

Council work session agenda

Tuesday, July 8, 2025	10:30 AM	Metro Regional Center, Council chamber, https://zoom.us/j/615079992 (Webinar ID: 615079992) or 253-205-0468 (toll free), www.youtube.com/live/hiOjyJGZ99E?si
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Work session will begin at 10:30 a.m. Agenda item times are estimated and the order of items may be subject to change.

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

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

10:30 Call to Order and Roll Call

10:30 Work Session Topics:

10:30 Comprehensive Climate Action Plan [25-6264](#)

Presenter(s): Eliot Rose, Senior Transportation Manager
Kim Ellis, Climate Program Manager
Ted Leybold, Transportation Policy Director

Attachments: [Staff Report](#)
[Attachment-1-2025 CCAP Engagement Activities](#)
[Attachment-2-CCAP Winter 2024-25 Online Open House Results](#)
[Attachment-3-Summary of CCAP Council Briefings](#)
[Attachment-4-Draft CCAP Actions and Results](#)

11:15 Regional Transportation Demand Management Strategy [25-6296](#)

Presenter(s): Noel Mickelberry (she/her), Senior Transportation Planner

Attachments: [Staff Report](#)
[Attachment 1 - RTO Grantees](#)
[Attachment 2 - TDM Strategy Technical Work Group Roster](#)

11:45 Chief Operating Officer Communication

11:50 Councilor Communication

12:00 Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកាតព្វកិច្ចរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។

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

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Metro

600 NE Grand Ave.
Portland, OR 97232-2736
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Agenda #: 10:30

File #: 25-6264

Agenda Date: 7/8/2025

Comprehensive Climate Action Plan

Eliot Rose, Metro

Kim Ellis, Metro

Ted Leybold, Metro

COUNCIL FEEDBACK ON DRAFT ACTIONS FOR THE PORTLAND/VANCOUVER AREA COMPREHENSIVE CLIMATE ACTION PLAN

Date: June 20, 2025
Department: Planning, Development and
Research
Meeting Date: July 8, 2025
Prepared by: Eliot Rose,
eliot.rose@oregonmetro.gov

Presenters: Ted Leybold, he/him,
Transportation Policy Director
Kim Ellis, she/her, Climate Program
Manager
Eliot Rose, he/him, Senior Transportation
Planner
Length: 45 minutes

ISSUE STATEMENT

The greater Portland region, like many places in the world, is experiencing the impacts of climate change in the form of hotter summers, more extreme weather events and increased wildfire activity. Metro is currently leading development of a Comprehensive Climate Action Plan (CCAP) for the 7-county Portland-Vancouver metropolitan area. The CCAP is the **most comprehensive climate action plan the region has ever created**. It is a **roadmap for climate leadership that will help coordinate and track climate action** across the Portland-Vancouver metropolitan area.

The CCAP will:

- Build on existing climate work by Metro and partners across the metropolitan area.
- Identify cost-effective, implementation-ready climate actions and describe how Metro and partners can collaborate to move them forward.
- Identify new projects, policies and process changes that can help Metro and partners better reduce climate pollution over the long term.
- Focus on climate actions that help save people money, improve health, and produce a variety of other benefits.
- Clarify how state, regional and local governments can best work together to alleviate climate change given their complementary and overlapping roles.
- Support Metro and partner agencies in pursuing state, foundation, and federal funding to implement projects that benefit the climate and advance other goals.
- Cover all sources of greenhouse gas (GHG) emissions in the metropolitan area.
- Complete an inventory of current GHG emissions, recommend a set of actions to reduce these emissions, and estimate the future impact of these actions alongside state-level climate policies that are already underway to determine if they meet state climate goals.

The draft analysis finds that while **the recommended CCAP actions and existing state climate policies do not reduce emissions enough to meet state goals**, the actions make significant progress in reducing emissions. The CCAP recommends collective actions that require broad coordination between the public and private sector and at all levels of government that could reduce remaining emissions.

ACTION REQUESTED

Metro staff request Council provide feedback on the draft list of climate actions being proposed for the draft CCAP prior to releasing the draft plan for public comment in August 2025. This work session is also an opportunity for Council members to identify additional information needed prior to endorsing the Comprehensive Climate Action Plan in November 2025.

IDENTIFIED POLICY OUTCOMES

In December 2023, Metro Council adopted five-year strategic targets related to economy, environment, and housing, including a target titled “Meeting our Climate and Resilience Goals” that states, “we must reduce greenhouse gas emissions.” Council provided direction on how this target should be reflected in Metro-led plans such as the Climate Smart Strategy, the Regional Transportation Plan, and the Regional Solid Waste Plan, and have approved updates to these and other plans that identify specific actions to reduce emissions and demonstrate climate leadership. Many agency and community partners across the region have adopted climate-related plans for their communities that support and inform Metro’s efforts.

Metro Councilors and other decision-makers have highlighted the need to advance climate leadership while also addressing current challenges due to limited resources and uncertainty about the federal government’s approach to climate change. The CCAP will identify near-term opportunities to advance climate-related projects and policies that are already in existing plans while also identifying longer-term opportunities for Metro and partners to further reduce climate pollution that may require follow-up planning and resource development.

The CCAP will not only address climate change, but has the potential to create jobs, save people money, clean the air and improve quality of life for everyone, including the region’s most vulnerable community members, who often bear the brunt of high energy costs and climate-related disasters. It focuses on climate actions that also benefit people in other ways, like making it easier to get around without driving, reducing the amount of energy used by our homes and buildings and making it easier to repair and reuse products.

POLICY QUESTION(S)

- Does Council have feedback about the draft list of climate actions being proposed for the draft CCAP?
- Does Council need any additional information as staff work to finalize this plan for your endorsement?

BACKGROUND

Development of the CCAP is funded by a Climate Pollution Reduction Grant (CPRG) Planning Grant from the US Environmental Protection Agency (EPA). The CCAP is the second deliverable developed under this grant; the first was a Priority Climate Action Plan (PCAP) submitted to EPA in February 2024. The PCAP was a 5-year plan focused on identifying actions that were eligible for implementation grants to combat climate change. The CCAP is a 25-year plan that expands upon the PCAP by looking more broadly at how to meet long-term climate goals. The states of Oregon and Washington also have parallel CPRG planning grants, and Metro coordinates with both states to ensure that the resulting

plans are aligned and mutually supportive. See Metro's CPRG webpage¹ for more information on the CPRG grant, including the submitted PCAP.

Over the past 10 months, Metro has completed significant engagement and analysis to help identify the draft list of climate actions being proposed for the draft CCAP, including:

Researching existing **climate-related plans** to help identify climate actions for inclusion in the CCAP, which builds on the extensive climate work already happening in the metropolitan area. Metro reviewed climate action plans from community-based organizations and local and regional agencies for potential CCAP actions, as well as plans on a variety of topics related to these actions (including transportation, land use and waste) to understand in more detail potential benefits, costs, and pathways to implementation for specific actions.

Engagement (summarized in **Attachment 1**), including with the following groups:

- Technical staff working on climate issues across the region, via the **Climate Partners' Forum**, which reviews CCAP work products and helps to ensure that the CCAP is aligned with and supportive of partner organizations' climate work. Forum participants are listed at the end of **Attachment 1**. A total of nine meetings have been held to date to support development of the PCAP and CCAP.
- **Engagement of regional policy and technical committees**, including county-level coordinating committees, to ensure that the CCAP meets regional and local needs and reflects existing regional and local plans and priorities.
- **Public engagement**, via **online open houses** that focus on understanding which GHG reduction measures most benefit people and on how to best deliver these co-benefits. The results from the first online open house, held during December 2024-January 2025, are summarized in **Attachment 2**. A second online open house is planned for August 2025.
- **Metro Council updates**, including more recent individual and small group conversations with Council members during March-May 2025. Key themes from those recent conversations are summarized in **Attachment 3**.

Quantitative analysis, including:

- Development of a **greenhouse gas inventory** that highlights the sectors where there are the greatest opportunities to reduce GHG emissions, including buildings; transportation; and food, goods and services.
- **Emissions projections and targets** that show how much planned local and regional actions and state-led actions that are already underway in Oregon and Washington are likely to reduce emissions to meet state climate goals. This work helps to illustrate not only how much the CCAP needs to reduce GHG emissions, but also opportunities for additional collective climate action and leadership.
- Estimates of the **costs and benefits of recommended climate actions**. The CCAP is required to include estimated GHG reductions, costs, and cost effectiveness for each action in the plan.

¹ <https://oregonmetro.gov/climategrant>

These activities contributed in different ways to the draft list of actions being proposed for the draft CCAP:

- Wherever possible, actions are drawn from **existing climate-related plans**. The CCAP includes low, medium, and high implementation scenarios for each action that are based on the resources and priorities outlined in these plans. These scenarios are used to quantify the **costs and benefits** of each action.
- **Climate Partners' Forum** members and **regional and county-level policy and technical committees** helped ensure CCAP actions align with existing plans and identify actions that are **ready for implementation**.
- **Public engagement** helped to identify actions that are community priorities because they provide **co-benefits** (including saving people money, improving access to destinations, and creating resilient communities). The public also identified some actions that may have negative impacts on community that need to be addressed prior to implementation.
- The **inventory, projections, targets, and cost/benefit estimates** were used to assess how much progress the planned local and regional actions make toward meeting Oregon and Washington's climate goals. Collectively, the actions in the CCAP and existing state policies do not meet these goals. Meeting state climate goals will require additional collective action.

Attachment 4 describes the draft CCAP actions, including the implementation scenarios that were used to analyze these actions, their estimated climate benefits and cost-effectiveness, and other information that helps to illustrate the opportunities and challenges associated with each action (alignment with community priorities and with available resources and agency authority). It also includes emissions projections, information on the collective climate benefit of the CCAP actions, and collective actions that could help meet state climate goals.

Final steps

- **August 1, 2025:** Metro staff plans to release the draft CCAP for public comment via an online open house.
- **August to September 2025:** Metro staff continues to engage with the public, the Climate Partners' Forum, and regional and county-level policy and technical committees to collect and address feedback on the draft plan. **Attachment 1** shows the planned schedule for these remaining engagements.
- **October 2025:** Metro staff plans to present recommended changes to the draft CCAP for Council review and feedback as staff finalize the plan for Council consideration. The changes will address feedback received over the summer and early fall.
- **November 2025:** Metro Council considers endorsing the CCAP by Metro resolution.
- **December 2025:** Metro staff submits final CCAP to EPA, as required by the federal grant funding this work.

ATTACHMENTS

1. Project schedule and engagement activities
 2. Winter 2024-25 online open house summary and findings
 3. Summary of key themes from March-April Council Briefings
 4. Draft Comprehensive Climate Action Plan actions and results
- Is legislation required for Council action? Not at this time. A draft resolution will be prepared for Council feedback at the October work session.
 - What other materials are you presenting today? Presentation slides.

Comprehensive Climate Action Plan Engagement Activities

This document lists planned engagement activities to support development of the Comprehensive Climate Action Plan in 2024 and 2025. These engagement activities build on past climate action planning and community priorities identified through extensive engagement conducted during development of the 2023 Regional Transportation Plan, the Climate Smart Strategy, the Regional Waste Plan and other local and regional climate planning.

Climate Partners' Forum Meetings

Audience: Public agencies and community organizations

Purpose: Seek feedback from public agencies and community organizations on key elements of the EPA-funded Comprehensive Climate Action Plan and promote collaboration among partner organizations that are doing climate work. Led by Metro's PD&R Department, other Metro departments participate in the Forum, including Metro's WPES Department and Metro's Housing Department. See Attachment 1 for a complete list of participating organizations. The Forum meets 9 times throughout the development of the CCAP:

- July 23, 2024
- October 29, 2024
- December 17, 2024
- March 18, 2025
- April 15, 2025
- June 17, 2025
- September 16, 2025
- October 21, 2025
- December 16, 2025

Online Open Houses

Audience: Members of the general public

Purpose: Seek feedback from the general public. Led by Metro's PD&R Department, other Metro departments help to develop the open house content, including Metro's WPES and Housing Departments. The first online open house concluded in January 2025 and requested feedback on which climate actions best meet the needs of their communities to help the CCAP prioritize actions that help save money, increase resiliency, or offer other co-benefits. The second online open house is planned for July 2025 and will seek feedback on the draft CCAP.

1:1 Meetings with Project Partners

Audience: Agencies, businesses or non-profits that are focused on supporting specific climate actions

Purpose: Identify opportunities to engage for people who are interested in supporting specific actions or providing feedback on specific sections of the CCAP.

Regional Advisory Committees and County-level Coordinating Committees

Audience: TPAC, MTAC, MPAC, JPACT, RTAC, SW RTC and county-level coordinating committees

Purpose: Provide an update on the Comprehensive Climate Action Plan and request feedback on climate targets and actions to be included in the draft and final CCAP before Metro Council considers endorsement of the plan in November 2025.

Metro Council Updates and Meetings

Audience: Metro Council

Purpose: Provide updates on the Comprehensive Climate Action Plan, seek feedback on climate targets and actions to be included in the plan and request Council endorsement of the plan at the end of the process.

Updated June 21, 2025

2025 Metro Council and Regional Advisory Committee Discussions

The Metro Council and regional advisory committees provide feedback to support development of the Comprehensive Climate Action Plan in 2025.

- **2/7/25 – TPAC meeting:** review results from recent analyses and outreach and provide feedback on climate targets and proposed GHG reduction actions
- **2/19/25 – MTAC meeting:** review results from recent analyses and outreach and provide feedback on climate targets and priority actions
- **March-May 2025 – Metro Council updates:** individual and small group discussions on recent analysis and outreach and proposed climate targets, CCAP actions and Metro Council endorsement of CCAP
- **5/2/25 – TPAC meeting:** provide feedback on aligning land use and transportation actions with regional plans
- **5/21/25 – MTAC meeting:** provide feedback on aligning land use and transportation actions with regional plans
- **5/28/25 – MPAC meeting:** provide feedback on climate targets and proposed GHG reduction actions
- **May-June 2025:** opportunity for **county coordinating committees** to provide feedback on land use and transportation actions
- **6/5/25 – WCCC TAC meeting:** provide feedback on land use and transportation actions
- **6/9/25 – WCCC meeting:** provide feedback on land use and transportation actions
- **6/18/25 – C4 Metro subcommittee meeting:** provide feedback on land use and transportation actions
- **7/8/25 – Metro Council work session:** provide feedback on draft CCAP actions and proposed Council endorsement action
- **7/10/25 – CTAC meeting:** provide feedback on the draft CCAP
- **7/11/25 – TPAC meeting:** provide feedback on the draft CCAP
- **7/16/25 – C4 Metro Subcommittee meeting:** provide feedback on the draft CCAP
- **7/16/25 – MTAC meeting:** provide feedback on the draft CCAP
- **7/17/25 – JPACT meeting:** comment from the chair promoting CCAP comment opportunity
- **7/23/25 – MPAC meeting:** provide feedback on the draft CCAP
- **July-August 2025:** opportunity for **county coordinating committees** to provide feedback on the draft CCAP
- **9/4/25 – CTAC meeting:** review comments on / changes to the draft CCAP
- **9/5/25 – TPAC meeting:** review comments on / changes to the draft CCAP
- **9/17/25 – MTAC meeting:** review comments on / changes to the draft CCAP
- **9/18/25 – JPACT meeting:** review results of second online open house and partner feedback received to date, provide feedback on the draft CCAP (*pending request*)
- **9/24/25 – MPAC meeting:** review results of second online open house and partner feedback received to date, provide feedback on the draft CCAP (*pending request*)
- **10/21/25 – Metro Council work session:** review results of second online open house and partner feedback received to date, provide feedback on the draft CCAP
- **11/13/25 – Metro Council meeting:** consider endorsement of the final CCAP by resolution

Metro Climate Partners' Forum members

Metro is convening the Climate Partners' Forum to serve as the technical steering group for Metro's EPA-funded Climate Pollution Reduction Grant (CPRG). The Forum provides feedback on key elements of CPRG deliverables, such as greenhouse gas inventories, reduction measures, the Priority Climate Action Plan (PCAP) and the Comprehensive Climate Action Plan (CCAP). The Forum consists of staff from public agencies, community-based organizations, and environmental non-profits who are engaged in climate work, and includes representation from Metro departments that have an external-facing role in cutting climate pollution. Members help 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. Below is a list of organizations that have participated in recent Forum meetings.

Public agencies

- Beaverton
- Clackamas County
- Clark County
- Columbia County
- Gresham
- Hillsboro
- Lake Oswego
- 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 Park and Recreation District
- Tigard
- TriMet
- Tualatin
- Vancouver
- Washington County

Community-based organizations and environmental non-profits

- Blueprint Foundation
- Earth Advantage
- Energy Trust of Oregon
- Fourth Plain Forward
- Getting There Together
- Latino Network
- Neighbors for Clean Air
- Oregon Walks
- The Street Trust
- WorkSystems

Metro departments

- Capital Asset Management
- Government Affairs and Policy Development
- Housing
- Parks and Nature
- Planning, Development and Research
- Waste Prevention and Environmental Service

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

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.

Most beneficial measures by sector

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%)

Summary of findings

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

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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.

Detailed summary of responses

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)

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Actions to reduce transportation emissions

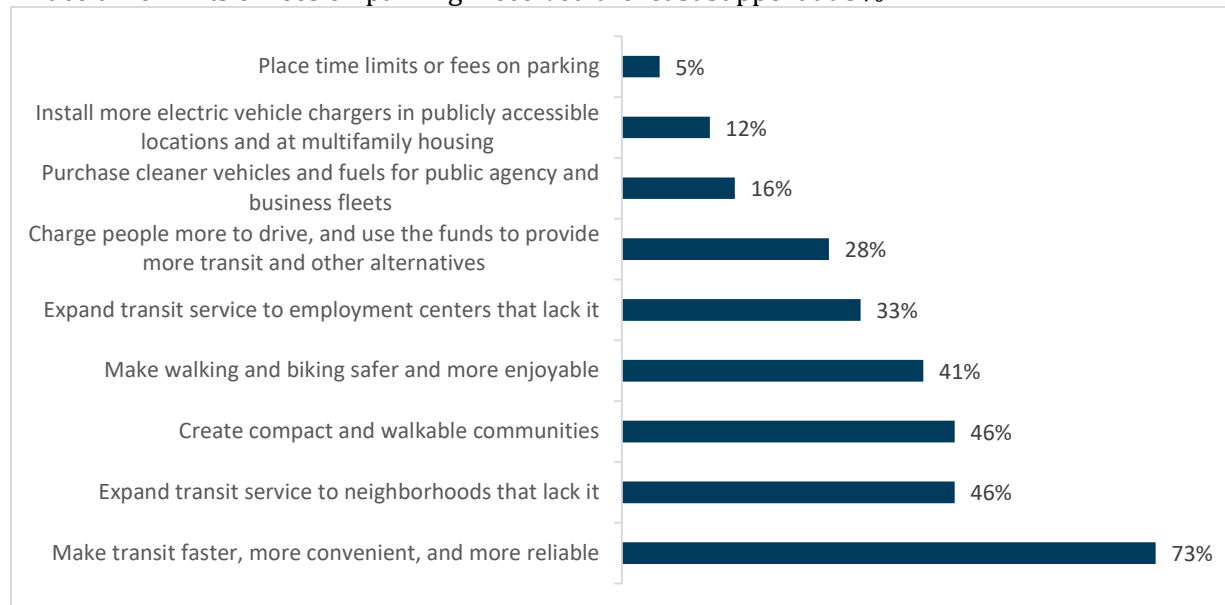
There were nine proposed climate actions to reduce transportation emissions. The survey asked participants to identify the top actions that would most benefit their communities from the following list. *Note: The percentages shown below may not sum to 100%. The percentages derived from taking the number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

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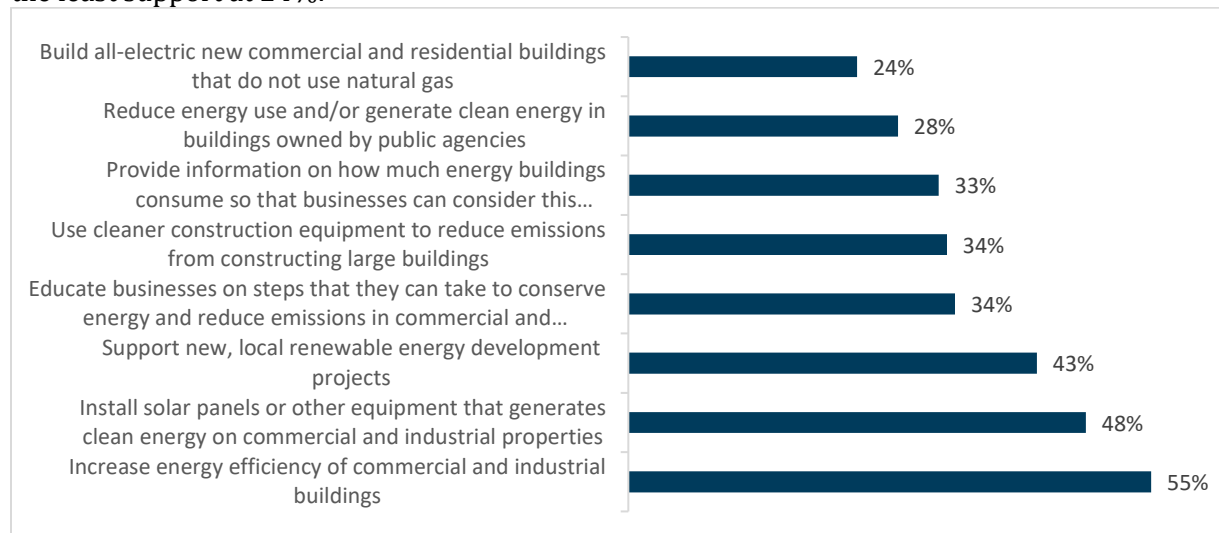
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- Provide information on how much energy buildings consume so that businesses can consider this information when purchasing or leasing property
- Educate businesses on steps that they can take to conserve energy and reduce emissions in commercial and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

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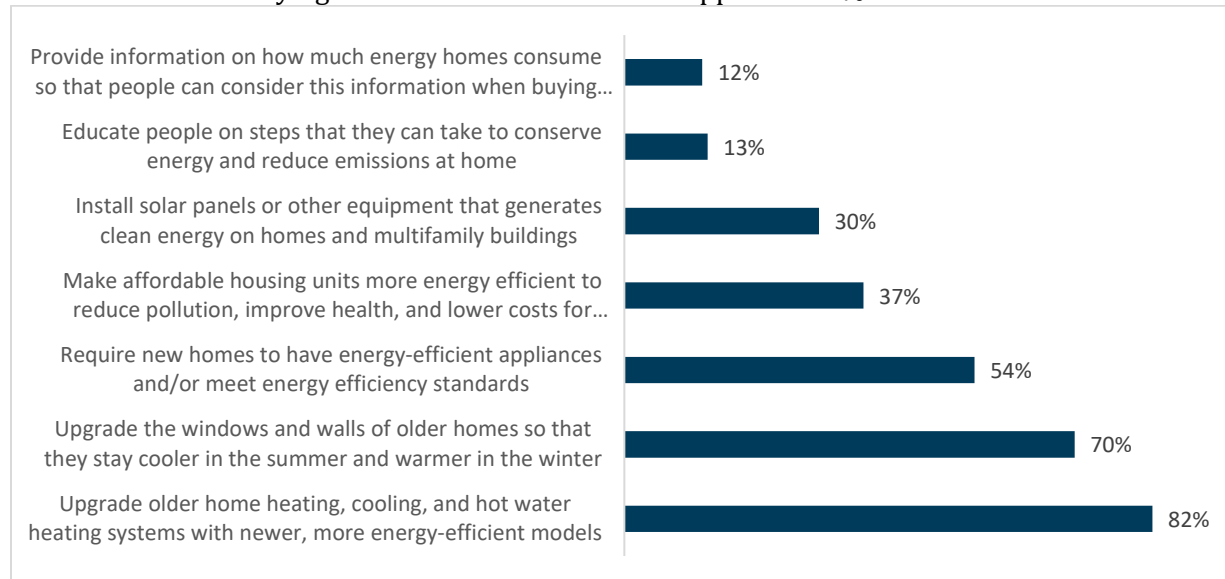
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- Install solar panels or other equipment that generates clean energy on homes and multifamily buildings
- Provide information on how much energy homes consume so that people can consider this information when buying a home
- Educate people on steps 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

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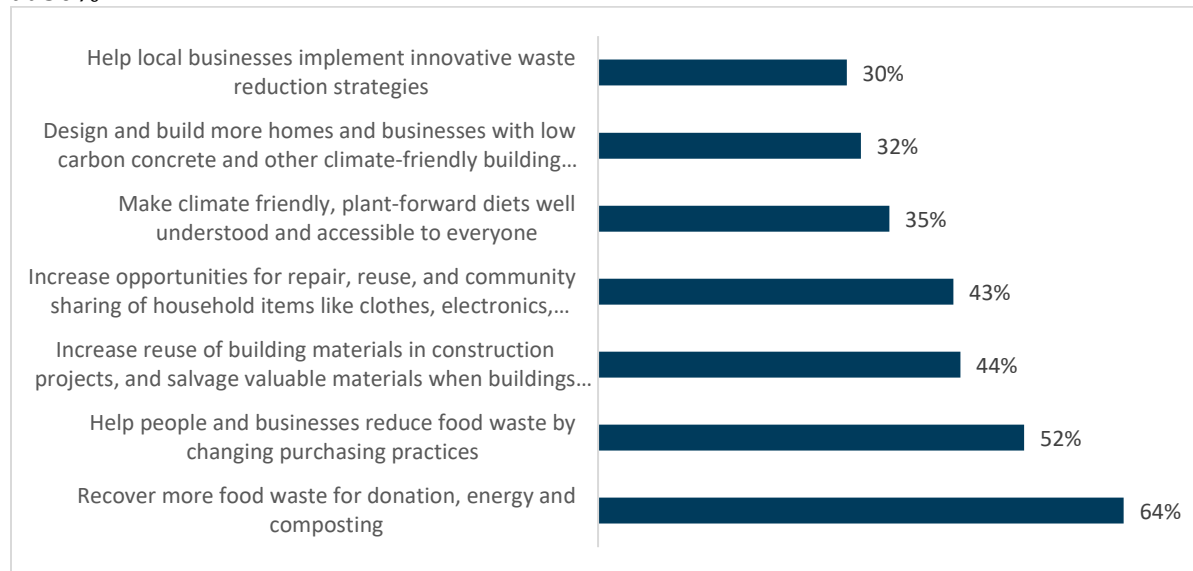
Winter 2024-25 online open house results – January 2025

- 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**

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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.

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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%	-

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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."*

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Summary of key themes from March-May Council Briefings – May 12, 2025

Councilors support staff's recommendation to bring the CCAP to Council for endorsement in November. In spite of the uncertainty surrounding federal climate funding right now, Councilors want Metro to advance its climate leadership and see the CCAP as an opportunity to do so.

Councilors want the CCAP to identify achievable steps to advance climate work in the region.

- Moving forward, **councilors expect there to be fewer federal resources to support local and regional climate action.**
- Councilors **requested that the CCAP identify low- or no-cost ways to advance climate work** (e.g., requiring more energy efficient buildings, implementing parking pricing, focusing transit spending on the most impactful projects) in the short term, and **explore actions that can be implemented with non-federal funding sources** over the longer term.

Councilors want the CCAP to communicate the value and impact of Metro's climate work.

- Councilors **understand that combating climate change means setting ambitious goals** to reduce emissions.
- They **worry that the perceived lack of progress toward these goals**, as well as the complexity of the data used to monitor progress, **alienates people and partners**. When goals are not achieved or when progress seems slow, it can lead to confusion, mistrust and make people question the value of current efforts and the region's commitment to meaningful climate action.
- Councilors **suggested several communication strategies**—including being clearer and more consistent when communicating climate data and targets, better tracking the different climate actions that partners are leading and better communicating the co-benefits of climate actions—to **help people better understand that the region is making real progress on climate and that this progress benefits everyone.**

Councilors want the CCAP to advance both climate and equity—and cautioned against pursuing actions that risk raising people's cost of living, such as green building requirements that make it more costly to build new housing and congestion pricing that penalizes low-income people for whom driving is the only viable travel option.

Councilors have questions about how the CCAP is broadening Metro's climate work and partnerships.

- The CCAP involves partnering with new communities (Columbia and Yamhill County) and efforts to reduce emissions in sectors that Metro and partners have not traditionally focused on (commercial and industrial).
- **Staff are engaging these communities and sectors through the CCAP Climate Partners' Forum** and working to identify relevant opportunities to reduce emissions.
- However, staff anticipate that **the CCAP will focus on reducing emissions from transportation, homes and waste in urbanized areas, which is where we are seeing the biggest opportunities to reduce emissions.**

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, June 18, 2025
To: Metro Council and interested parties
From: Eliot Rose, Senior Transportation Planner
Subject: Draft Comprehensive Climate Action Plan actions and results

Introduction

This memo describes the draft actions proposed for the Comprehensive Climate Action Plan (CCAP), focusing on the estimated greenhouse gas reduction benefits and costs of these actions. The July 8 work session is an opportunity to provide feedback on the draft list of climate actions being proposed for the draft CCAP prior to releasing the draft plan for public comment in August 2025.

This memo quantifies cost and benefits for each action, and also report on qualitative evaluation criteria (e.g., alignment with community priorities, implementation readiness) that the CCAP team has used to prioritize CCAP actions, and which have been the subject of prior discussions. Implementation of the proposed CCAP actions will not only address climate change, but will also create new jobs, save people money, clean the air and improve quality of life for everyone, including the region's most vulnerable community members, who are disproportionately harmed by pollution and high energy costs. This memo does not capture these co-benefits are not captured in this memo, but the draft CCAP will discuss them in more detail.

The memo consists of four sections:

- **Results by sector**, which contains a table showing:
 - **Actions and categories of similar actions** in each sector.
 - Ratings for the **climate benefits and cost-effectiveness** of each action. These ratings, which are based on a quantitative analysis of these actions, help to compare the benefits and costs of different actions. The CCAP team identified a range of implementation scenarios for each action to understand how costs and benefits might vary under different levels of implementation, and **the table shows ratings for both the low and high implementation scenarios to illustrate the range of potential results.**
 - Ratings for **community priority, authority to implement, and resources to implement.** These are based on a qualitative assessment of these actions and help to identify pathways to implementing each action as well as opportunities and concerns that may need to be addressed during implementation.
- **About the results**, which describes and defines the metrics and rating scales shown in each section.
- **Assumptions by scenario**, which shows the details of how implementation scenarios were defined to help readers understand the assumptions behind each action and how changing these assumptions influences results.

- **Summary of results**, which shows the combined impact of all actions on GHG emissions and discusses additional collective actions that might help make up the remaining gap between these results and the CCAP targets.

Results by sector

Actions to reduce transportation emissions

Action / category	Climate benefits (low)	Climate benefits (high)	Cost-effectiveness (low)	Cost-effectiveness (high)	Community priority	Authority to implement	Resources to implement
Compact communities	●	●	●	●	●	●	●
Implement local and regional land use plans	●	●	●	●	●	●	●
Implement transit-oriented development programs	●	●	●	●	●	●	●
Price and manage parking	○	●	●	●	○	●	●
Transit	●	●	○	○	●	●	●
Implement planned transit service	●	●	○	○	●	●	●
Offer discounted transit passes	●	●	●	●	●	●	●
Build high-speed rail	○	○	○	○	○	●	○
Bike / ped / other	●	●	●	○	●	●	●
Build new bicycle and pedestrian facilities	●	●	○	○	●	●	●
Expand electric bike and scooter sharing systems	○	○	●	●	●	●	●
Maximize teleworking	●	●	●	●	○	●	●
Transportation pricing	○	●	N/A	●	○	●	●
Implement roadway pricing and/or fees	○	●	N/A	●	○	●	●

Actions to reduce building emissions

Action / category	Climate benefits (low)	Climate benefits (high)	Cost-effectiveness (low)	Cost-effectiveness (high)	Community priority	Authority to implement	Resources to implement
Existing buildings	●	●	●	●	●	●	○
Energy efficiency in existing homes	●	●	●	●	●	●	○
Efficiency in commercial/industrial buildings	●	●	●	●	●	●	○
Installing electric appliances in existing homes	●	●	●	●	●	●	○
Planting street trees to reduce cooling needs and sequester carbon	○	○	●	●	●	●	○
New buildings	●	●	●	●	●	●	○
Increased requirements for electric appliances in new buildings	●	●	●	●	●	●	○
More energy-efficient building codes	●	●	●	●	●	○	○
Renewable energy	●	●	●	●	●	●	●
Net-zero public buildings	●	●	●	●	○	●	●
Rooftop solar	●	●	●	●	●	●	○

Actions to reduce food, goods, and services emissions

Action / category	Climate benefits (low)	Climate benefits (high)	Cost-effectiveness (low)	Cost-effectiveness (high)	Community priority	Authority to implement	Resources to implement
Composting							
Expanded residential composting							
Procurement / construction¹							
Requiring low-carbon construction materials in new buildings							
Low-carbon government procurement							
Reusing / preventing waste							
Prevent and recover business food waste, with a focus on prevention							
Increase reuse of products and materials							

¹ Emissions from procurement and construction are a relatively new focus for climate action planning and are not covered by many local or regional climate plans. Results and implementation scenarios for these actions are based on an initial research report developed by Oregon Department of Environmental Quality (<https://www.oregon.gov/deq/mm/Documents/mm-SEITechnicalReport.pdf>) exploring policy options for reducing these emissions. This means that they are not constrained to existing authority and resources in the same way that other actions in this sector are, which may lead this memo to overestimate their benefits and cost-effectiveness.

About the results

The tables above rate the draft recommended CCAP actions with respect to several different criteria. This section describes how these ratings are based on and what the rating scales mean.

Criteria definitions and data sources

Climate benefit is based on the estimated cumulative greenhouse gas (GHG) reductions due to the action between the years 2025 and 2050—i.e., the total GHG reductions over this 25-year period covered by the CCAP. These reductions are measured as million metric tons (MMT) of cumulative GHG (in carbon dioxide equivalents, or CO₂e). The impact of these actions changes over time as they are fully implemented, and the “GHG gap” that the CCAP is seeking to close also changes over time as our metropolitan area grows and changes and as state climate policies and programs take effect. Measuring cumulative emissions helps to account for these changes over time.

The CCAP team reviewed a broad range of climate research to quantify the climate benefit for each action. The CCAP is required to estimate the climate benefit of each action therein, and the team only included actions if there was a sound, well-established method to quantify climate benefits and the necessary data to support this method. That said, these methods originate from different fields and sources, and the CCAP team cannot guarantee that the results are comparable for different actions. The draft CCAP will include detailed methods and calculations for each action.

Cost-effectiveness is based both on the climate benefit results described above and on the estimated cumulative costs of implementing each action over a 25-year period (measured in 2024 dollars). Cost-effectiveness is measured in the average dollars spent per metric ton of GHG reductions achieved by a given action, and is commonly used in climate action planning to compare the effectiveness across actions with wide-ranging costs and benefits.

The cost estimates on which these results are based only capture the up-front costs of implementing actions, with a focus on capturing the costs to the public agencies implementing the action—they do not capture the (often significant) savings that people see as a result of the many actions in the table above that help people use less electricity or fuel, nor do they always capture the full cost to individuals or to the private sector of implementing actions. The draft CCAP will include more comprehensive information on costs and savings.

Cost estimates are based wherever possible on regional plans like the Regional Transportation Plan and Metro’s Regional System Facilities Plan that outline anticipated resources and priorities. In other cases, they are based on prevailing practices for estimating costs. This means that cost-effectiveness results are not comparable between sectors, because practices for estimating costs vary. For example, transportation sector cost estimates typically focus on the cost of capital projects, operations and maintenance to public agencies; whereas building sector cost estimates typically include the cost to the private sector of complying with new green building requirements.

Community priority assesses whether actions are perceived as beneficial by community members. These ratings are based on outreach and engagement to understand community benefits of different climate actions conducted by the CCAP team and by the many agencies in the region that have created community-focused climate action plans for their communities. The CCAP team held an online open house during winter 2024-25 during which respondents identified the actions in each sector that most

benefit them and their communities. The project team also reviewed adopted climate actions plans from within the metropolitan area to identify which actions were prioritized by community members during engagement and outreach that shaped development of those plans.

Authority to implement assesses whether local and regional agencies and community partners in the metropolitan area have the authority to implement an action. It is based on a review of climate action plans and of the plans that were used to develop implementation scenarios for each action, which typically discuss how actions would be implemented and who has the authority to do so.

Resources to implement assesses whether local and regional agencies and community partners in the metropolitan area have the necessary resources to implement an action. It is based on the same plans that were used to develop estimates of cost and cost-effectiveness (see discussion above). These plans typically identify the resources that are available to implement different actions.

Rating scales

The previous sections use Harvey balls to rate and summarize how each action and category of actions performs with respect to the criteria listed above. Ratings for climate benefit and cost-effectiveness are based on a detailed quantitative analysis of GHG reductions and costs for each action, and present results for both low and high implementation scenarios using a more detailed 5-point rating scale that captures the nuances of the underlying analysis. Ratings for community priority, authority to implement, and resources to implement are based on a qualitative assessment, and use a simpler 3-point rating scale to rate actions across all implementation scenarios. The table below shows how ratings are defined for each of these criteria.

Ratings are provided both for individual actions and for categories of actions. When summarizing results for a category that includes actions with widely varying costs and benefits, the CCAP team gives more weight to costlier and more impactful actions.

Rating	Climate benefit (million metric tons [MMT] GHG reductions)	Cost- effectiveness (\$/MT GHG reductions)	Community priority (qualitative)	Authority to implement (qualitative)	Resources to implement (qualitative)
●	>3 MMT	(cost-neutral / money- earning)	Action was rated as one of the top 3 in its sector at the winter online open house <i>and</i> identified as a community priority in multiple partner plans	Local and regional partner agencies have the authority to fully and consistently implement this action across the region.	Regional plans identify funding for the action and this funding is adequate to achieve the low implementation scenario.
◐	1-3 MMT	\$0-100 \$/MT	(not used)	(not used)	(not used)
◑	0.5-1 MMT	\$100-1,000 \$/MT	Action was rated as one of the top 3 in its sector at the winter online open house <i>or</i> identified as a community priority in multiple partner plans	Local and regional partner agencies have partial / varying authority to implement this action.	Regional plans identify funding for the action, but this funding is not adequate to achieve the low implementation scenario.
◒	0.25-0.5 MMT	\$1,000-10,000 \$/MT	(not used)	(not used)	(not used)
○	<0.25 MMT	>\$10,000 \$/MT	Action was not identified as a priority in the winter online open house nor in partner plans	Local and regional partner agencies do not have the authority to implement this action.	Regional plans do not identify a funding source that could support this action.

Draft CCAP climate actions: assumptions by scenario

Actions to reduce transportation emissions

Action / category	Low scenario assumptions	High scenario assumptions
Compact communities		
Implement local and regional land use plans	<ul style="list-style-type: none"> The forecasted share of regional growth (38.4%) occurs in regional centers. Centers develop at current average densities (6.5 DU/ac residential, 3.7 jobs/ac employment) 	<ul style="list-style-type: none"> A higher-than-forecasted share of regional growth (41.2%) occurs in regional centers. Centers develop to Hollywood-level residential densities (12.1 DU/ac) and Lake Grove-level job densities (20/6 jobs/ac)
Implement transit-oriented development programs	Metro TOD program is implemented at 2023 levels (113 units per year, 100% affordable)	Metro TOD program is implemented at 2020 levels (996 units per year, 75% affordable)
Price and manage parking	<ul style="list-style-type: none"> Applies to places that already price parking Assumes prices remain at current levels 	<ul style="list-style-type: none"> Applies to places that already price parking and Climate-friendly areas Assumes parking management only in most CFAs Prices increase at inflation + 1.5% each year beginning in 2025
Transit		
Implement planned transit service	2023 RTP constrained transit service (39% increase over current levels)	2023 RTP Target 1 scenario (145% increase over current levels; additional service is assumed to be funded through re-investment of congestion pricing revenues in additional transit service)
Offer discounted transit passes	Assumes that a certain share of people living in areas that are well-served by travel options receive free transit passes (consistent with 2023 RTP update)	Assumes that a certain share of people living in areas that are well-served by travel options receive free transit passes (consistent with 2023 RTP update)
Build high-speed rail	<ul style="list-style-type: none"> High speed rail is complete in 2045 Longer timeline leads to increased costs 	<ul style="list-style-type: none"> High speed rail is complete in 2035 as planned Shorter timeline minimizes costs
Bike / ped / other		
Build new bicycle and pedestrian facilities	<ul style="list-style-type: none"> Based on the RTP short-term constrained project list 15% increase in bike facility miles 13% increase in ped facility miles) Assumes proportional increase across the MSA 	<ul style="list-style-type: none"> Applies to facilities in the RTP bike-ped vision (129% increase in bike facility miles, 135% increase in ped facility miles) Assumes proportional increase across the MSA
Expand electric bike and scooter sharing systems	Assumes current levels of bike/scooter sharing coverage (46% of region's households have access)	Assumes bike/scooter sharing systems expand to communities with medium/high densities and bike/ped infrastructure levels (71% of region's households have access)
Maximize teleworking	Teleworking is at lower range of Metro's 2023 RTP projections (14% full-time, 26% full time)	Teleworking is at higher range of Metro's 2023 RTP projections (33% full time, 24% part time)
Transportation pricing		
Implement roadway pricing and/or fees	No congestion pricing	<ul style="list-style-type: none"> STS pricing on the thruway network (avg \$0.17/mi.) Other STS per-mile fees (avg \$0.20/mi.)

Actions to reduce building emissions

Action / category	Low scenario assumptions	High scenario assumptions
Existing buildings		
Energy efficiency in existing homes	<ul style="list-style-type: none"> • Resource navigator (technical assistance) • Rollout over 20 years • 5% of households (oldest homes and lowest income homeowners, relative to ETO's current numbers) 	<ul style="list-style-type: none"> • Rollout over 20 years • 20% of households • Includes home energy benchmarking
Efficiency in commercial/industrial buildings	<ul style="list-style-type: none"> • Resource Navigator • 5% of Owner-occupied buildings only, ETO efficiency measures 	<ul style="list-style-type: none"> • 20% of buildings upgraded • Benchmarking
Installing electric appliances in existing homes	<ul style="list-style-type: none"> • Resource navigator (TA) • Air and water heating/cooling • 5% of houses upgraded 	<ul style="list-style-type: none"> • Resource navigator (TA) + Higher Incentives • 20% of houses upgraded
Planting street trees to reduce cooling needs and sequester carbon	<ul style="list-style-type: none"> • Public agencies plant 1,500 trees per year 2026 - 2050 • Assume that trees are placed to maximize cooling and cared for appropriately to maximize life of tree • Trees planted are slow growing conifers 	<ul style="list-style-type: none"> • Public agencies plant 3,000 trees per year • Assume that trees are placed to maximize cooling and cared for appropriately to maximize life of tree • Trees planted are fast growing hardwoods
New buildings		
Increased requirements for electric appliances in new buildings	<ul style="list-style-type: none"> • 43% increase in electric space and water heating = 50% decrease in emissions from natural gas used for space/water heating in all new homes 	<ul style="list-style-type: none"> • 100% of all new homes have all electric appliances = 100% decrease in emissions from residential natural gas usage (no new residential natural gas allowed). Includes space/water heating, stoves, fireplaces, etc.
More energy-efficient building codes	<ul style="list-style-type: none"> • 50% of agencies adopt reach codes (EPA Energy star certified homes) for new residential construction yielding 10% energy reductions 	<ul style="list-style-type: none"> • 100% of agencies align with Washington's green building code (assuming successfully advocacy to adopt WA building code) yielding 67% energy reductions in new buildings
Renewable Energy		
Net-zero public buildings	<ul style="list-style-type: none"> • Public buildings purchase 100% Renewable Energy Credits (RECs)/offsets for electricity and natural gas usage by 2035. • Scales up slowly over 10 years from 2026 – 2035. • RECs are no longer needed after 2044 when region-wide grid emissions factor (EF) is 0. 	<ul style="list-style-type: none"> • Public buildings purchase 100% RECs/offsets for electricity and natural gas usage by 2026. • RECs are no longer needed after 2044 when region-wide grid EF is 0.
Rooftop solar	<ul style="list-style-type: none"> • 5X current residential solar production • 10% installed per year (over 10 years) beginning in 2026 	<ul style="list-style-type: none"> • 10X current residential solar production • 20% installed per year (over 5 years) beginning in 2026

Actions to reduce food, goods, and services emissions

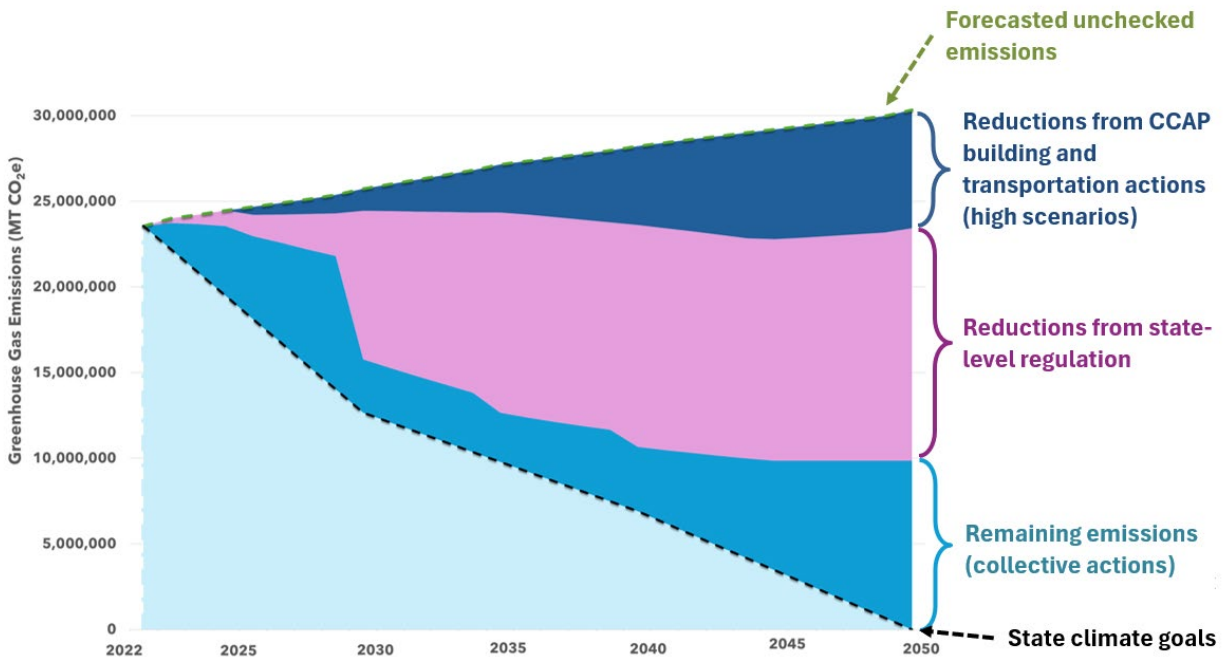
Action / category	Low scenario assumptions	High scenario assumptions
Composting		
Expanded residential composting	<ul style="list-style-type: none"> • 50% of the single-family home (SFH) population that currently lack residential composting get composting service 	<ul style="list-style-type: none"> • 100% of the single-family home (SFH) population that currently lacks residential composting gets composting service • 100% of the multifamily home population in areas that currently have SFH coverage get composting service
Procurement / construction²		
Requiring low-carbon construction materials in new buildings	<ul style="list-style-type: none"> • Applies to business capital and inventory only (non-governmental commercial) 	<ul style="list-style-type: none"> • Assumes total non-government potential per Oregon DEQ's Consumption Based Inventory.³
Low-carbon government procurement	<ul style="list-style-type: none"> • Achievable construction reductions from local government (30% reduction) 	<ul style="list-style-type: none"> • Science Based Target Initiative (SBTI) from all local government supply chain (up to 90% reduction in 2050)
Reusing / preventing waste		
Prevent and recover business food waste, with a focus on prevention	<ul style="list-style-type: none"> • New policies require businesses to better manage food waste and prohibit landfill disposal of food waste • Medium levels of investment in program support, technical assistance, grants, and good waste prevention education (\$1.6m/year at full implementation) 	<ul style="list-style-type: none"> • New policies require businesses to better manage food waste and prohibit landfill disposal of food waste • Medium levels of investment in program support, technical assistance, grants, and good waste prevention education (\$3.5m/year at full implementation)
Increase reuse of products and materials	<ul style="list-style-type: none"> • New reuse and recycling facilities capture 10% fewer materials and a less carbon-intensive mix of materials than envisioned in Metro's Regional Systems Facilities Plan • \$1m devoted to partnerships with community organizations to increased reuse 	<ul style="list-style-type: none"> • New reuse and recycling facilities capture 10% more materials and a more carbon-intensive mix of materials than envisioned in Metro's Regional Systems Facilities Plan • \$2.7m devoted to partnerships with community organizations to increased reuse

² Emissions from procurement and construction are a relatively new focus for climate action planning, and are not covered by any local regional plans. Results and implementation scenarios for these actions are based on an initial research report developed by Oregon Department of Environmental Quality (<https://www.oregon.gov/deq/mm/Documents/mm-SEITechnicalReport.pdf>) exploring policy options for reducing these emissions. This means that they are not constrained to existing authority and resources in the same way that other actions in this sector are, which may lead to overestimating their benefits and cost-effectiveness.

³ <https://www.oregon.gov/deq/mm/Documents/mm-Reporton2021CBEI.pdf>

Summary of results

The graphic below summarizes the overall impact of the CCAP actions alongside the impact of state-level regulations already underway. It highlights an important point—**even under the most optimistic scenarios, the actions in the CCAP do not fully meet state climate goals**. In other words, the metropolitan area needs to pursue all of the actions discussed above and more in order to do its part in meeting state climate goals. Below we discuss what each line and wedge in this chart represents, and what additional actions might help the metropolitan area reach its goals.



State climate goals (dark dashed line): This represents statewide climate goals that have been adopted in Washington and recommended in Oregon, which call for a 95% reduction in GHG emissions below 2005 levels by the year 2050. This is an ambitious goal that essentially calls for creating a carbon-free economy in the Pacific Northwest.

Forecasted unchecked emissions (green dashed line): This represents estimated emissions under a hypothetical “business as usual” scenario that assumes that local, regional, or state agencies never have taken nor will take steps to reduce GHG emissions. It represents baseline GHG emissions; all GHG reductions are applied to this baseline.

Reduction from CCAP building and transportation actions (high scenarios) (dark blue wedge): This represents the maximum potential impact of all building and transportation actions listed above under the high implementation scenarios described in the previous section. This wedge does not include GHG reductions from actions in the food, goods and services sector because these results are based on a different type of GHG inventory and analysis than the rest of the data in this chart.⁴

⁴ There are two types of GHG inventories used in climate action plans. Sector-based GHG inventories capture GHG emissions that are produced within the metropolitan area—for example, from people burning gasoline in vehicles

Reductions from state-level regulation (pink wedge): This captures reductions due to state-led climate policies and that are already in place in Oregon and Washington, including:

- Clean energy policies that aim to eliminate emissions from electricity use in buildings by 2040-45.
- Clean vehicle standards that require all new vehicles sold in Oregon and Washington to be zero-emission vehicles by 2035.
- Clean fuel policies that aim to 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 that aim to 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.

The impact of state-led actions is larger than the impact of the actions in the CCAP because states have much broader authority to regulate climate pollution than local or regional agencies do and can, therefore, take more significant action to reduce GHG emissions. That said, climate plans in both Oregon and Washington both acknowledge that local and regional action is necessary to meeting state goals.

Remaining emissions (collective actions) (light blue wedge): This represents the remaining GHG reductions that are needed to meet state goals after accounting for the recommended CCAP actions and for existing state-level regulations. Collectively, these actions get roughly two-thirds of the way toward meeting 2050 climate goals; leaving a gap of one-third of projected 2050 GHG emissions (just shy of 10 million MT CO₂e). These remaining emissions come largely from two specific energy sources—diesel and natural gas. Existing state regulations do not focus as much on these energy sources as they do on others like gasoline and electricity, and local and regional agencies have limited authority to address diesel and natural gas emissions. Recent research also suggests new opportunities to reduce emissions in the food, goods and services sector, but more work needs to be done at all levels to identify the policies and programs that can unlock these opportunities.

Closing the remaining emissions gap will take significant and potentially challenging collective action. Collective action involves a coordinated effort by individuals, communities, businesses, and governments to transition to cleaner energy sources and goods through a combination of policy changes, technological advancements, and behavioral changes. Many of the policies that can drive these actions work to create a market for lower-carbon energy sources and goods, and they are generally more effective when they create as large a market as possible, so they ideally need to be implemented consistently across a broad geographic area (i.e., statewide or across multiple states). These actions are

as they travel through the metro area or from buildings within the metro area consuming electricity from the grid. They differ from consumption-based GHG inventories, which account for emissions generated outside of the metro area from producing and transporting goods and services that people use here. Both types of inventories are important—sector-based inventories are traditionally used in climate action plans and capture the majority of emissions from transportation and buildings; consumption-based inventories are an emerging practice that better capture emissions from food, goods and services—but they do not produce comparable results. The grant that funds the CCAP requires the plan to include a sector-based inventory and analysis. This includes consumption-based results where relevant in order to capture as broad of a set of climate actions as possible, but due to the inconsistency between sector- and consumption-based inventories we cannot include them in this chart.

not included in the CCAP because neither local/regional agencies nor even state agencies or can implement these actions unilaterally without significantly increasing people's cost of living. Implementation involves coordination between local, regional and state agencies; with the private sector and potentially across multiple states.

Potential collective actions include:

- **Addressing natural gas emissions:** Natural gas is the largest single remaining source of projected emissions in 2050. Natural gas utilities are working to decrease the carbon intensity of their product, and these efforts are not captured in the chart above, but it would be challenging to reduce the carbon intensity of natural gas to zero. Achieving a transition away from natural gas involves a coordinated effort that could include developing new cleaner sources of natural gas, prioritizing these sources for the cases where natural gas is most necessary, and shifting from natural gas to electric appliances where feasible, all while ensuring that there is capacity to deliver the energy that people need without significantly increasing the cost for end users.
- **Switch to renewable diesel:** Diesel and other fossil transportation fuels (e.g., propane, aircraft fuel) are the next largest contributor to remaining emissions; diesel alone makes up three-quarters of remaining transportation emissions. The City of Portland already requires local pumps to sell R99 (renewable diesel) and if the entire region followed suit, the final emissions could in theory be reduced by an additional 3 million MT CO₂e. However, the supply of renewable diesel is limited, and the Metro region is a relatively small market compared to neighboring states like California, which has a robust market-based low-carbon fuel standard that offers significant financial incentives to renewable fuel suppliers. This means that even if the region requires broader use of renewable diesel, the metropolitan area may not be able to attract enough supply to avoid a significant increase in fuel prices. Coordinating with the states of Oregon and Washington to get more robust state-level low-carbon diesel policies in place that mirror those in California could help address this issue.
- **Decrease the carbon intensity of food consumed in the region:** Beef and dairy are some of the highest carbon intensity foods that people eat. If people in the region decreased their consumption of beef and dairy, it could lead to a significant climate benefit, and also improve people's health. In 2024, the Oregon Department of Environmental Quality prepared a report for the Legislature that identified various opportunities to reduce consumption-based greenhouse gas emissions.⁵ Some of the most impactful solutions involve implementing new taxes or fees on meat and dairy. This could further increase the cost of food, which has gone up considerably during recent years. If such taxes or fees were implemented only within the metropolitan area, people would likely leave the region to purchase food to avoid the resulting cost increases. These policies would need to be implemented economy-wide in a way that minimizes additional costs for consumers to be successful.

The states of Oregon and Washington are also developing CCAPs, and the CCAP team will coordinate with state staff to develop a shared understanding of how to best advance these actions at both the state and local/regional level.

⁵ [Opportunities to Reduce Greenhouse Gas Emissions Caused by Oregon's Consumption](#) (2024), Oregon Department of Environmental Quality.



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Agenda #: 11:15

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Agenda Date:

Regional Transportation Demand Management Strategy

Noel Mickelberry (she/her), Senior Transportation Planner

REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGY

Date: July 8th, 2025
Department: Planning, Development & Research
Meeting Date: July 8th, 2025
Prepared by: Noel Mickelberry & Grace Stainback

Presenter(s):
Noel Mickelberry (she/her)
Grace Stainback (she/her)
Jean Senechal Biggs (she/her)
Length: 30 minutes

ISSUE STATEMENT

The purpose of this item is to introduce Metro Council to the **Regional Transportation Demand Management (TDM) Strategy** project. TDM helps people walk, bike, roll, take transit, and share rides—improving mobility, reducing traffic congestion, and lowering carbon emissions. Public and private organizations use TDM programs to provide affordable, efficient, and sustainable travel options tailored to community needs. These efforts include commuter benefits, Safe Routes to School, and community-led education and encouragement activities. Metro has led regional TDM efforts through the Regional Travel Options (RTO) Program since the 1990s, supporting partners with grant funding, technical assistance, and coordination.

Through the process of developing the *2023 Regional Transportation Plan (RTP)*, partners across the region identified the need for clearer direction regarding how TDM should be coordinated and delivered. As an implementation action from the RTP, Metro is developing the region's first comprehensive **Regional TDM Strategy**, which will define goals and strategic actions, identify roles, define complementary policies and programs, and guide how TDM work will support climate, equity, mobility, and safety goals in different community contexts. This project includes two phases. Phase I included a Regional TDM Needs Assessment and Phase II focuses on the Strategy development process.

ACTION REQUESTED

There is no formal action requested at this time. Staff will return in late 2025 to request that the Metro Council vote to adopt the Regional TDM Strategy.

IDENTIFIED POLICY OUTCOMES

The RTP describes the role of TDM in helping implement the region's strategies for mobility management and greenhouse gas emission reductions, as well as guidance and policy direction for local agencies to integrate TDM into local Transportation System Plans (TSPs) and comprehensive plan amendments. The Regional TDM Strategy is the implementation plan to meet the new TDM policies within the RTP from Chapter 3.

POLICY QUESTIONS

- What role do you see TDM playing to support regional transportation goals?
- Are there particular considerations that Metro Council would like to see addressed or emphasized as part of the strategy development process going forward?

- What outcomes would you like to see from the Regional TDM Strategy to best achieve regional goals?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

The Regional TDM Strategy will identify priorities for Metro’s RTO Program to implement in coordination with cities, counties, state agencies, and non-profit organizations. The work session provides the Metro Council an opportunity to discuss results of the Phase I Needs Assessment work, review the proposed TDM Strategy Framework and to inform strategy development underway in Phase II.

STAFF RECOMMENDATIONS

No staff recommendations at this time.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Metro developed the first RTO Strategy in 2003. Since then, the strategy has been updated several times to align with the RTP and evolving regional objectives. The RTO Strategy has served primarily as a grantmaking strategy document, guiding the allocation of Regional Flexible Funding to the RTO Program to support TDM activities that improve system efficiency and help meet regional goals. The RTO program receives approximately \$4 million in federal funding each year to support the program, of which Metro awards approximately \$3.2 million to partners in the form of competitive grants delivering TDM programs and activities across the region. In the current 3-year RTO grant cycle (FY 2024-2026), Metro has thus far awarded over 100 grants to local jurisdictions, transit agencies, school districts, higher-education institutions, and community-based organizations.

(Attachment 1)

The RTO Program Strategy was last brought to the Metro Council in 2018. Since then, the RTO program has expanded and diversified with the formal development of a Safe Routes to School (SRTS) program, more involvement of community partners, and greater emphasis on an “all-trips” approach. The Regional TDM Strategy will expand upon existing strategies to reflect broader coordination on TDM in the region as directed by the 2023 RTP.

BACKGROUND

The Regional TDM Strategy process will span 18 months, from July 2024 to December 2025, and includes two phases. **Phase I** involved a comprehensive assessment, including an evaluation of the 2019–2023 RTO grant cycle and a Regional TDM Needs Assessment informed by surveys, focus groups, and research from peer regions. Phase I was completed in March 2025. **Phase II**, which began in April 2025, will build on this foundation to develop shared goals, define effective approaches, clarify partner roles, and establish performance measures for TDM in the region.

An overview of the work plan was originally scheduled to go to the Metro Council in January 2025; this was rescheduled to July. Since then, staff has completed Phase I of the project and convened the Technical Work Group to inform the project process.

Additionally, the project team has developed a draft framework for the Regional TDM Strategy.

Community involvement:

Over the course of the project, the team is engaging with regional TDM providers, technical experts and people who use travel options throughout the region to inform the development of the strategy.

Engagement in Phase I consisted of:

- A review of previous engagement conducted through the 2023 RTP process to incorporate previous community input into our assessment.
- Focus groups – communities who are not currently engaged with Metro RTO in each of our program areas. This included school-based contacts in Forest Grove, resident service providers at affordable housing and commute benefit administrators at large and small employers.
- A survey of regional TDM practitioners – 34 respondents from local jurisdictions, nonprofits and schools.
- Input from existing RTO partners, TPAC and JPACT on the project process through in-person and virtual presentations and workshops.

Engagement for Phase II consists of:

- A TDM Strategy Technical Work Group that will inform the development of the Regional TDM Strategy over the course of 2025. The Technical Work Group includes TDM practitioners and key local, regional, and state partners.
(Attachment 2)
- Topical discussion sessions, based on input from the Technical Work Group and Needs Assessment, will be conducted in Summer 2025.
- In-person workshops with RTO partners and virtual Commute and SRTS workgroups will review the TDM Strategy and RTO Program Strategy in Summer 2025.
- Community members at-large will have the opportunity to weigh in this Fall on the draft Strategy. Metro will hold a public comment period in September 2025.

ATTACHMENTS

- Attachment 1: 2024-2026 RTO Grantees
- Attachment 2: TDM Strategy Technical Work Group Roster

Attachment 1 - FY 24-26 RTO Grants - Core, Emerging & General

Grantee	Program Name	Application Years (FY)	Funding Amount	Program Area	Grant Category
Beaverton School District	Beaverton Safe Routes to School	2024-2026	\$ 240,000	Safe Routes to School	Core
City of Gresham	Davis Park Traffic Playground	2024-2025	\$ 9,906	Safe Routes to School	Infrastructure
City of Gresham	Gresham Greenways 2024	2024-2025	\$ 70,612	Community	Infrastructure
City of Hillsboro	City of Hillsboro Safe Routes to School Program	2024-2026	\$ 175,000	Safe Routes to School	Core
City of Portland Bureau of Transportation	Equitable Options, Empowered People	2024-2026	\$ 1,095,000	Community	Core
City of Portland Bureau of Transportation	PBOT TDM Commute Strategy Development	2024-2025	\$ 375,000	Commute	Emerging
City of Portland Bureau of Transportation	Portland High School Programming	2024-2026	\$ 119,340	Safe Routes to School	Emerging
City of Portland Bureau of Transportation	Bike and Walking School Bus Wayfinding	2025	\$ 50,000	Safe Routes to School	Infrastructure
City of Tigard	Tigard-Tualatin Safe Routes to School	2024-2026	\$ 225,000	Safe Routes to School	Core
Clackamas Community College	Clackamas Community College Emerging Partner Grant	2024-2026	\$ 173,410	Commute	Emerging
Clackamas County	Clackamas County Travel Options Action Plan	2024-2026	\$ 215,000	Commute	Emerging
Community Cycling Center	Safe Routes to Schools	2024-2026	\$ 199,519	Safe Routes to School	Core
Community Cycling Center	Community Cycling Center Core Partner 2023-2026	2024-2026	\$ 146,232	Community	Core
Community Cycling Center	Bilingual Safe Routes to School and Bike Safety Education in Cully	2025-2026	\$ 134,963	Safe Routes to School	Innovation
Division Midway Alliance	Transit Education and Safety Youth Ambassador (TESYA) program	2024-2026	\$ 158,406	Community	TO Community Services
Explore Washington Park	TriMet Passes Program Support	2024-2025	\$ 150,000	Community	Innovation
Forth Mobility Fund	Portland E-cargo Bike Educational Lot (PEBEL)	2024-2025	\$ 150,000	Community	Innovation
Go Lloyd	Go Lloyd Programs & Service Operations Support	2024-2026	\$ 170,178	Commute	Core
Lloyd EcoDistrict	Electric Mobility and Resilience Hub Planning in Lloyd	2025	\$ 72,566	Community	Innovation
Multnomah County Transportation	East Multnomah County Safe Routes to School	2024-2026	\$ 150,000	Safe Routes to School	Core
Northwest Housing Alternatives	Transit Assistance for Low-Income Residents	2024-2026	\$ 150,000	Community	TO Community Services
Oregon Walks	Community Informed Walking Programs	2024-2026	\$ 245,000	Community	Emerging
p:ear	Everybody Bikes! Free Bike Referral Program	2024-2026	\$ 215,054	Community	Emerging
p:ear	SRTS Coordinator East Portland	2024-2026	\$ 200,000	Safe Routes to School	Emerging
Portland Community College	Transit Options for PCC Students (TOPS)	2024-2026	\$ 178,312	Commute	Core
Portland Indigenous Marketplace	Indigenous Safe Ways	2025-2026	\$ 53,600	Community	TO Community Services
Ride Connection, Inc.	RideWise RTO 2023-26	2024-2026	\$ 375,000	Community	Core
Ride Connection, Inc.	Mobility for Health RTO 2023-26	2024-2026	\$ 375,000	Community	Innovation
SMART - City of Wilsonville	SMART Commute Options	2024-2026	\$ 225,000	Commute	Core
SMART - City of Wilsonville	SMART Safe Routes to School	2024-2026	\$ 175,000	Safe Routes to School	Core
The Street Trust	The Street Trust's Travel Options Program	2024-2026	\$ 200,000	Community	Emerging
The Street Trust	Clackamas County Safe Routes to School	2024-2026	\$ 200,000	Safe Routes to School	Core
Trash for Peace	Secure Bike Parking at The Ellington	2025	\$ 33,700	Community	Infrastructure
TriMet	TriMet Employer Outreach Program	2024-2026	\$ 1,236,000	Commute	Core
TriMet	TriMet OpenStreetMap (OSM)	2024-2026	\$ 82,262	Commute	Innovation
Tualatin Hills Park & Recreation District	Getting There by Trail	2025	\$ 56,446	Commute	Infrastructure
Westside Transportation Alliance	Advancing Travel Options Usage in Washington County and the Region	2024-2026	\$ 375,000	Commute	Core
Total Allocated			\$ 8,455,506		

FY 24-25 RTO Small Grants				
Grantee	Program Name	Application Year (FY)	Funding Amount	Grant type
Bike Farm Inc.	Encouraging bicycle use in Portland area	2025	\$ 5,000	RTO Mini-Grant
City of Gresham	Summer Bike Events 2024	2025	\$ 5,000	RTO Mini-Grant
City of Tigard	Safe Routes to School Education Programs	2024, 2025	\$ 10,000	RTO Mini-Grant
City of Tigard TOD	Travel Options for Tigard's Growing Neighborhoods	2025	\$ 5,000	RTO Mini-Grant
City of Wilsonville SMART	Safe Routes to School	2024	\$ 5,000	RTO Mini-Grant
Clackamas County	Ride Clackamas	2024	\$ 5,000	RTO Mini-Grant
Community Cycling Center	Bike Club & Bike Repair Hub	2024, 2025	\$ 10,000	RTO Mini-Grant
Creston Elementary PTA	Bicycle and Walk Fair	2024, 2025	\$ 10,000	RTO Mini-Grant
Division Midway Alliance	Travel Options Awareness through Play Street Events	2025	\$ 3,760	RTO Mini-Grant
Reborn Bikes	Bike Festivals and Giveaways	2025	\$ 5,000	RTO Mini-Grant
Glencoe Elementary PTA	Glencoe Bike Bus	2025	\$ 5,000	RTO Mini-Grant
Gresham Barlow School District	SRTS Safety and Security	2024	\$ 5,000	RTO Mini-Grant
James John PTA	James John Walk & Roll and Bike Fair	2024, 2025	\$ 10,000	RTO Mini-Grant
Lake Grove Elementary School	Covered Bike Parking	2025	\$ 2,089	RTO Mini-Grant
Northwest Housing Alternatives	Safe Routes to School	2024	\$ 5,000	RTO Mini-Grant
Rocky Butte Farmers Market	Rocky Butte Farmers Market Multimodal Incentive Program	2025	\$ 4,000	RTO Mini-Grant
suma	suma summer special	2025	\$ 4,991	RTO Mini-Grant
The Kidz Outside	The Kidz Outside Festival 3	2025	\$ 4,335	RTO Mini-Grant
The Street Trust	Community Travel Options and Safe Routes to School	2024, 2025	\$ 10,000	RTO Mini-Grant
The Street Trust	Oregon Active Transportation Summit	2024, 2025	\$ 10,000	RTO Mini-Grant
Vose Elementary	Vose Elementary Safe Routes to School	2024	\$ 5,000	RTO Mini-Grant
Westside Transportation Alliance	Transportation Rewards & Incentive Programs (TRIPs)	2025	\$ 5,000	RTO Mini-Grant
Woodstock School	Woodstock Walk & Roll Program	2025	\$ 5,000	RTO Mini-Grant
Abernethy Elementary PTA	Abernethy Bike Bus/Bike Fair	2025	\$ 500	SRTS Micro-Grant
Alameda Elementary	Bike Bus	2024	\$ 500	SRTS Micro-Grant
Art Rutkin Elementary PSO	Traffic Safety and Encouraging Bike/Walk Events	2024	\$ 500	SRTS Micro-Grant
Atkinson PTA	Bike + Walk School Bus	2024	\$ 500	SRTS Micro-Grant
Beach Elementary School	Beach Bike Train	2025	\$ 500	SRTS Micro-Grant
Beaver Acres Elementary	Beaver Acres Walking School Bus	2025	\$ 500	SRTS Micro-Grant
Beverly Cleary School PTA	Bike Bus Support	2025	\$ 500	SRTS Micro-Grant
Boeckman Creek Primary School PTA	Walk & Roll to School/ Walking School Bus Support	2025	\$ 500	SRTS Micro-Grant
César Chávez PTA	Walk & Roll to School	2025	\$ 500	SRTS Micro-Grant
Chief Joseph Elementary	Safety Patrol	2025	\$ 500	SRTS Micro-Grant
Community Transition Program	Friday Outings	2024	\$ 500	SRTS Micro-Grant
Cooper Mountain ES PTO	Walking School Bus	2024, 2025	\$ 1,000	SRTS Micro-Grant
Fowler Middle School	Walk and Roll to School Events	2024	\$ 500	SRTS Micro-Grant
Glencoe Elementary PTA	Glencoe Bike Bus	2024	\$ 500	SRTS Micro-Grant
Happy Valley Elementary	Walk & Roll events	2024, 2025	\$ 1,000	SRTS Micro-Grant
Hiteon Elementary School	Walking School Bus	2024, 2025	\$ 1,000	SRTS Micro-Grant
Inza Wood Middle School PTA	SMART Walk & Roll events	2024	\$ 500	SRTS Micro-Grant

Joseph Gale Elementary	Bike Bus	2025	\$ 500	SRTS Micro-Grant
Lane Middle School PTA	Lane Middle School Bike Buses	2025	\$ 500	SRTS Micro-Grant
Lincoln Street Elementary	Walking School Bus	2025	\$ 500	SRTS Micro-Grant
Linwood Elementary	Crossing Guard	2025	\$ 500	SRTS Micro-Grant
Lowrie Primary	Wheel-a-thon	2024	\$ 500	SRTS Micro-Grant
Maplewood	Maplewood Bike Bus	2024, 2025	\$ 1,000	SRTS Micro-Grant
Metzger Elementary PSO	Bike Bus Wednesdays & Every Day Walkers	2024	\$ 500	SRTS Micro-Grant
Nancy Ryles Community Organization	Walking School Bus	2024, 2025	\$ 1,000	SRTS Micro-Grant
Oak Hills PTO	Walking School Bus	2024	\$ 500	SRTS Micro-Grant
Parents and Teachers for McKinley	Walking School Bus	2024, 2025	\$ 1,000	SRTS Micro-Grant
Peninsula ES PTA	Walk 'n' Roll to School	2024	\$ 500	SRTS Micro-Grant
Powell Butte Elementary	Walking School Bus Groups	2025	\$ 500	SRTS Micro-Grant
PTA Oregon Congress				
Sunnyside Environmental School PTSA	Sunnyside Bike Bus	2024	\$ 500	SRTS Micro-Grant
Rigler Elementary	Rigler Bike Bus	2025	\$ 500	SRTS Micro-Grant
River Grove PTO	Shifting Gears Gifting Gear	2025	\$ 500	SRTS Micro-Grant
Rock Creek Elementary PTO	Weekly Walking School Bus	2024	\$ 500	SRTS Micro-Grant
Rose City Park	Bike Bus, Bike Education Unit	2024, 2025	\$ 1,000	SRTS Micro-Grant
Rowe Middle School	Crossing Guard	2024	\$ 500	SRTS Micro-Grant
Sunnyside Environmental School	Sunnyside Bike Bus	2025	\$ 500	SRTS Micro-Grant
Vernon K-8	Bike Bus	2025	\$ 500	SRTS Micro-Grant
Vestal ES PTA	Vestal Bike Bus	2024, 2025	\$ 1,000	SRTS Micro-Grant
View Acres Elementary School	See Me Flags	2024	\$ 500	SRTS Micro-Grant
W L Henry Elementary PTO	Walking Groups	2025	\$ 500	SRTS Micro-Grant
W. Verne McKinney Elementary	Walking Wednesday	2025	\$ 500	SRTS Micro-Grant
Whitman Elementary School	Bike repair workshop	2025	\$ 500	SRTS Micro-Grant
Woodstock ES	Monthly walk/roll, bike bus, walking school bus	2024	\$ 500	SRTS Micro-Grant
Total Allocated			\$ 164,675	

Attachment 2 - Regional TDM Strategy - Technical Work Group			
Name	Organization	Representation (geographic)	Representation (practice)
Anthony De Simone	Clackamas County	Clackamas County	TDM practitioner, local planning staff
Kelsey Lewis	Wilsonville SMART	Clackamas County	RTO grantee; TDM practitioner
Laura Weigel	City of Milwaukie	Clackamas County	Local planning staff
Carly Rice	Gresham	Multnomah County	RTO grantee; TDM/SRTS practitioner
MaryJo Andersen	Multnomah County	Multnomah County	RTO grantee; TDM/SRTS practitioner
Liz Hormann	City of Portland, PBOT	Multnomah County	RTO grantee; TDM practitioner
Andrea Pastor	Metro	Regional	Transit Oriented Development
Kim Ellis	Metro	Regional	RTP/Climate Lead
Mary Rosenthal	Ride Connection	Regional	RTO grantee; TDM practitioner
Sarah Ianarrone	The Street Trust	Regional/State	TPAC; RTO grantee; TDM practitioner
Wes Charley	TriMet	Regional	RTO grantee; TDM practitioner
Zachary Lauritzen	Oregon Walks	Regional/State	RTO grantee; TDM practitioner
Anna Gore	Alta Planning + Design	Regional/State	TDM practitioner
Anna Ramos	DEQ	State	State ECO Rule Administrator
Hope Estes	ODOT	State	ODOT Travel Options Program Manager
Stephanie Millar	ODOT	State	ODOT Urban Mobility Office
Jeff Pazdalski	WTA	Washington County	RTO grantee; TDM practitioner
Leah Biado	Beaverton School District	Washington County	RTO grantee; TDM/SRTS practitioner
Tiffany Gehrke	City of Tigard	Washington County	Local planning staff