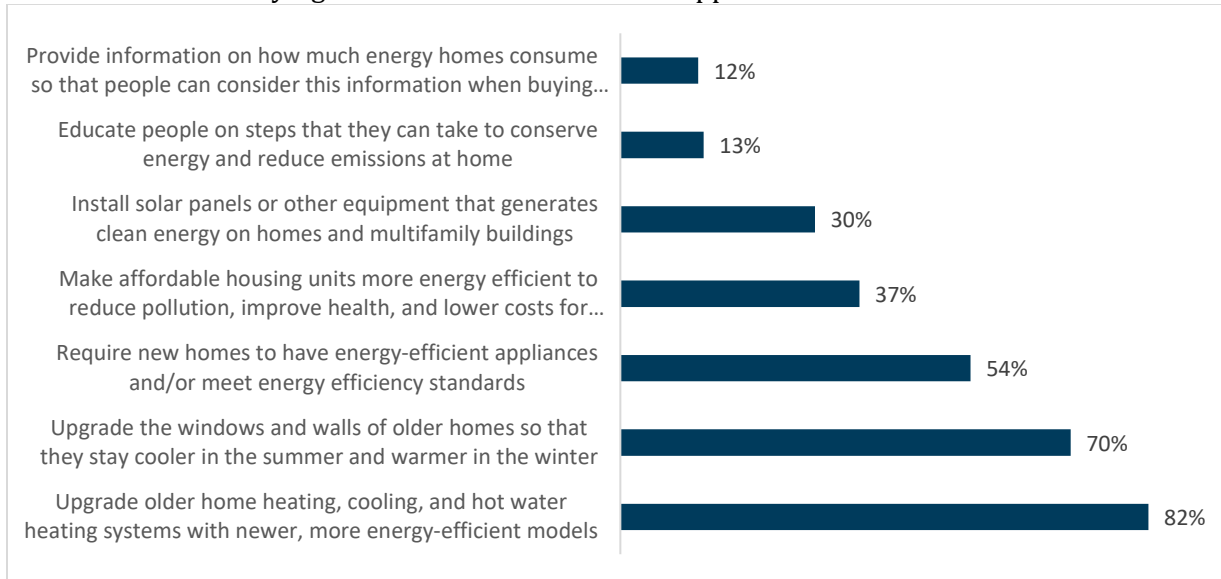
There were seven proposed climate actions to reduce emissions from residential buildings. The survey asked participants to identify the top actions that would most benefit their communities from the following list. *Note: The percentages shown below may not sum to 100%. The percentages are derived from 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

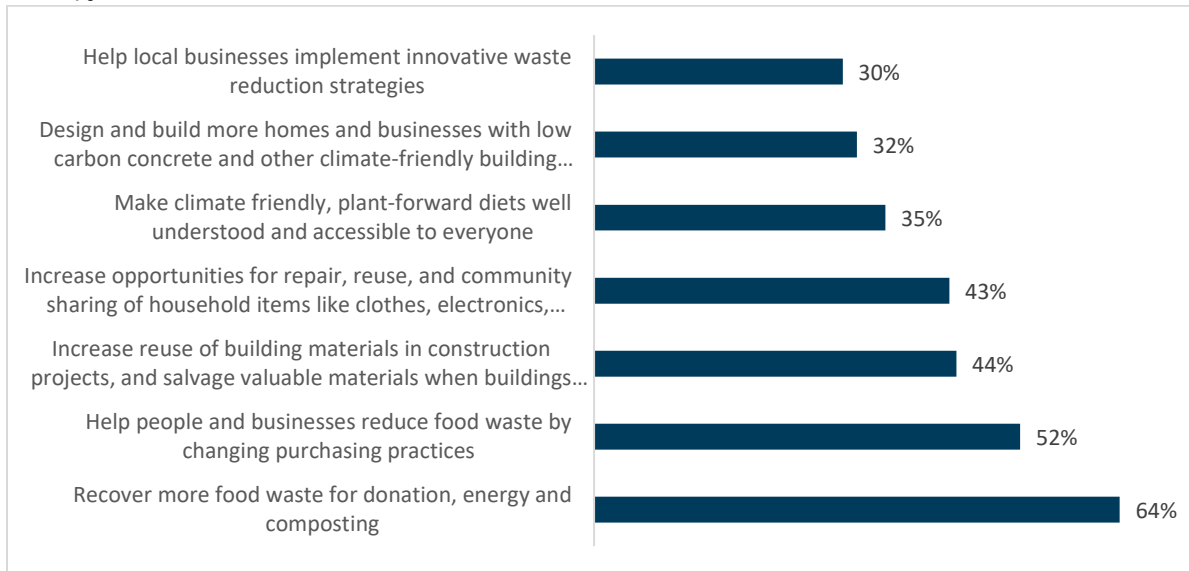
There were seven proposed climate actions to reduce emissions from food, goods and services. The survey asked participants to identify the top actions that would most benefit their communities from the following list. Note: The percentages shown below may not sum to 100%. The percentages are derived 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".



2024 Compliance Report

January 13, 2025

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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Auditor

Brian Evans

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700

Executive Summary

Metro Code Chapter 3.07 (the “Urban Growth Management Functional Plan” or “UGMFP”) and Chapter 3.08 (the “Regional Transportation Functional Plan” or “RTFP”) provide standards, tools, and guidance for local land use plans, transportation system plans, and implementing regulations that are necessary to advance the regional vision, goals, and policies of Metro’s Regional Framework Plan and the 2040 Growth Concept.

As required annually by Metro Code Subsection 3.07.870(a), the 2024 Compliance Report summarizes the status of compliance with the UGMFP for each city and county in the region.¹ To better connect land use planning with transportation planning, this report also includes information on local government compliance with the RTFP.

All jurisdictions are in compliance with the UGMFP, with the exception of a few jurisdictions that continue to work to satisfy UGMFP Title 11 requirements related to planning for areas previously added to the urban growth boundary (UGB). All jurisdictions are in compliance with their respective RTFP requirements.

Per the Metro Code and if requested, the Chief Operating Officer (COO) may grant formal extensions to deadlines for meeting UGMFP requirements if a local government meets one of two criteria: the city or county is making progress towards compliance; or there is good cause for failure to meet the deadline for compliance. In 2024, there were no requests for extensions of compliance dates for the UGMFP. Nonetheless, this report notes that progress is being made by cities and counties to address listed deficiencies.

Similarly, per the Metro Code, the COO may grant formal exemptions to meeting RTFP requirements if the COO finds the following: the city or county’s transportation system is generally adequate to meet transportation needs; little population or employment growth is expected over the period of the exemption; the exemption would not make it more difficult to accommodate regional or state transportation needs; and the exemption would not make it more difficult to achieve the performance objectives set forth in Section 3.08.010(A) of the RTFP. The COO received and granted requests for exemption from the RTFP requirements from two cities – Durham and Maywood Park. The COO determined Johnson City and Rivergrove were also eligible for exemption from the RTFP requirements and granted exemptions to both cities. The duration of all four exemptions is for 10 years, until December 31, 2034.

The following page describes the four appendices included in this compliance report.

¹ Metro Code Subsection 3.07.870(a) requires Metro’s COO to submit the report to the Metro Council by March 1 and to send a copy of the report to MPAC, JPACT, PERC, and each city and county within Metro.

Appendix A summarizes the compliance status for all local governments with each title of the UGMFP, as of December 31, 2024.

Appendix B provides further details on the status of compliance with UGMFP Title 11 new urban area planning for areas added to the UGB since 1998, as of December 31, 2024. During 2024, Beaverton came in to compliance with their Title 11 requirements for comprehensive planning of the Cooper Mountain 2018 UGB expansion area.

Appendix C summarizes local jurisdictions' compliance with the RTFP, as of December 31, 2024.

Appendix D is the report required by Metro Code Subsection 3.07.450(k) on amendments made in 2024 to the UGMFP Title 4 Employment and Industrial Areas Map (also known as the "Industrial and Other Employment Areas Map" and the "Title 4 Map").²

² Subsection 3.07.450(k) requires the COO to submit a written report to the Metro Council and MPAC by January 31 of each year on the cumulative effects on employment land in the region of the amendments made to the Title 4 Map the preceding year. The report must include any recommendations the COO deems appropriate on measures the Council might take to address the effects.

APPENDIX A
Summary of Urban Growth Management Function Plan (UGMFP)
Compliance Status as of December 31, 2024

City/ County	Title 1 Housing Capacity	Title 3 Water Quality and Flood Management	Title 4 Industrial and other Employment Land	Title 6 Centers, Corridors, Station Communities and Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas (See Appendix B for details)	Title 13 Nature in Neighborhoods
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Durham	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Fairview	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Forest Grove	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Johnson City	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
King City	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Lake Oswego	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Maywood Park	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Rivergrove	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Sherwood	In compliance	In compliance	In compliance	In compliance	In compliance	Not in compliance	In compliance
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance	Not in compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance	Not in compliance	In compliance
Multnomah County	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Washington County	In compliance	In compliance	In compliance	In compliance	In compliance	Not in compliance	In compliance

APPENDIX B
Status of Compliance with UGMFP TITLE 11, *Planning for New Urban Areas,*
as of December 31, 2024

Project	Lead Government(s)	Compliance	Status
1998 UGB Expansion			
Rock Creek	Happy Valley	Yes	Planning completed; mostly annexed and developed
Pleasant Valley	Gresham, Happy Valley, Portland	Yes	Planning completed; a portion annexed by each city, with limited development occurring
1999 UGB Expansion			
Witch Hazel	Hillsboro	Yes	Planning completed; majority annexed and developed
2000 UGB Expansion			
Villebois Village	Wilsonville	Yes	Planning and annexation completed; development almost complete
2002 UGB Expansion			
Springwater	Gresham	Yes	Planning completed; some limited annexations and development
Damascus/Boring	Happy Valley	Yes	Happy Valley portion: Planning completed; development ongoing
	Clackamas County, Happy Valley	No	Former City of Damascus land area: Happy Valley adopted a Title 11 compliant comprehensive plan (Pleasant Valley / North Carver Comprehensive Plan) for approximately 2,700 acres of the area, and the County and the City have an Urban Growth Management Agreement for the City to do comprehensive planning for additional portions of the area
	Gresham	Yes	Gresham portion: Kelley Creek Headwaters Plan completed; some limited annexations and development
Park Place	Oregon City	Yes	Planning completed; portion annexed and waiting development
Beavercreek Rd	Oregon City	Yes	Planning completed; portion annexed and waiting development
South End Rd	Oregon City	Yes	Planning completed; waiting annexation and development
East Wilsonville (Frog Pond West)	Wilsonville	Yes	Planning completed; mostly annexed, with development ongoing
NW Tualatin (Cipole Rd and 99W)	Tualatin	Yes	Planning completed; waiting annexation and development
SW Tualatin	Tualatin	Yes	Planning completed; waiting annexation and development
Brookman Rd	Sherwood	Yes	Refinement plan completed; annexation and development ongoing
West Bull Mountain (River Terrace 1.0)	Tigard	Yes	<i>See Roy Rogers West (River Terrace 1.0) with 2011 expansion</i>
Study Area 59	Sherwood	Yes	Planning and annexation completed; development almost complete
Study Area 61 (Cipole Rd)	Sherwood	No	Extension to 12/31/2021 expired; City staff working to complete project
99W Area (near Tualatin-Sherwood Rd)	Sherwood	Yes	Planning completed; partially annexed and developed

APPENDIX B (continued)
Status of Compliance with UGMFP TITLE 11, *Planning for New Urban Areas,*
as of December 31, 2024

Project	Lead Government(s)	Compliance	Status
North Cooper Mountain	Washington County	No	Preliminary planning completed by City of Beaverton in conjunction with Washington County; Future discussions of comprehensive and urban services planning will be informed by Beaverton's Cooper Mountain Community plan and its related Cooper Mountain Utility Plan
Study Area 64 (14 acres north of Scholls Ferry Rd)	Beaverton	Yes	Planned, annexed, and developed
Study Areas 69 and 71	Hillsboro	Yes	Planning completed as part of South Hillsboro; portion annexed and developed
Study Area 77	Cornelius	Yes	Planning and annexation completed; small portion developed
Forest Grove Swap	Forest Grove	Yes	Planned, annexed, and developed
Shute Road	Hillsboro	Yes	Planning and annexation completed; majority developed
North Bethany	Washington County	Yes	Planning completed; majority developed
Bonny Slope West (Area 93)	Washington County	Yes	Planning completed; development ongoing
2004/2005 UGB Expansion			
Damascus area	Clackamas County	See 2002 above	<i>See Damascus/Boring 2002 expansion above</i>
Tonquin	Sherwood	Yes	Planning completed; portion annexed, with development ongoing
Basalt Creek / West RR Area	Tualatin, Wilsonville	Yes	Planning completed; some limited annexation; waiting further annexations and development
North Holladay	Cornelius	Yes	Planning completed; waiting annexation and development
Evergreen	Hillsboro	Yes	Planning completed; majority annexed, with development ongoing
Helvetia	Hillsboro	Yes	Planning completed; majority annexed, with development ongoing
2011 UGB Expansion			
North Hillsboro	Hillsboro	Yes	Planning completed; annexation and development ongoing
South Hillsboro	Hillsboro	Yes	Planning completed; annexation and development ongoing
South Cooper Mountain	Beaverton	Yes	Planning and annexation completed; development ongoing
Roy Rogers West (River Terrace 1.0)	Tigard	Yes	Planning completed; annexation and development ongoing

APPENDIX B (continued)
Status of Compliance with UGMFP TITLE 11, *Planning for New Urban Areas,*
as of December 31, 2024

Project	Lead Government(s)	Compliance	Status
2014 UGB Expansion (HB 4078)			
Cornelius North	Cornelius	Yes	Planning completed; small portion annexed and developed
Cornelius South	Cornelius	Yes	Planning completed; mostly annexed, with development ongoing
Forest Grove (Purdin Rd)	Forest Grove	Yes	Planning completed; about half annexed and small portion developed
Forest Grove (Elm St)	Forest Grove	Yes	Planning and annexation completed; waiting development
Hillsboro (Jackson East)	Hillsboro	Yes	Planning completed; about half annexed
2018 UGB Expansion			
Cooper Mountain	Beaverton	Yes	Comprehensive planning expected to be completed in 2024
Witch Hazel Village South	Hillsboro	Yes	Planning completed; mostly annexed
Beef Bend South (Kingston Terrace)	King City	Yes	Planning completed; waiting annexation and development
Advance Road (Frog Pond East and South)	Wilsonville	Yes	Planning completed; waiting annexation and development
2023 UGB Amendment ("Exchange")			
River Terrace 2.0	Tigard	No	Planning expected to be completed in 2026
2024 UGB Expansion			
Sherwood West	Sherwood	N/A	UGB expansion in Ordinance No. 24-1520 not effective until at least March 2025; no comprehensive planning requirements until the expansion is effective

APPENDIX C
Summary of Regional Transportation Functional Plan (RTFP)
Compliance Status as of December 31, 2024

City/County	Title 1 Transportation System Design	Title 2 Development and Update of Transportation System Plans	Title 3 Transportation Project Development	Title 4 Regional Parking Management	Title 5 Amendment of Comprehensive Plans
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	In compliance	In compliance
Durham	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034
Fairview	In compliance	In compliance	In compliance	In compliance	In compliance
Forest Grove	In compliance	In compliance	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	In compliance	In compliance
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	In compliance	In compliance
Johnson City	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034
King City	In compliance	In compliance	In compliance	In compliance	In compliance
Lake Oswego	In compliance	In compliance	In compliance	In compliance	In compliance
Maywood Park	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	In compliance	In compliance	In compliance	In compliance	In compliance
Rivergrove	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034
Sherwood	In compliance	In compliance	In compliance	In compliance	In compliance
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	Exception	In compliance
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	In compliance	In compliance
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	In compliance	In compliance
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance
Multnomah County	In compliance	In compliance	In compliance	In compliance	In compliance
Washington County	In compliance	In compliance	In compliance	In compliance	In compliance

APPENDIX D

Date: January 13, 2025
To: Metro Council and the Metro Policy Advisory Committee (MPAC)
From: Marissa Madrigal, Chief Operating Officer
Subject: Annual report on amendments to UGMFP Title 4 Map

Background

Title 4, *Industrial and Other Employment Areas*, of the Urban Growth Management Functional Plan (UGMFP) seeks to improve the region's economy by protecting a supply of sites for employment with requirements for local jurisdictions to limit the types and scale of certain non-industrial uses in designated Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Designated areas are officially depicted on the UGMFP's "*Title 4 Industrial and Other Employment Areas Map*" (i.e., the "Title 4 Map").

Title 4 requires that Metro's Chief Operating Officer (COO) submit a written report to the Metro Council and MPAC by January 31 of each year on the cumulative effects on employment land in the region of amendments to the Title 4 Map during the preceding calendar year. This memo constitutes the report on map amendments made in 2024.

Cumulative effects of Title 4 Map amendments in 2024

There were no amendments to the Title 4 Map in 2024 that were made effective in 2024.

On December 5, 2024, the Metro Council approved Ordinance No. 24-1520 to expand the urban growth boundary (UGB) to include the roughly 1,200-acre Sherwood West urban reserve. The ordinance also amends the Title 4 Map to apply an 'Industrial Area' designation to approximately 275 acres of the expansion area. Acknowledgement of the UGB expansion by the Land Conservation and Development Commission is pending, and the Title 4 Map will not be formally updated until after Ordinance No. 25-1520 becomes effective.

Future UGMFP and Title 4 Map updates

On January 9, 2025, the Metro Council held a public hearing on Ordinance No. 25-1522, which proposes to amend the Title 4 Map for the Montgomery Park neighborhood of the City of Portland. If adopted by the Metro Council, the ordinance will remove approximately 59 acres of Title 4 designations in the neighborhood in support of the City's locally adopted 'Montgomery Park Area Plan' and to advance policies of Metro's Regional Framework Plan.

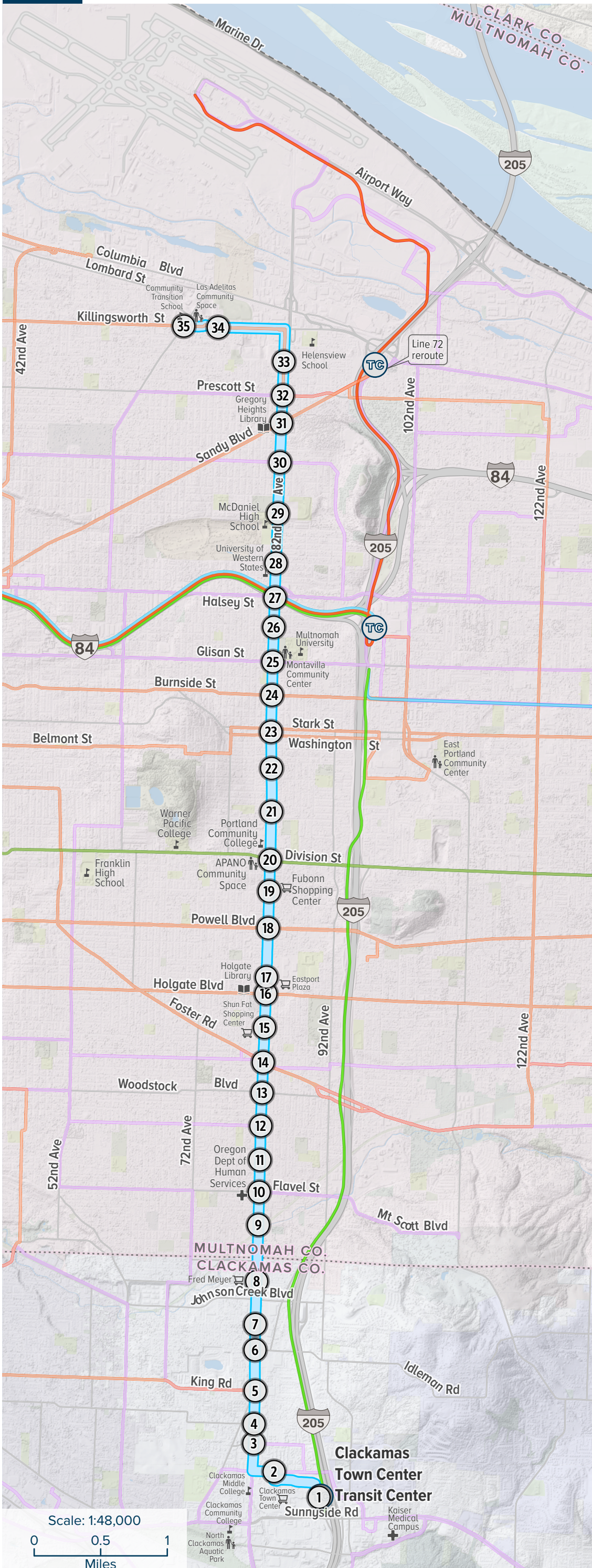
A 'future vision' effort that takes a fresh look at the 2040 Growth Concept would offer an opportunity for Metro Council consideration of industrial land policy and regulatory updates, including an update of the Title 4 program and the Title 4 Map.

82nd Avenue Transit Project Steering Committee Locally Preferred Alternative

The recommended Locally Preferred Alternative for high-capacity transit in the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general station locations indicated on the attached map, operating between Clackamas Town Center Transit Center and the Cully Boulevard and Killingsworth Street area.



82nd Avenue Transit Project Locally Preferred Alternative



Elements of Locally Preferred Alternative

Frequent express bus rapid transit route

General station location

Transit Network

Green MAX line

Red MAX line

Blue MAX line

Blue, green, red MAX lines

FX-frequent express service bus line

Frequent service bus line

Other bus line

Transit lines for LPA

Transit center

Community space

Medical facility

School

Major shopping hub

Library

Map Key	Proposed General Station Locations
1	Clackamas Town Center Transit Center
2	Clackamas Town Center
3	SE Causey Ave & SE 82nd Ave
4	South of SE Boyer Dr (Winco) & SE 82nd Ave
5	SE King Rd & SE 82nd Ave
6	SE Otty Rd & SE 82nd Ave
7	SE Overland St & SE 82nd Ave
8	SE Lindy St & SE 82nd Ave
9	SE Crystal Springs Blvd & SE 82nd Ave
10	SE Flavel St & SE 82nd Ave
11	SE Bybee Blvd & SE 82nd Ave
12	SE Duke St & SE 82nd Ave
13	SE Woodstock St & SE 82nd Ave
14	SE Foster Rd & SE 82nd Ave
15	SE Raymond St & SE 82nd Ave
16	SE Holgate Blvd & SE 82nd Ave
17	SE Boise St & SE 82nd Ave
18	SE Powell Blvd & SE 82nd Ave
19	SE Woodward St & SE 82nd Ave
20	SE Division St & SE 82nd Ave
21	SE Mill St & SE 82nd Ave
22	SE Taylor Ct & SE 82nd Ave
23	SE Stark St / SE Washington St & SE 82nd Ave
24	E Burnside St & NE/SE 82nd Ave
25	NE Glisan St & NE 82nd Ave
26	NE Holladay St & NE 82nd Ave
27	I-84 & NE 82nd Ave
28	NE Tillamook St & NE 82nd Ave
29	McDaniel High School & NE 82nd Ave
30	NE Fremont St & NE 82nd Ave
31	NE Sandy Blvd & NE 82nd Ave
32	NE Prescott St & NE 82nd Ave
33	NE Alberta St & NE 82nd Ave
34	NE Lombard St & NE 72nd Ave
35	NE Cully Blvd & NE Killingsworth St

Data Sources: TriMet, Metro
Export Date: 1/15/2025

82nd Avenue Transit Project

Transportation Policy Alternatives Committee

Melissa Ashbaugh, Metro

Kelly Betteridge, Metro

Brian Harper, Metro



February 19th, 2025

Agenda

- Project overview
- Locally Preferred Alternative (LPA)
- Next steps for MTAC



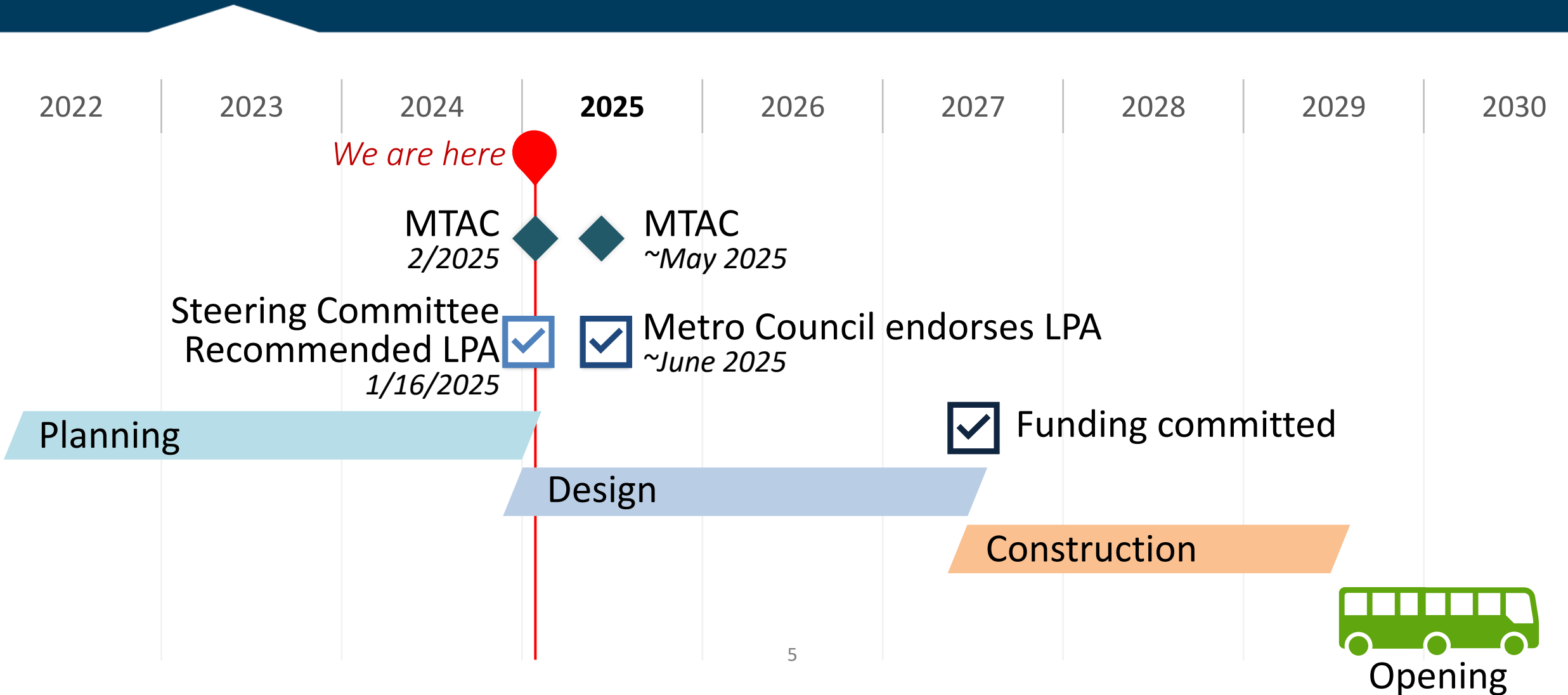
Project overview

Regional Priorities

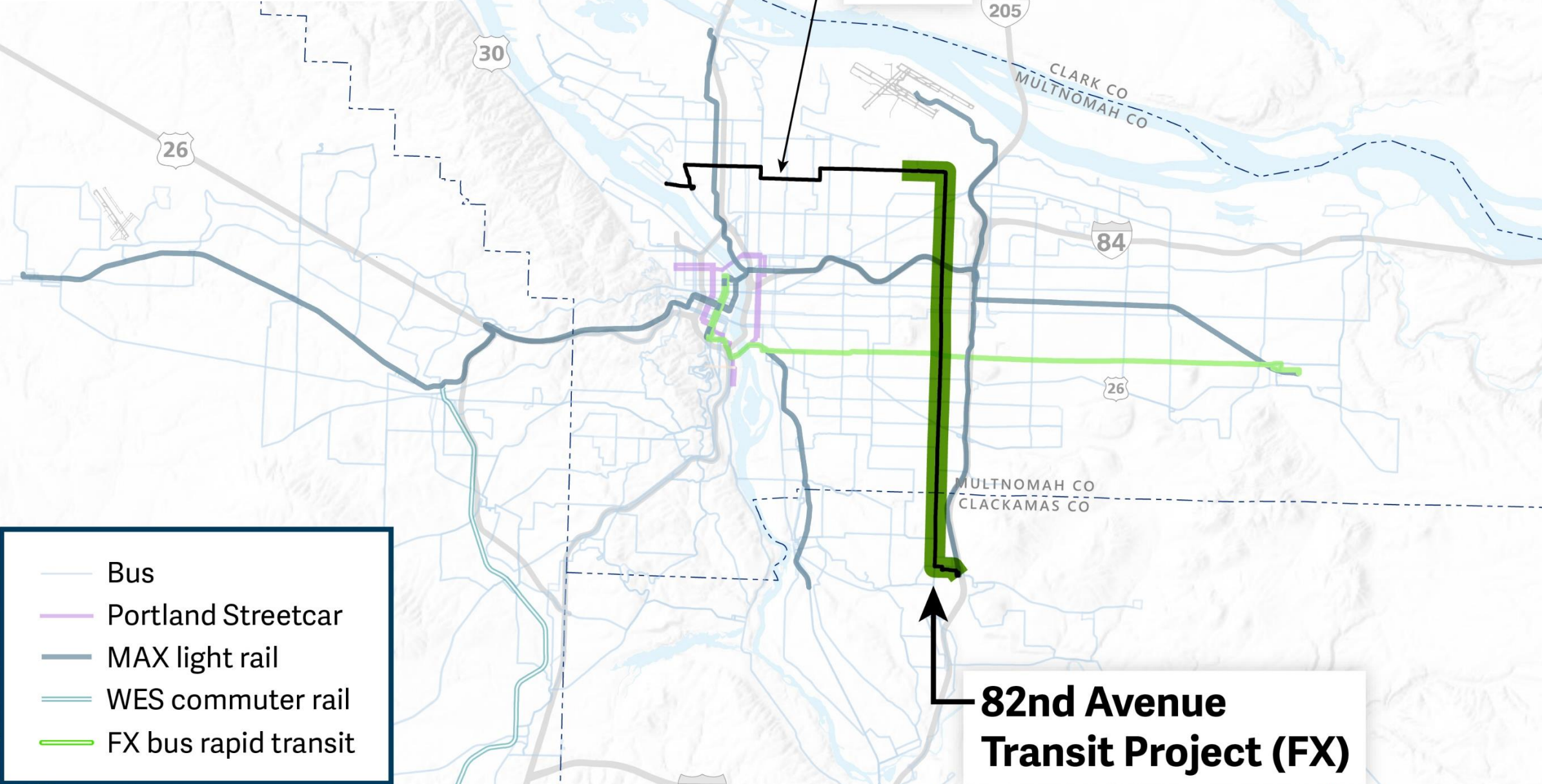
Table 2. HCT regional priority investment corridors by tier

Tier	Tier description	Explanation	ID	Corridor	
1	Near-term corridors	Corridors most viable to advance into implementation in the next 4 years.	Tier 1 corridors include those with adopted locally preferred alternatives or have active work underway. They were <i>not</i> included in the evaluation detailed in the HCT vision development process section above because corridor-specific detailed analysis has already been done and the region has already identified these corridors as a priority.	C7	82nd Ave
				C16	Tualatin Valley Highway
				C29	Southwest Corridor
				C30	Interstate Bridge Replacement
				C28	Montgomery Park Streetcar

Overall project timeline



Project location



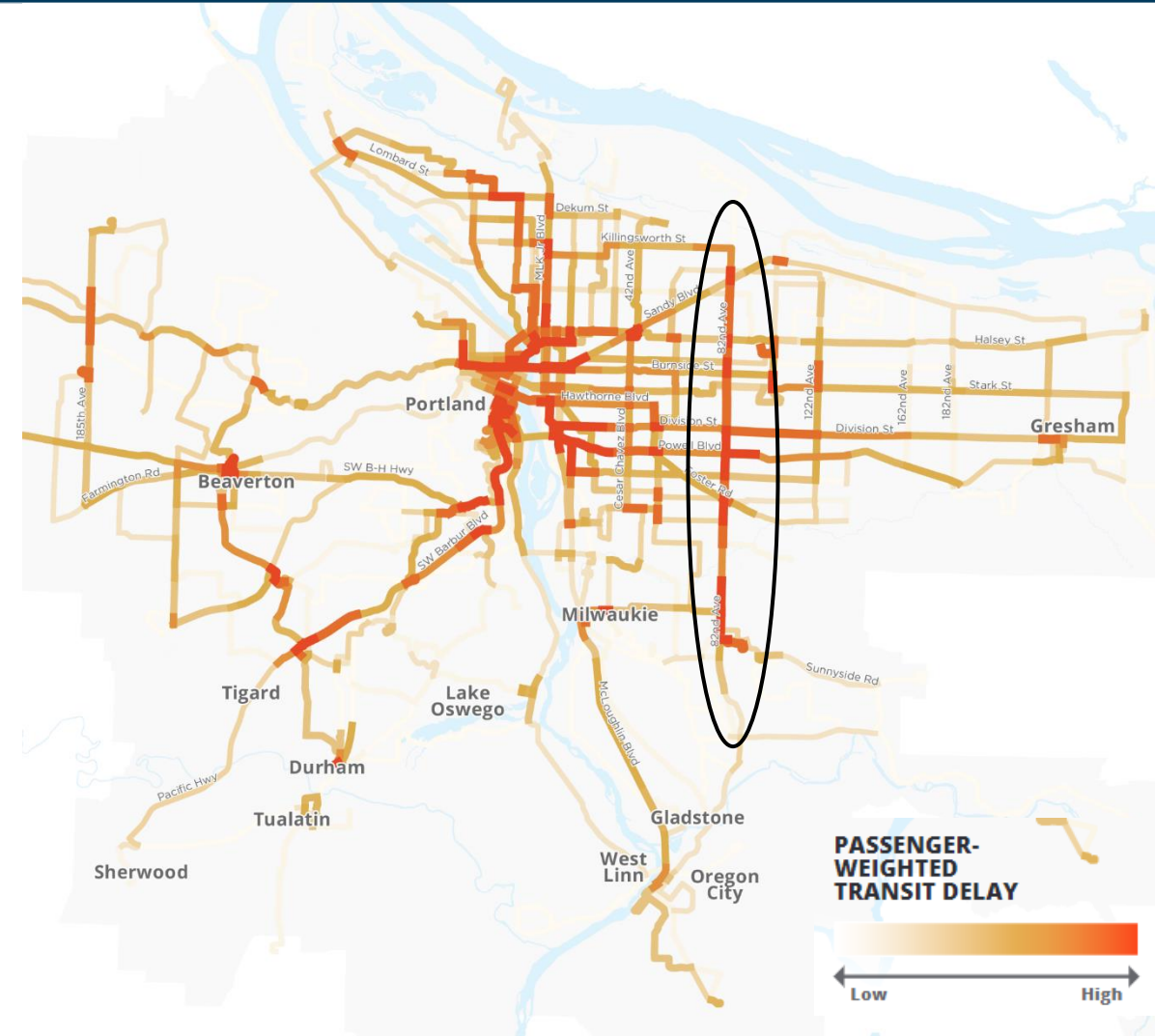
Why 82nd Avenue?



Line 72 today

Line 72 is TriMet's highest ridership bus line

- Connects to over 20 other bus lines, MAX Blue, Green and Red Lines, and key destinations along 82nd Ave
- Since the pandemic, ridership on this route has rebounded more quickly than other routes
- Highest passenger travel delay of all TriMet lines
- Existing bus stops are spaced very close together and do not meet current TriMet standards
- Most bus stops lack shelters, seating, crosswalks, lighting, and real-time information



Corridor communities

Population and employment in the corridor are high and growing

- Around 68,000 people (4% of the region)
- Around 30,000 jobs (3% of the region)
- Population density and mixed uses to support FX BRT

The corridor includes populations that are more likely to rely on transit than the general population

The corridor has many institutions and social services

- Portland Community College, McDaniel High School
- Clackamas Service Center, Montavilla Community Center

Transit Project Steering Committee

Agencies:

- Metro (2 co-chairs)
- TriMet
- City of Portland
- ODOT
- Multnomah County
- Clackamas County
- Port of Portland
- Oregon Legislature

Community-based representatives:

- 82nd Avenue small business owner
- Clackamas Service Center
- Oregon Walks
- Unite Oregon

Committee is charged with recommending a **Locally Preferred Alternative** to establish regional consensus on the basic parameters of the 82nd Avenue Transit Project

Equitable Development Strategy (EDS)

- The **82nd Avenue Coalition**, in partnership with Metro, City of Portland and Clackamas County, has finalized an Equitable Development Strategy for the corridor.
- **The coalition is made up of non-profit organizations that serve the community along 82nd Avenue.**
 - Convened by Oregon Walks, Verde, APANO, and Unite Oregon
- The EDS will help ensure project-related policies and investments in the corridor are identified that will assist in stabilizing communities and businesses against existing displacement pressures.



Equitable Development Community Priorities

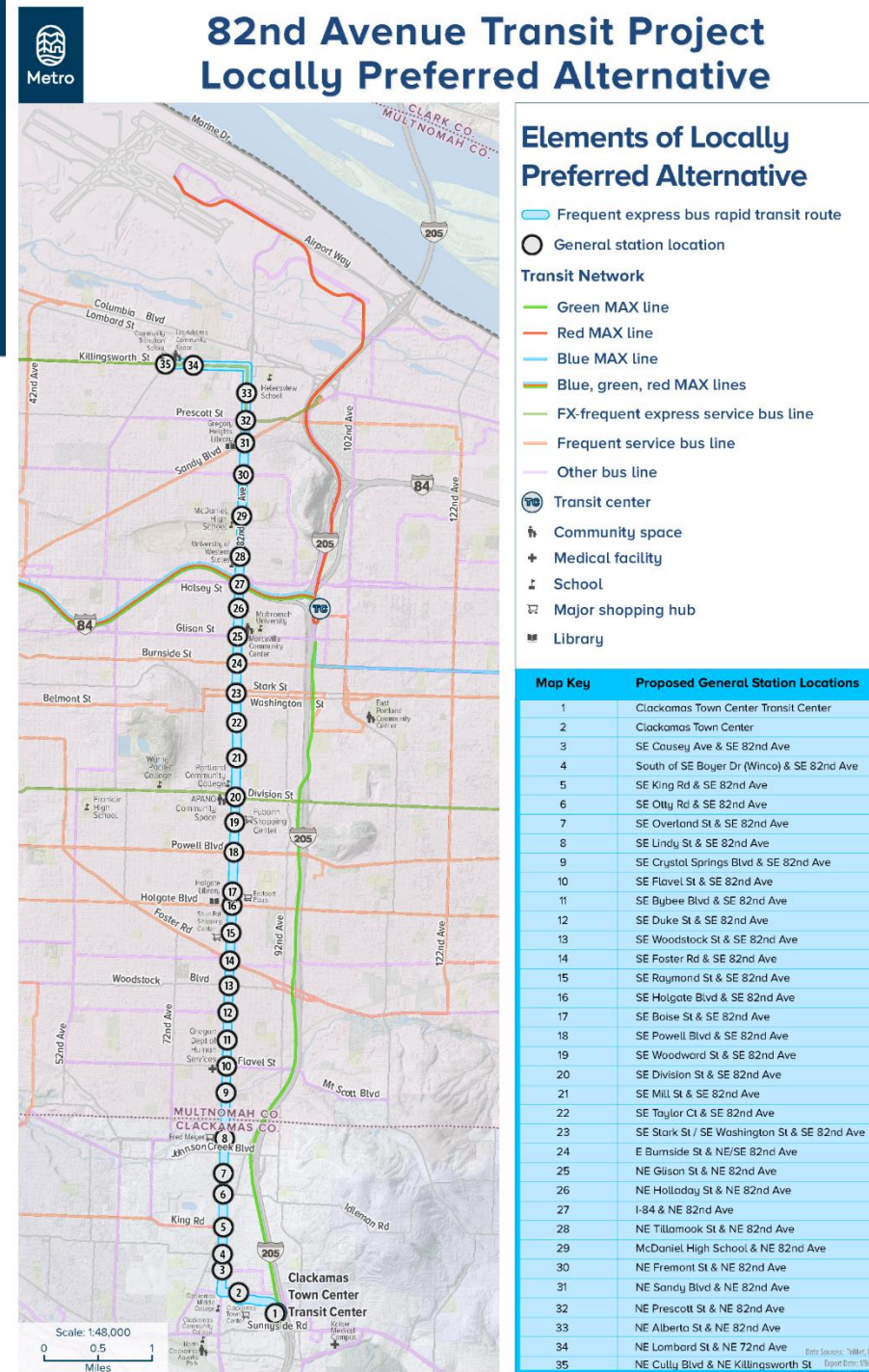
- Workforce Development
- Climate Resiliency
- Childcare
- Business Stabilization
- Equitable Housing
- Community Development

Locally Preferred Alternative

Transit Project Locally Preferred Alternative

The Steering Committee selected a recommended LPA 1/16/25:

- **Mode:** Frequent Express (FX) BRT
- **General Station Locations:** ~1/3-mile average station spacing
- **Alignment:** ~10-mile alignment between Clackamas Town Center Transit Center and the Cully Boulevard and Killingsworth Street area.



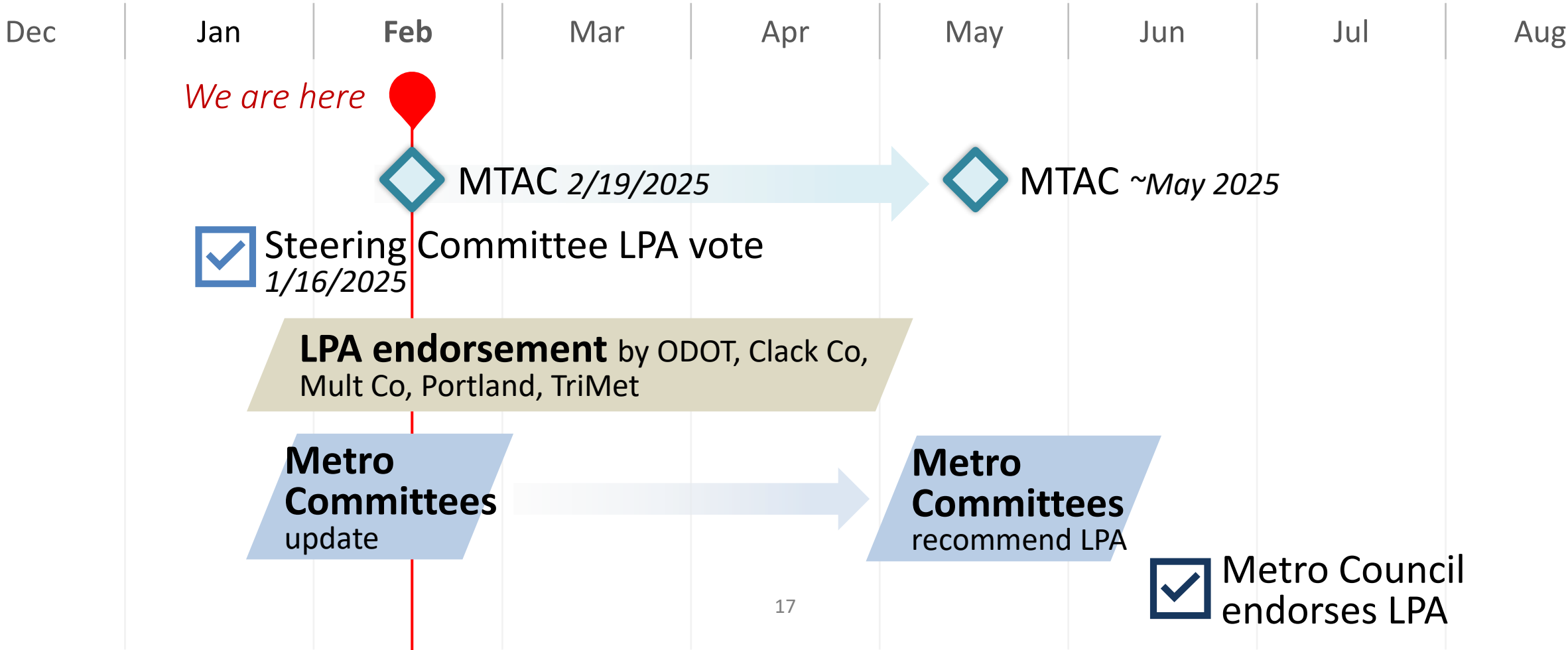
Transit Project Improvements

- 68 stations – drop off locations will have upgrades including weather protection, seating, real-time information, and lighting
- Enhanced crossings at every station location
- Sidewalk, curb ramp and accessibility improvements
- New signals, signal upgrades and improvements to benefit transit (exact quantity TBD)
- Roadway improvements/repaving at all station areas
- Higher capacity hydrogen electric articulated buses
- Continuing discussions on physical priority through Business Access and Transit (BAT lanes)



Next Steps

Next Steps for the LPA



Questions

- Is there any other information that you or your MPAC member need on the LPA and this project before staff return for a recommendation in the Spring?

Our Equitable Development Goals

The 82nd Avenue Coalition—led by the core organizations of APANO, Verde, Unite Oregon, and Oregon Walks—is a diverse alliance of community organizations, local businesses, and advocacy groups committed to equitable development and sustainable growth along 82nd Avenue. Recognizing the corridor's history of underinvestment and its cultural diversity, the Coalition seeks to balance revitalization with the needs of its communities, ensuring that development benefits all residents and businesses.

Through meaningful engagement with local community representatives, the Coalition advocates for policies and projects addressing housing affordability, transportation infrastructure, economic stability, mitigation of displacement risks, and supporting small businesses. This holistic approach ensures that new investments serve the corridor's diverse population to preserve the cultural richness and foster inclusive, sustainable growth.

The 82nd Avenue Coalition's core values, developed through community discussions, serve as a roadmap for equitable development:

- **A Safe and Accessible 82nd Avenue:** This emphasizes infrastructure improvements for all modes of transportation, including wider sidewalks, ADA accessibility, safe transit stops, and comfortable multi-modal options.
- **A Community-Centered 82nd Avenue:** This highlights the need for diverse representation, cultural investments, mixed-income housing, small business support, anti-displacement policies, and focused economic development.
- **A Green 82nd Avenue:** This calls for long-term investment in tree canopy and low-emission transportation systems, promoting sustainable and low-impact development.

At coalition workshops, community members outlined specific priorities for equitable development along 82nd Avenue:

- 1) **Workforce Development:** Implement strategies to increase the earning power of people who live in the 82nd Avenue corridor so they are financially equipped to weather market forces that increase the cost of living.
- 2) **Climate Resiliency:** Turn 82nd Ave into a model cooling corridor by planting trees, providing shade and heat wave resources, depaving, investing in green infrastructure and access to green spaces.
- 3) **Childcare:** Invest in childcare options, such as supporting existing providers and helping new ventures, so that family needs are met within the corridor.

- 4) **Business Stabilization:** Work with local small businesses to provide short term stabilization through construction and long-term stabilization to decrease business turnover and develop a diverse and unique business culture in the corridor.
- 5) **Equitable Housing Strategy:** A study of the corridor will help us better understand the diverse and specific housing needs along the corridor. Further, a multitude of strategies outlined below aim to preserve existing affordable housing stock, build additional affordable and workforce level housing, invest in first time home buying initiatives, and support current homeowners to stay in their homes.
- 6) **Community Development:** Offer a variety of leadership development opportunities, social services, family services, community gathering spots, community events and safety measures to local communities.

By addressing key areas such as housing, community development, and sustainability, the coalition aims to empower the corridor's diverse residents, mitigate displacement pressures, and foster a sustainable and inclusive future. However, achieving these goals requires the continued support and collaboration of public agencies and community organizations. The following sections outline key opportunities for public agencies to leverage incoming investments, protect and uplift the corridor's communities, and ensure equitable growth. We also recognize that as time passes, strategies may be added and others drop off if they are less effective. It will be critical to demonstrate flexibility and responsiveness to the needs and wants of communities along the 82nd Avenue corridor.

<p>Training Programs</p>	<p>low-bid and price agreement contracts. The City program aims to increase women and minority participation in the construction trades through apprenticeship opportunities on City projects.</p> <p>Provide and fund workforce specific trainings such as apprenticeships and through agencies for long term economic success of members recruited into programs</p>	<ul style="list-style-type: none"> • Number of apprenticeships supported • Number of registered apprentices utilized by contractors • Have registered apprentices work at least 20% of labor hours per trade, minorities at least 18% of labor hours per trade, and women at least 9% of labor hours per trade 			<p>organizations, Port of Portland</p>
<p>1.3 Local-hire agreements for the major transportation projects along 82nd Avenue</p>	<p>Agree to and adopt hiring goals for employing people who live on the 82nd Avenue corridor.</p> <p>Partner with local workforce development organizations to offer training and employment opportunities in sectors identified as high need, such as technology, medical, and childcare.</p>	<ul style="list-style-type: none"> • Number of people from 82nd Avenue corridor newly employed • Number of people from 82nd Avenue corridor in new, higher paying jobs 	<ul style="list-style-type: none"> • Workforce Development 	<p>Trimet</p>	
<p>1.4 Build Existing Business Capacity</p>	<p>Invest in existing businesses along the 82nd Avenue corridor to support expansion and grow earning potential.</p>	<ul style="list-style-type: none"> • Percentage of growth in economic productivity from small businesses along corridor • Number of new business licenses awarded to corridor members • Number of public contracts given to small businesses along corridor 	<ul style="list-style-type: none"> • Small Business Inclusive Growth 		<p>Prosper, Friends of Trees; Connecting Canopies; PCEF</p>

	Tree Planting in the Public ROW: Leverage existing funding and programs, such as PBOT's Trees in the Curb Zone, for tree planting in the public right-of-way along and near the 82nd Avenue corridor.	<ul style="list-style-type: none"> • Number of medium or large form trees planted • Minimum neighborhood canopy goals as defined by Portland Urban Forest plan 	<ul style="list-style-type: none"> • Heat island mitigation 	City of Portland (PCEF, Urban Forestry, PBOT), Trimet	
2.2 Depaving	Through tree and shrub planting, parkspace creation, depaving projects, and transportation projects, remove impermeable surfaces along the 82nd Avenue corridor. Partner with landowners (businesses, schools, property owners, etc) along 82nd Avenue, to depave portions of parking lots to create space to plant trees and shrubs.	<ul style="list-style-type: none"> • Heat island mapping: bringing corridor down to other area temperatures • Cumulative square footage of depaved areas 	<ul style="list-style-type: none"> • Heat island mitigation 	BES (grant programs), PCEF (regenerative agriculture)	Depave
2.3 Complete a park and access to recreation gaps analysis	Bring 82nd Avenue corridor up to full level of service for parks and recreation as identified in Parks' Level of Service Plans	<ul style="list-style-type: none"> • Completion of the gap analysis 	<ul style="list-style-type: none"> • Heat island mitigation • Greenspace development 	Portland Parks & Recreation	82nd Avenue Coalition
2.4 Create a plan for closing park and recreation gaps (as identified by action 2.3)	After identifying park and recreation gaps, create an investment roadmap to close those gaps along the 82nd Avenue corridor	<ul style="list-style-type: none"> • Meet citywide access to parks and recreation opportunity goals 	<ul style="list-style-type: none"> • Greenspace development • Equitable access to recreation 	Portland Parks & Recreation; Portland Parks Foundation, Metro	82nd Avenue Coalition, Prosper Portland
2.5 Secure the development of Outdoor Recreation Opportunities	Activate spaces for outdoor recreation opportunities. Currently 82nd Avenue has access to Mt. Tabor (central), the Springwater Corridor	<ul style="list-style-type: none"> • Unification of land ownership around Rocky Butte • Creation of trails on and connecting to Rocky Butte 	<ul style="list-style-type: none"> • Greenspace development • Equitable access to recreation 	Portland Parks & Recreation; Portland Parks Foundation, Metro, Oregon	Portland Area Climbers, Northwest Trail Alliance, Friends of

	4. Create an asset map for business owners, focusing on marginalized populations.				
4.2 Short-term Small Business Stabilization	<p>Pre-construction support:</p> <ol style="list-style-type: none"> 1. Identify short-term construction impacts from transportation improvements. 2. Analyze potential changes in customer base due to changes in access (BRT, Bike, Pedestrian, etc.). 3. Develop strategies for businesses to address anticipated impacts. <p>Small businesses stabilization during construction:</p> <ol style="list-style-type: none"> 1. Track local market conditions based on these changes. 2. Implement commercial tenant protections, such as rent or mortgage assistance. 	<ul style="list-style-type: none"> • Number of businesses still in location: Track using business license data and measure churn. • Grants and loans received: Track the number and amount of grants and loans received by local small businesses, with demographic breakdowns. • Count of businesses receiving financial assistance. 	<ul style="list-style-type: none"> • Small Business Stabilization • Small Business Inclusive Growth 	TriMet; City of Portland: PBOT, BPS, Prosper Portland ³	Jade District Staff, 82nd Ave Business Association, Venture Portland, North Clackamas Chamber of Commerce, Clackamas County Office of Economic Development
4.3 Long-term Small Business Stabilization	<p>Technical Assistance and Incentives:</p> <ol style="list-style-type: none"> 1. Focus on physical improvements. 2. Work with landowners and business owners to create lease agreements for rent consistency or other financial support. 3. Assist business owners in purchasing property instead of renting. 	<ul style="list-style-type: none"> • Number/Amount of grants, loans received by local small businesses (potentially break down by demographics) • Count of businesses that received grants 	<ul style="list-style-type: none"> • Small Business Stabilization • Small Business Inclusive Growth 	Prosper Portland Small Business Office, 82nd Avenue Business Association, North Clackamas Chamber of Commerce, Venture Portland, Jade District,	Montavilla East Tabor Business Association

³ In corridors like Foster and Halsey/Weidler, Prosper Portland and PBOT have coordinated small business grants with construction schedules to minimize disruption. A similar approach could benefit businesses along 82nd Avenue during upcoming projects.

Strategies	Action	Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
5.2 Affordable Housing Production Goal and Land Acquisition	<p>Set a target to produce new housing units serving households below 80% Median Family Income (MFI) over the next ten years, ensuring a balanced mix of affordable housing types to serve diverse communities. Production target to be informed by the housing element and buildable sites inventory of the Needs Assessment.</p> <p>Expand the revolving loan (housed at Metro) fund to acquire, hold, and prepare land for future affordable housing developments with a goal of acquiring one site a year.</p> <p>Intentional/strategic land acquisition through the transportation projects (staging areas) to do additional land banking</p>	<ul style="list-style-type: none"> • Increased availability of affordable housing for low-income households. • Ensures diverse, economically inclusive communities with accessible housing for all income levels. 	<ul style="list-style-type: none"> • Access to affordable housing 	<p>Portland Housing Bureau (PHB), Prosper Portland, Planning and Sustainability, Trimet, PBOT</p>	<p>Prosper (TIF), North Clackamas Revitalization Area, Developers of multifamily and affordable housing with a priority for organizations with historic ties, community-based and culturally specific organizations</p>

Strategies	Action	Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
5.3 Financial Support for Affordable Housing Development	Based on the Needs Assessment and resulting housing unit production target, identify the total amount of funding needed to fulfill units for household incomes at or below 80% of the MFI.	<ul style="list-style-type: none"> Expands affordable housing options and empowers community-based organizations to address local needs. 	<ul style="list-style-type: none"> Support for Nonprofit Developers 	Prosper Portland, Portland Housing Bureau (PHB), Developers of multifamily and affordable housing, prioritizing those with historic, community-based, and culturally specific ties.	Outside funding sources and organizations, including grants, low-interest loans, and other financial incentives, nonprofit housing developers
5.4 New Homeowner Opportunities	Create a program (or leverage already-existing programming) that provides down payment assistance for first-time homebuyers based on the housing needs assessment, particularly for historically marginalized communities. Partner with, expand, and fund existing programs that provide home ownership opportunities.	<ul style="list-style-type: none"> Promotes long-term housing stability and wealth-building in underrepresented communities by improving access to homeownership 	<ul style="list-style-type: none"> Homeownership Program 	Portland Housing Bureau (PHB), Developers of multifamily and affordable housing, prioritizing those with historic, community-based, and culturally specific ties. North Clackamas Revitalization Area	Organizations that do down payment assistance grants and loans

					North Clackamas Parks and Recreation District
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