

## **Metro Policy Advisory Committee (MPAC)**

### **agenda**

---

**Wednesday, May 28, 2025**

**5:00 PM**

**<https://zoom.us/j/95889916633> (Webinar**

**ID: 958 8991 6633)**

---

#### **1. Call To Order, Declaration of a Quorum & Introductions (5:00 PM)**

Please note: This meeting will be held online. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/95889916633> or by calling +1 719 359 4580 (Toll Free).

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-813-7591 or email at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov).

#### **2. Public Communication on Agenda Items (5:05 PM)**

Public comment may be submitted in writing and will also be heard by electronic communication (video conference or telephone). Written comments should be submitted electronically by mailing [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov).

Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

#### **3. Council Update (5:10 PM)**

#### **4. Committee Member Update (5:15 PM)**

#### **5. Consent Agenda (5:20 PM)**

5.1 Consideration of the April 23, 2025 MPAC Minutes

[25-6280](#)

Attachments: [042325 MPAC Minutes](#)

#### **6. Action Items (5:25 PM)**

6.1 Resolution No. 25-5495 For the Purpose of Endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project

[COM](#)

[25-0930](#)

---

Presenter(s): Melissa Ashbaugh, Metro  
Attachments: [MPAC Worksheet](#)  
[Draft resolution no 25-5495](#)  
[Exhibit A- 82nd Avenue Transit Project LPA Language and Map](#)  
[82nd Avenue DRAFT Resolution Staff Report](#)  
[Attachment 1a to 1f to Resolution Staff Report](#)

**7. Information/Discussion Items (5:35 PM)**

- 7.1 Regional Housing Coordination Strategy: Preliminary List of Strategy Ideas Based on Metro's Roles in Housing Production and Access (5:35 PM) [COM](#)  
[25-0931](#)

Presenter(s): Giovanni Bautista, Metro  
Laura Combs, Metro

Attachments: [MPAC Worksheet](#)  
[Metro's Role in Housing Handout](#)

- 7.2 Montgomery Park Streetcar LPA Update (6:20 PM) [COM](#)  
[25-0932](#)

Presenter(s): Alex Oreschak, Metro  
Mauricio LeClerc, PBOT

Attachments: [MPAC Worksheet](#)  
[Exhibit A- Montgomery Park Transit Project Recommended LPA](#)

- 7.3 Comprehensive Climate Action Plan: Greenhouse Gas Inventory and Targets (6:40PM) [COM](#)  
[25-0906](#)

Presenter(s): Eliot Rose, Metro

Attachments: [MPAC Worksheet](#)  
[Attachment-1-2025 CCAP Engagement Activities](#)  
[Attachment-2-CCAP Winter 2024-25 online open house results](#)  
[Attachment 3- Initial screening results for potential measures](#)

**8. Adjourn (7:00PM)**

## Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit [oregonmetro.gov/civilrights](http://oregonmetro.gov/civilrights) or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at [trimet.org](http://trimet.org)

### Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

### Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

### Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

### Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullaan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

### Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

### Metro의差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទិកា) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

### إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

### Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

### Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

### Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

### Avizul Metro privind nediscriminare

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

### Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev taus ntuj weekdays) 5 hnub ua hauj lwu ua ntej ntawm lub rooj sib tham.



# 2025 MPAC Work Plan

Updated 3/6/25

<p><b><u>May 28, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• Resolution no. 25-5495 For the Purpose of Endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project <b>(action)</b></li> <li>• Regional Housing Coordination Strategy - engagement themes; categories of preliminary list of strategies (Emily Lieb and Eryn Kehe, Metro; 45 min)</li> <li>• Montgomery Park Streetcar LPA update (Alex Oreschak, Metro; 20 min)</li> <li>• Comprehensive Climate Action Plan: greenhouse gas inventory and targets (Eliot Rose, Metro; 20 min)</li> </ul>	<p><b><u>June 25, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• Montgomery Park Streetcar LPA adoption <b>(action)</b> (15 min)</li> <li>• TV Highway LPA adoption <b>(action)</b> (15 min)</li> <li>• Placemaking Grants Update (Dana Lucero, Metro; 30 min)</li> <li>• Future Vision Update- Future Vision Commission and Project Timeline (Jess Zdeb, Metro; 45 min)</li> </ul>
<p><b><u>July 23, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• Future Vision (placeholder – 30 minutes)</li> <li>• State Legislative Update (45 minutes)</li> <li>• Regional Housing Coordination Strategy - evaluation framework and draft RHCS (Emily Lieb and Eryn Kehe, Metro; 30 min)</li> </ul>	<p><b><u>August 27, 2025 cancelled</u></b></p>
<p><b><u>September 24, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• Future Vision</li> <li>• Cooling Corridors</li> <li>• Supportive Housing Services Funding Update</li> </ul>	<p><b><u>October 22, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• Regional Housing Coordination Strategy - evaluation framework and draft RHCS ((Emily Lieb and Eryn Kehe, Metro; 45 min)</li> <li>• Future Vision</li> </ul>
<p><b><u>November 19, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• Future Vision</li> <li>• 2040 Grants update</li> </ul>	<p><b><u>December 17, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• Future Vision</li> <li>• Supportive Housing Services Funding Update</li> </ul>



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736  
oregonmetro.gov

Agenda #: 5.1

---

**File #:** 25-6280

**Agenda Date:** 5/28/2025

---

**Consideration of the April 23, 2025 MPAC Minutes**

**METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes

April 23<sup>rd</sup>, 2025**MEMBERS PRESENT**

Elana Pirtle-Guiney  
Candace Avalos  
Jerry Hinton  
Keith Kudrna  
Terri Preeg-Riggsby  
Omar Qutub  
Joe Buck  
Denyse McGriff  
Brett Sherman  
Sherry French  
Ed Gronke  
Pam Treece  
Beach Pace  
Allison Tivnon  
Tim Rosener  
Miles Palacios  
Luis Nava  
Wil Fuentes  
Ty Stober  
Dan Eisenbeis  
Duncan Hwang

**MEMBERS EXCUSED**

Vince Jones-Dixon  
JT Flowers  
Kristin Greene  
Brian Hodson  
James Fage  
Gerritt Rosenthal  
Mary Nolan

**ALTERNATES PRESENT**

Salome Chimuku  
Cathy Keathley  
Jim Duggan  
Laura Kelly  
Katherine Kelly

**AFFILIATION**

City of Portland  
City of Portland  
City of Gresham  
City of Fairview  
Special Districts  
Citizen of Multnomah County  
Largest City in Clackamas County  
Second Largest City in Clackamas County  
Other Cities in Clackamas County  
Special Districts Clackamas County  
Citizen of Clackamas County  
Washington County  
Largest City in Washington County  
Second Largest City in Washington County  
Other Cities in Washington County  
Special Districts Washington County  
Citizen of Washington County  
Clark County  
City of Vancouver  
Port of Portland  
Metro Council

**AFFILIATION**

Multnomah County  
TriMet  
Oregon Dept of Land Conservation and Development  
City in Clackamas County Outside the UGB  
City in Washington County Outside the UGB  
Metro Council  
Metro Council

**AFFILIATION**

Multnomah County  
City of Gresham  
Special Districts Washington County  
Oregon Dept of Land Conservation and Development  
City of Vancouver

## **1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair Brett Sherman called the meeting to order at 5:00 p.m.

## **2. PUBLIC COMMUNICATION ON AGENDA ITEMS**

Metro staff Ramona Perrault read aloud the instructions for providing public testimony. There was none.

## **3. COUNCIL UPDATE**

Councilor Hwang shared information on the following: Metro Budget update, Solid Waste Fee Setting update, Regional Waste Facilities Plan completion, Zoo expansion and California condor egg update, Regional Refresh Fund availability, Panorama Film Festival, GLEAN, and Cascade Pika Watch.

## **4. COMMITTEE MEMBER UPDATE**

Mayor Pace attended the grand opening of the Women's Performance Center for the Thorns and new WNBA team.

## **5. CONSENT AGENDA**

Chair Sherman read the consent agenda into the record.

**MOTION:** Mayor Pace made the motion, second by Mayor McGriff.

**ACTION:** The consent agenda was approved.

## **6. INFORMATION/DISCUSSION ITEMS**

### **6.1 Future Vision update**

Malu Wilkson and Jess Zdeb presented on the Future Vision project and provided an update.

Chair Sherman asked about building in flexibility to allow for change over time.

Ed Gronke asked if Metro has received pressure from the federal government, particularly as Metro is including racial equity and climate change as part of this project. Wilkinson shared this is a local project with no federal funding.

Council President Hinton asked if it's Metro's job to do marketing for the region. Wilkinson answered that it is not marketing, it is a vision as required by Metro's charter. Hinton replied that he would like to better understand the impact. Wilkinson replied that it's a "north star" for our policy documents.

Chair Sherman asked for the current Future Vision document to be shared with MPAC.

Salome Chimuku asked about Metro's strategy for engagement. She hopes Metro will use best and emerging practices, adding that we can share engagement connections and should be intentional



about how we define success. Chimuku questioned how we can engage those who are already activated and also those who might be looking for ways to be plugged in.

Zdeb expressed appreciation for the offer to reach out to reach as many as we can. She is not envisioning subcommittees, but rather action teams that convene a couple times to get folks together over issues they're passionate about. Zdeb mentioned that it is challenging to ask people to think 50 years into the future when they're worried about the present. It's important to have goals that are achievable that people around the table can see themselves in.

Councilor Stober thanked staff for including Vancouver in the project.

Allison Tivnon wondered about Metro's role in making sure we have open space for the region into the future. Wilkinson answered that Planning is leading this effort, but it is an agency-wide effort, including Parks. Zdeb noted the recent DHM poll pointing out that people in the region say they stay here because of access to open areas and emphasized that research will influence our work.

## **6.2 TV Highway LPA update**

Zdeb provided an update on the TV Highway Transit project.

Sherman asked how many buses it will take to meet the new headways. Zdeb answered it will take 15 buses, which is part of TriMet's financial contribution.

Commissioner Schrader asked how this will be funded, as she understands the federal program for this is oversubscribed, and TriMet is having financial difficulties. Zdeb answered that more people do apply than there is money, and if there are state dollars that don't come through, the committee will reconvene.

Pace explained local agencies have been asked to make up the financial difference, raising concerns that the price will go up. Zdeb answered that it's an ongoing discussion the partners will need to have. Pace suggested Metro consider dedicating RFFA bond dollars just to TV Highway and 82nd, since costs are going up.

Commissioner Treece reminded people this is a long project with many steps. She referenced the transportation measure that didn't pass, noting that the work was not lost, and TV Highway and 82nd are a result of that work.

Gronke is concerned the federal government could withhold funds from Metro and requested clarification about the relationship between TriMet and Metro. Zdeb explained that for major transit projects, Metro convenes all the project partners, and TriMet is at the table. When the LPA is adopted, the leadership role will flip to TriMet.

Chimuku is curious about what access to the workforce will look like and what jobs are accessible now. She is also curious about the workforce currently involved with the project as transportation and childcare are challenges for many. Zdeb answered that childcare did come up in the Equitable Development Strategy.

### 6.3 Community Connector Transit Study: Policy Framework and Assessment

Ally Holmqvist provided an update on the Community Connector Transit Study.

Sherman asked who holds the liability if there are volunteer drivers. Holmqvist answered that a lot of insurance is required with that model, and we're still looking at what will work for our region.

Hinton noted that Gresham is excited about this project and that the city needs these kinds of connections.

Mayor McGriff believes service in her area is bad. She hopes this project won't let TriMet off the hook for better service. Holmqvist mentioned there are already several small service providers throughout the region and discussed how some of those might be leveraged.

Treece referenced Grove Link and the possibility of a new service in the Bethany area. Washington County is eager to participate in this effective approach.

Pace is happy about identifying the gaps in service and working to fill those so workers can get to work.

Chimuku mused about leveraging existing community connections for engagement, stating that folks can't use a service they don't know about.

Sherman thinks it's key that transportation be easy and accessible. He explained that the app has to be top notch, for example, and that it's critical to also think about users without access to an app.

## 7. ADJOURN

Chair Sherman adjourned the meeting at 7:00 p.m.

Respectfully Submitted,



Ramona Perrault,  
Committee Legislative Advisor



# Metro

600 NE Grand Ave.  
Portland, OR 97232-2736  
oregonmetro.gov

## Agenda #: 6.1

---

**File #:** COM 25-0930

**Agenda Date:** 5/28/2025

---

Resolution No. 25-5495 For the Purpose of Endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project

Melissa Ashbaugh, Metro

# MPAC Worksheet

**Agenda Item Title:** 82<sup>nd</sup> Avenue Transit Project Locally Preferred Alternative – RECOMMENDATION Requested

**Presenters:** Melissa Ashbaugh

**Contact for this worksheet/presentation:** Melissa Ashbaugh, melissa.ashbaugh@oregonmetro.gov

## Purpose/Objective

Staff will provide an update on the 82<sup>nd</sup> Avenue Transit Project Locally Preferred Alternative (LPA) endorsement process and request a recommendation to the Metro Council.

## Outcome

Request that Metro Policy Advisory Committee (MPAC ) recommend that Metro Council endorse the 82<sup>nd</sup> Avenue Transit LPA by Resolution No. 25-5495 and direct staff to begin the process to amend the 2023 Metro Regional Transportation Plan (RTP) for consideration by JPACT and Metro Council in 2026.

Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council will consider the resolution in early summer. The JPACT recommendation and subsequent Metro Council adoption of the LPA will allow Metro to continue working with TriMet and other project partners to:

- Amend the RTP to reflect the LPA and a high-level funding plan
- Pursue federal funding
- Complete federally-required NEPA documentation
- Refine design and costing
- Coordinate with City of Portland, Clackamas County, ODOT, and other partners as needed, on construction and design for improvements along 82<sup>nd</sup> Avenue
- Support the implementation and construction of the project
- Open a new FX bus line along 82<sup>nd</sup> Avenue in 2029

MPAC will be engaged in the RTP amendment process anticipated to begin later this year with the following schedule:

- Fall 2025: Public comment period
- Fall/Winter 2025: Review/discuss amendment and public comment at MTAC, TPAC, MPAC, JPACT, Metro Council
- Spring 2026: Seek adoption of RTP amendment

## What has changed since MPAC last considered this issue/item?

Staff presented to MPAC on the 82<sup>nd</sup> Avenue Transit Project LPA on February 26, 2025, to answer any question and get feedback prior to asking MPAC to make a recommendation for endorsement to Metro Council. The LPA has not changed since MPAC's discussion in February.

Since that time, Metro staff has presented to MTAC, TPAC, JPACT, and Metro Council. While there were questions around the LPA and next steps, there were no requests to amend/change the LPA. MTAC met on May 21, 2025 and all present members voted yes that MPAC should recommend Metro Council endorsement of the LPA.

In addition, the key agency partners have endorsed the LPA via resolution or letters of support.

Partner endorsements include:

- TriMet adopted Resolution 25-03-15 – Recommending to the Metro Council Adoption of the Locally Preferred Alternative for the 82nd Avenue Transit Project as Part of the Regional Transportation Plan on March 26, 2025.
- Multnomah County adopted Resolution No. 25-023- Approval of the 82<sup>nd</sup> Avenue Transit Project Locally Preferred Alternative (LPA) on April 17, 2025.
- Port of Portland endorsed the LPA with a letter of support dated May 2, 2025.
- ODOT endorsed the LPA with a letter of support dated May 5, 2025.
- City of Portland adopted Resolution no. 2025-093- Adopt the Locally Preferred Alternative for the 82nd Avenue Transit Project and Conditions of Approval on May 21, 2025.
- Clackamas County – letter of support (**anticipated**).

**What packet material do you plan to include?**

Attachment 1: Resolution No. 25-5495 For the Purpose of Endorsing the Locally Preferred Alternative for the 82<sup>nd</sup> Avenue Transit Project

Attachment 2: Resolution Exhibit A: 82<sup>nd</sup> Avenue Transit Project LPA Language and Map

Attachment 3: 82<sup>nd</sup> Avenue DRAFT Resolution Staff Report

Attachment 4: Attachment 1a to 1f to Resolution Staff Report (Partner endorsements)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE	)	RESOLUTION NO. 25-5495
LOCALLY PREFERRED ALTERNATIVE FOR	)	
THE 82 <sup>ND</sup> AVENUE TRANSIT PROJECT	)	Introduced by Chief Operating Officer
	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson

WHEREAS, Metro is the directly elected regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council together serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions, including endorsing locally preferred alternatives for major projects in the region; and

WHEREAS, Metro's adopted long-range blueprint for the region, the 2040 Growth Concept, reflects a commitment to create prosperous and sustainable communities for present and future generations and guides the region's land use and transportation development in alignment with it; and

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the 2040 Growth Concept and emphasizes outcomes, system completeness and measurable performance in order to realize adopted land use plans, and hold the region accountable for making progress toward regional goals focused on climate, equity, safety, mobility and thriving economy; and

WHEREAS, the 2023 RTP identifies the 82nd Avenue Corridor as a Tier 1 High Capacity Transit Corridor on the 2030 Constrained project list; and

WHEREAS, Metro's Transportation Funding Task Force also designated the 82nd Avenue Corridor as a Tier 1 priority in their 2019 Recommendation for Corridor Investments and underscored the need to complete corridor planning to facilitate longer-term corridor investments; and

WHEREAS, the 2023 High Capacity Transit Strategy identified 82<sup>nd</sup> Avenue as a Tier 1 corridor for high capacity transit investment; and

WHEREAS, this corridor has higher than average regional population of people living below the poverty line; and

WHEREAS, TriMet's Line 72 bus on 82nd Avenue is the highest ridership bus line in the TriMet system; and

WHEREAS, current transit service within the corridor experiences significant delay and travel time costs for transit riders; and

WHEREAS, 82nd Avenue was identified as a High Injury Corridor in the 2023 RTP and there were 242 serious injuries and fatalities on the corridor between 2012 and 2022; and

WHEREAS, the City of Portland and the Oregon Department of Transportation have transferred the portion of 82nd Avenue between Clatsop Street and Killingsworth Street from state to city ownership, and the City of Portland has begun investing in safety and maintenance on 82nd Avenue and developed a plan to reenvision this part of the corridor; and

WHEREAS, in June 2022, Metro convened a Steering Committee led by Metro Councilors from District 2 and District 6 with local elected officials, representatives of project partner agencies and community members. The committee was charged with recommending a Locally Preferred Alternative (LPA) and funding strategy for high-capacity transit on the 82<sup>nd</sup> Avenue corridor; and

WHEREAS, the LPA was endorsed by the Board of Clackamas County Commissioners, the Oregon Department of Transportation, and the Port of Portland with letters of support dated XXX (anticipated), May 5, 2025, and May 2, 2025, respectively; and

WHEREAS, the City of Portland City Council unanimously adopted Resolution Number 2025-093 on May 21, 2025 endorsing the LPA with Conditions of Approval; and

WHEREAS, the Multnomah County Board of Commissioners unanimously adopted Resolution Number 2025-023 on April 17, 2025, endorsing the LPA; and

WHEREAS, the TriMet Board of Directors unanimously adopted Resolution Number 25-03-15 on March 26, 2025, recommending confirmation of the LPA; and

WHEREAS, on June 12, 2025 (anticipated), JPACT made a recommendation to the Metro Council on endorsing the 82<sup>nd</sup> Avenue Transit Project LPA; and

WHEREAS, it is expected that Metro Council and JPACT will consider an amendment to the 2023 RTP to include the 82<sup>nd</sup> Avenue Transit Project LPA in 2026; and

WHEREAS, the Metro Councilors from District 2 and District 6 will continue to provide guidance for the project through the design process as part of TriMet's Policy and Budget Committee; and

WHEREAS, the 82<sup>nd</sup> Avenue Transit Project Steering Committee met numerous times, heard public input and testimony, and unanimously recommended the LPA for adoption on January 16, 2025; including the mode of transportation, alignment, and general station locations; now therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Endorses the 82<sup>nd</sup> Avenue Transit Project Locally Preferred Alternative as described in the attached Exhibit A.
2. Directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the 82<sup>nd</sup> Avenue Transit Project Locally Preferred Alternative for consideration by JPACT and the Metro Council in 2026.

ADOPTED by the Metro Council this \_\_\_\_ day of June 2025.

---

Lynn Peterson, Council President

Approved as to Form:

---

Carrie MacLaren, Metro Attorney

DRAFT



## **82<sup>nd</sup> Avenue Transit Project Steering Committee Locally Preferred Alternative**

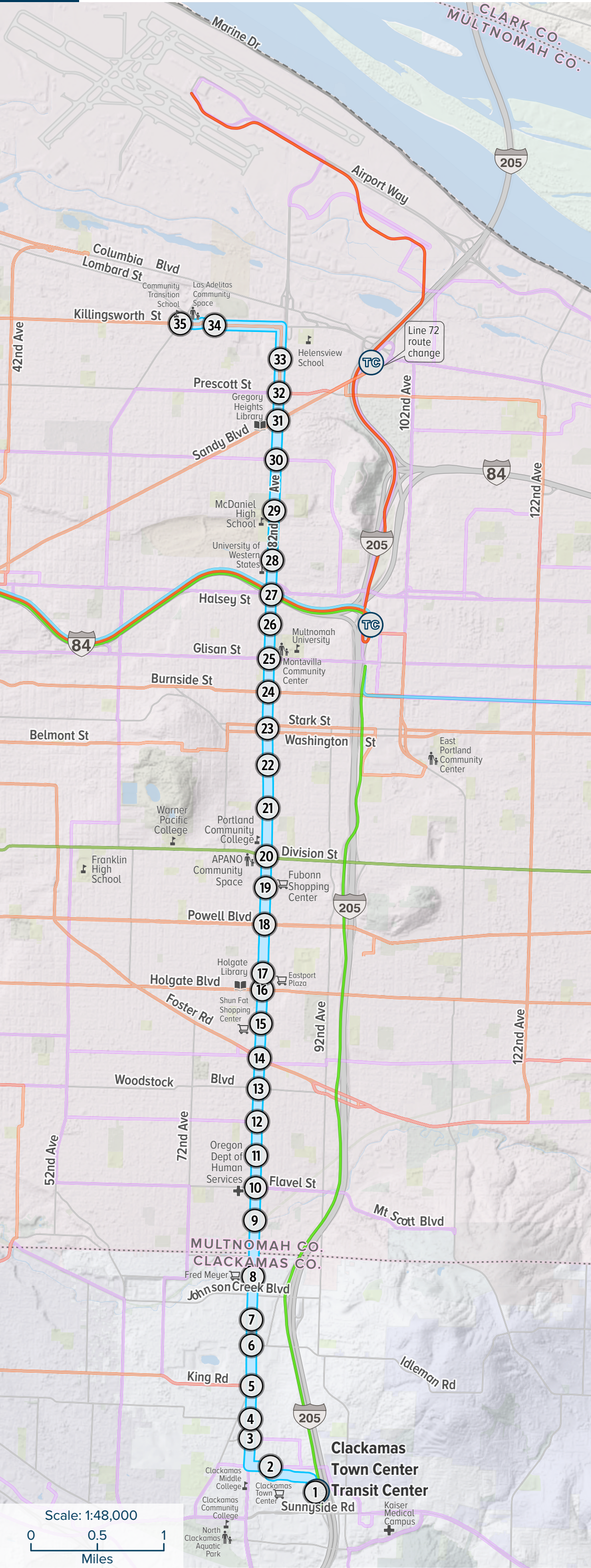
The recommended Locally Preferred Alternative for high-capacity transit in the 82<sup>nd</sup> Avenue corridor is Frequent Express (FX) bus rapid transit with general stations at the locations indicated on the attached map, operating between Clackamas Town Center Transit Center and the Cully Boulevard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





# 82nd Avenue Transit Project

## Locally Preferred Alternative



### Elements of Locally Preferred Alternative

Frequent express bus rapid transit route

General station location

#### Transit Network

Green MAX line

Red MAX line

Blue MAX line

Blue, green, red MAX lines

FX-frequent express service bus line

Frequent service bus line

Other bus line

#### Transit lines for LPA

Transit center

Community space

Medical facility

School

Major shopping hub

Library

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



## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 25-5495 FOR THE PURPOSE OF ENDORISING THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82<sup>ND</sup> AVENUE TRANSIT PROJECT

---

Date: June 12, 2025  
Department: Investment Areas  
Meeting Date: June 12, 2025

Prepared by: Melissa Ashbaugh, 971-378-7166  
Melissa.Ashbaugh@oregonmetro.gov  
Presenter(s), Melissa Ashbaugh  
(she/her), Senior Planner  
Length: 20 minutes

---

#### ISSUE STATEMENT

The 82<sup>nd</sup> Avenue Transit Project seeks to improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue, which is the highest ridership bus corridor in the region. In June 2022, Metro formed a Steering Committee comprised of local partners and community representatives to guide the project to a Locally Preferred Alternatives (LPA). The LPA demonstrates regional consensus on the general project parameters. After extensive public engagement, technical analysis, collaboration across agencies, and direction from the steering committee, staff recommended an LPA for the steering committee to consider.

On January 16, 2025, the 82<sup>nd</sup> Avenue Transit Project Steering Committee unanimously recommended the LPA for the 82<sup>nd</sup> Avenue transit project.

The recommended LPA for high-capacity transit on the 82<sup>nd</sup> Avenue corridor is Frequent Express (FX) bus rapid transit with general station locations indicated on the map, operating between Clackamas Town Center Transit Center and Cully Boulevard and NE Killingsworth Street Area. (See Exhibit A of Resolution No 25-5495.)

#### ACTION REQUESTED

Approve Resolution No. 25-5495 as recommended by the Joint Policy Advisory Committee on Transportation (JPACT). Approval of the resolution endorses the 82<sup>nd</sup> Avenue Transit Project Locally Preferred Alternative (LPA) as recommended by the 82<sup>nd</sup> Avenue Transit Project Steering Committee and JPACT and directs staff to prepare amendments the Regional Transportation Plan to reflect the LPA.

Metro Council is the final partner to endorse the LPA.

Partner endorsements included in Attachment 2 are listed below:

Staff Report for Resolution No. 25-5495

- TriMet Resolution 25-03-15 – Recommending to the Metro Council Adoption of the Locally Preferred Alternative for the 82nd Avenue Transit Project as Part of the Regional Transportation Plan on March 26, 2025.
- Multnomah County Resolution 25-023 - Approval of the 82nd Avenue Transit Project Locally Preferred Alternative (LPA) on April 17, 2025.
- The Port of Portland letter of support dated May 2, 2025.
- The Oregon Department of Transportation letter of support dated May 5, 2025.
- The City of Portland Resolution Number 2025-093- Adopt the Locally Preferred Alternative for the 82nd Avenue Transit Project and Conditions of Approval on May 21, 2025
- Clackamas County letter of support, (anticipated) signed XXX

## IDENTIFIED POLICY OUTCOMES

The 82nd Avenue corridor has been identified by the region as a top priority for transit investment. It is called out in multiple adopted plans including the 2009 Metro Regional High Capacity Transit System (HCT) Plan, the 2018 Regional Transit Strategy, the 2023 Regional Transportation Plan (RTP), and the 2023 High Capacity Transit Strategy, which designates 82nd Avenue as a Tier 1: near-term HCT corridor, the highest priority for HCT investment in our region.

Project outcomes identified in the RTP are improved travel between Clackamas Town Center Regional Center and important destinations in NE Portland with easier, faster and more reliable bus service as well as necessary safety and accessibility improvements, paving and signals.

## POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Approve Resolution No. 25-5495 as recommended by JPACT.
2. Do not approve Resolution No. 25-5495 and refer it back to JPACT with a recommendation for amendment.

Metro Council endorsement of the Steering Committee LPA recommendation will demonstrate regional consensus on the project parameters. Endorsement of the LPA is a necessary step to a future adoption of the LPA into the financially constrained RTP project list, which is required to complete the Project Development phase of the Capital Investment Grant (CIG) program and be eligible to garner CIG discretionary funding. Metro Council and JPACT are anticipated to consider adoption of the LPA into the 2023 RTP in March 2026 as part of a package of RTP amendments which includes two other Tier 1 projects with recent LPA recommendations: Tualatin Valley Highway Transit Project and the Montgomery Park Streetcar Transit Project.

If Council does not endorse the Steering Committee LPA recommendation the committee would need to restart to discuss changes, and all local jurisdictions would have to amend their endorsements of the LPA.

Staff Report for Resolution No. 25-5495

## **RECOMMENDED ACTION**

Approve Resolution No. 25-25-5495 as recommended by JPACT on June 12 (anticipated). Approval of the resolution endorses the Locally Preferred Alternative recommended by the 82<sup>nd</sup> Avenue Transit Project Steering Committee and endorsed by the project partners, including TriMet, the City of Portland, Clackamas County (anticipated), Multnomah County, ODOT, and the Port of Portland and directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the 82<sup>nd</sup> Avenue Transit Project LPA for consideration by JPACT and the Metro Council in 2026.

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

The LPA advances Metro's 2040 Growth Concept and Regional Transportation Plan by connecting regional and town centers with faster more reliable transit and safer and more comfortable pedestrian facilities. The project advances multiple objectives by promoting walkable communities; improving access to jobs, schools, retail places and other community places along the route; increasing transportation choices including active transportation and better access to transit; regional mobility; and safety.

The project will serve around 70,000 residents and 30,000 jobs within a half mile of the alignment. There are concentrations of low-income residents and those most likely to rely on transit to meet their daily needs along the length of the corridor.

## **KNOWN OPPOSITION**

Public input and partner endorsements demonstrate support for this LPA. There is no known opposition.

Extensive technical analysis was conducted to understand the benefits and tradeoffs of different LPA components. The analysis was shared with project partners and community members for feedback. Public engagement has been extensive and coordinated with TriMet and the Portland's Building a Better 82<sup>nd</sup> Avenue project, which is delivering maintenance, safety, and pedestrian improvements in the corridor and long-term planning. Metro, PBOT, and TriMet are working closely together to maximize the benefits of each project. As part of this collaboration, both projects have shared public involvement goals and have jointly conducted several public outreach efforts. Attachment 3: Public Engagement Summary provides more information on the project engagement.

## **ANTICIPATED EFFECTS**

Adoption of this resolution will allow project staff to continue working with TriMet and project partners on the project to:

- Amend the 2023 RTP to reflect the LPA and a high-level funding plan
- Pursue federal funding

- Complete federally-required National Environmental Policy Act (NEPA) documentation
- Refine design and costing
- Coordinate with City of Portland, Clackamas County, ODOT, and other partners as needed, on construction and design for improvements along 82<sup>nd</sup> Avenue
- Support the implementation and construction of the project
- Open a new FX bus line along 82<sup>nd</sup> Avenue in 2029

The project is currently listed in the 2023 RTP. However, the 2023 RTP needs to be amended to reflect the LPA defining the mode, route, and general station locations and a high-level funding plan. The next steps and timeline for that future action include:

- Metro staff will coordinate to prepare amendments to the 2023 Regional Transportation Plan to reflect the 82<sup>nd</sup> Avenue LPA, as well as the TV Highway and Montgomery Park Streetcar LPAs.
- An RTP amendment is necessary to be eligible for federal funding and action.
- The RTP amendment will require a recommendation from MPAC and adoption by JPACT and Metro Council. The amendment may include the following as needed to reflect the LPA:
  - Amendments to Chapter 3 Transit Network Map
  - Amendments to the Appendix A: Constrained priorities project list
  - Amendments to Appendix W: Status of Current Major Projects
  - Amendments to Appendix V: Future corridor refinement planning
  - Create a new appendix: 82<sup>nd</sup> Avenue Transit Project Locally Preferred Alternative
  - Updates to reflect the RTP funding strategy or any other chapter components, if applicable
- The amendment will be accompanied by findings that demonstrate consistency with:
  - RTP goals, objections, and policies
  - Metro's Public Engagement Guide
  - Federal fiscal constraint requirements
  - Statewide planning goals
- Proposed RTP amendment schedule:
  - Fall 2025: Public comment period
  - Fall/Winter 2025: Review/discuss amendment and public comment at MTAC, TPAC, MPAC, JPACT, Metro Council
  - Spring 2026: Seek adoption of RTP amendment

**Budget Impacts:** Adoption of this resolution has no budget impact at this time. There will be future costs associated with implementation of the project. These costs will be shared by local, regional, state, and federal partners.

## LEGAL ANTECEDENTS

Staff Report for Resolution No. 25-5495

### **Federal laws and actions**

- National Environmental Policy Act
- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended]
- U.S. EPA transportation conformity rules (40 CFR, parts 51 and 93)
- Fixing America's Surface Transportation Act (FAST Act), signed into law in 2015
- Infrastructure Investment and Jobs Act (IIJA), signed into law in 2021
- FTA Small Starts Process

### **State laws and actions**

- Statewide Planning Goals
- Oregon Transportation Planning Rules (OAR Chapter 660, Division 12)
- Oregon Transportation Plan and implementing modal plans, including the Oregon Public Transportation Plan Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252)
- Oregon Clean Air Act State Implementation Plan (SIP), amended in January 2021

### **Metro Council Actions**

- Resolution No. 09-4025 (For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria), adopted by the Metro Council on February 12, 2009.
- Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments), adopted by the Metro Council on July 9, 2009.
- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted by the Metro Council on June 10, 2010
- Ordinance No. 14-1346B (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- Resolution No. 18-4892 (For the Purpose of Adopting the Regional Transit Strategy and Replacing the 2009 Regional High Capacity Transit System Plan), adopted by the Metro Council on December 6, 2018.
- Resolution No. 22-5257 (For the Purpose of Creating and Appointing Members of a Steering Committee for the 82<sup>nd</sup> Avenue Transit Project), adopted by the Metro Council on June 02, 2022.

Staff Report for Resolution No. 25-5495

- Ordinance No. 23-1496 (For the purpose of Amending the 2018 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on November 30, 2023.
- Resolution No. 23-5348, (For the Purpose of Adopting the 2023 High Capacity Transit Strategy), adopted by the Metro Council on November 30, 2023.

### **Local Jurisdiction Actions**

- The TriMet Board of Directors unanimously adopted Resolution 25-03-15, to recommend confirmation of the Locally Preferred Alternative for the for the 82<sup>nd</sup> Avenue Transit Project on March 26, 2025.
- The Multnomah County Board of Commissioners unanimously adopted Resolution No. 2025-023, to adopt the Locally Preferred Alternative for the 82nd Avenue Transit Project on April 17, 2025.
- The Board of Clackamas County Commissioners, the Oregon Department of Transportation, and the Port of Portland endorsed the Locally Preferred Alternative with letters of support dated XXX, May 5, 2025, and May 2, 2025, respectively.
- The Portland City Council adopted Resolution No. 2025-093, to adopt the Locally Preferred Alternative for the 82<sup>nd</sup> Avenue Transit Project and Conditions for Approval on May 21, 2025.

### **BACKGROUND**

At the March 5, 2025, Metro Council work session, staff presented on the 82<sup>nd</sup> Avenue Transit Project LPA. Council discussed the LPA and asked questions of project staff but did not request any changes to the document.

Since that work session, the steering committee's local and regional partners have endorsed the LPA via resolutions or letters of support. In addition, Metro staff presented the LPA to TPAC, JPACT, MTAC, MPAC. The committees had questions regarding next steps and some details of the project but made no recommendations for changing the LPA.

Based on the conversations with Council and the other committees and the endorsement from project partners, staff has made no changes to the LPA materials that were presented to the Metro Council in March.

### **ATTACHMENTS**

Attachment 1: Local Actions of Support (1.a. through 1.f)



## **ATTACHMENT 1: LOCAL ACTIONS OF SUPPORT**

---

- 1.a. TriMet Board of Directions Resolution No. 25-03-15
- 1.b. Multnomah County Board of Commissioners Resolution No. 2025-023
- 1.c. Port of Portland Letter of Support
- 1.d. Oregon Department of Transportation Letter of Support
- 1.e. City of Portland Resolution No. 2025-093 and attached conditions of approval (anticipated)
- 1.f. Clackamas County Board of Commissioners Letter of Support (anticipated)

**Date:** March 26, 2025

**To:** Board of Directors

**From:** Sam Desue, Jr.



**Subject:** **RESOLUTION NO. 25-03-15 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING TO THE METRO COUNCIL THE ADOPTION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82<sup>ND</sup> AVENUE TRANSIT PROJECT AS PART OF THE REGIONAL TRANSPORTATION PLAN**

**1. Purpose of Item**

This Resolution requests that the TriMet Board of Directors (Board) recommend to the Metro Council the adoption of the Locally Preferred Alternative for the 82<sup>nd</sup> Avenue Transit Project as part of the Regional Transportation Plan.

**2. Type of Agenda Item**

- ☐ Initial Contract
- ☐ Contract Modification
- ☒ Adoption of the Locally Preferred Alternative for the 82<sup>nd</sup> Avenue Transit Project

**3. Reason for Board Action**

Endorsement of the Locally Preferred Alternative by local jurisdictions and by Metro is necessary because it demonstrates to the Federal Transit Administration (FTA) that there is local consensus and support for the Project, and helps ensure federal funding.

**4. Type of Action**

- ☒ Resolution
- ☐ Ordinance 1<sup>st</sup> Reading
- ☐ Ordinance 2<sup>nd</sup> Reading
- ☐ Other \_\_\_\_\_

**5. Background**

Before it adopts a Locally Preferred Alternative (LPA) for regionally significant infrastructure, the Metro Council requests endorsement of the LPA by TriMet and other local jurisdictions. A public demonstration of local support for the 82<sup>nd</sup> Avenue Transit Project (Project) by TriMet and local jurisdictions is essential to advance the development and funding for the Project.

By introducing Bus Rapid Transit on 82<sup>nd</sup> Avenue, the Project will greatly improve transportation along the entire transit corridor by making connections between the Clackamas Town Center and the Cully neighborhood in Northeast Portland. The Project will enhance transit speed and reliability using various transit priority treatments, while investing in station improvements and offering safer, more accessible connections to transit.

Adopting this Locally Preferred Alternative would allow Metro to amend the Regional Transportation Plan to include the LPA. TriMet, Metro, and other regional partners have been collaborating for the past two years to develop the LPA.

The 2010 High Capacity Transit System Plan, the 2018 Regional Transportation Plan, and the 2018 Regional Transit Strategy all identify the 82<sup>nd</sup> Avenue corridor as a key area for major transit investment. In 2022, Metro launched the Project, initiating the evaluation of alignment and mode alternatives. At the same time, the Project Steering Committee was formed, consisting of staff and policy officials from Clackamas County, Portland, Multnomah County, ODOT, the Port of Portland, TriMet, Metro, and community representatives. Extensive planning and analysis were also conducted to better define the Project.

In July 2024, the Project received approval from the FTA to enter the Project Development phase. Following this, the Project initiated a 15% design stage to refine the Project's scope, schedule, and budget, as necessary to support LPA approval from the Project Steering Committee. After two years of dedicated planning and outreach, the Project Steering Committee voted unanimously to approve the LPA. The Project Steering Committee now recommends the TriMet Board's endorsement of the final LPA as described in the Resolution and shown on the attached Exhibit A map.

The LPA envisions the establishment of Bus Rapid Transit on the 82<sup>nd</sup> Avenue corridor between the Clackamas Town Center in the south, and the Cully neighborhood in the north. The route from the Transit Center at the Clackamas Town Center to the "Cully Triangle," at NE Killingsworth Street and NE Cully Boulevard is generally described as:

- From the Clackamas Town Center to 82<sup>nd</sup> Avenue via SE Monterey Avenue,
- Continuing north along 82<sup>nd</sup> Avenue to NE Lombard Street,
- Proceeding west on NE Lombard Street, and
- Continuing west on NE Killingsworth to a terminus at NE Killingsworth and NE Cully Boulevard.

Stations are located in the areas identified on the Exhibit A map attached to the Resolution.

#### **6. Diversity**

TriMet will follow its procurement rules and policies in selecting Project contractors and consultants, and ensuring opportunities are available for Disadvantaged Business Enterprise (DBE) contractors and consultants to work on the Project.

#### **7. Financial/Budget Impact**

Anticipated federal funding is critically important, and the Project hopes to receive approximately \$150,000,000 in Small Starts funds from the FTA. It also expects \$65,000,000 from TriMet, \$21,000,000 from the City of Portland, \$6,000,000 from Metro, and an additional \$30,000,000 in regional flexible funds. In addition, the Project expects a \$48,000,000 grant from the Portland Clean Energy Fund, a \$23,800,000 grant from the FTA's Low or No Emission Bus Grant Program, and a \$630,000 grant from the FTA's Areas of Persistent Poverty program. The total Project budget is anticipated to be approximately \$344,330,000.

#### **8. Impact If Not Approved**

The Board could choose to amend the draft LPA or choose alternative priorities. However, the proposed LPA is expected to be endorsed by other jurisdictions and substantial changes by TriMet at this time could significantly delay the Project, jeopardizing the optimal timing to seek federal funding for the Project construction stage.

## RESOLUTION NO. 25-03-15

### **RESOLUTION NO. 25-03-15 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING TO THE METRO COUNCIL THE ADOPTION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82<sup>ND</sup> AVENUE TRANSIT PROJECT AS PART OF THE REGIONAL TRANSPORTATION PLAN**

**WHEREAS**, TriMet has authority under ORS Chapter 267 to plan, construct and operate the mass transit system within the TriMet District; and

**WHEREAS**, the 2010 High Capacity Transit System Plan, the 2018 Regional Transportation Plan, and the 2018 Regional Transit Strategy all identify the 82<sup>nd</sup> Avenue corridor as a key area for major transit investment in infrastructure; and

**WHEREAS**, Metro convened TriMet, the City of Portland, the Oregon Department of Transportation (ODOT), Clackamas County and other local partners to explore transit improvements on 82<sup>nd</sup> Avenue, such as Bus Rapid Transit, improved bus stations and related pedestrian and vehicle safety improvements; and

**WHEREAS**, in 2022, Metro initiated the evaluation of alignment and mode alternatives for the Project and Metro, TriMet, and other regional jurisdictional partners collaborated to develop a Locally Preferred Alternative (LPA) route for the 82<sup>nd</sup> Avenue Transit Project (Project); and

**WHEREAS**, a Project Steering Committee was formed, consisting of staff and policy officials from Clackamas County, Portland, Multnomah County, ODOT, the Port of Portland, TriMet, Metro, and community representatives, which conducted extensive planning and analysis to better define the Project; and

**WHEREAS**, in July 2024, the Project received approval from the Federal Transit Administration (FTA) to enter Project Development; and

**WHEREAS**, TriMet subsequently initiated a 15% design stage to refine the Project's scope, schedule, and budget, as necessary to support LPA approval from the Project Steering Committee; and

**WHEREAS**, the Project Steering Committee identified the LPA for the Project to be between the Clackamas Town Center, in the south, and the Cully neighborhood, in north Portland; and

**WHEREAS**, the Project Steering Committee unanimously recommended that the TriMet Board of Directors (Board) endorse the final LPA as described in the Resolution and shown on the attached Exhibit A map, and generally described as:

- From the Clackamas Town Center to 82<sup>nd</sup> Avenue via SE Monterey Avenue,
- Continuing north along 82<sup>nd</sup> Avenue to NE Lombard Street,
- Proceeding west on NE Lombard Street, and
- Continuing west on NE Killingsworth to a terminus at NE Killingsworth and NE Cully Boulevard.

**WHEREAS**, in order to advance the Project, other collaborating local jurisdictions will consider similar Resolutions to adopt the LPA; and


**WHEREAS**, a public demonstration of local support for the Project LPA by TriMet and collaborating local jurisdictions is essential to advance Project development and funding from the Federal Transit Administration (FTA); and

**WHEREAS**, the Board's adoption of the LPA as described in this Resolution and the attached Exhibit A map would allow Metro to amend the Regional Transportation Plan to include the Project;

**NOW, THEREFORE, BE IT RESOLVED:**

1. That the Board hereby adopts the Locally Preferred Alternative for the 82<sup>nd</sup> Avenue Transit Project as described herein and on Exhibit A, and recommends its adoption by the Metro Council as part of the Regional Transportation Plan.

Dated: March 26, 2025

  
\_\_\_\_\_  
Presiding Officer

Attest:

  
\_\_\_\_\_  
Recording Secretary

Approved as to Legal Sufficiency:

  
\_\_\_\_\_  
Legal Department

**BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON**

**RESOLUTION NO. 2025-023**

Approval of the 82nd Avenue Transit Project Locally Preferred Alternative (LPA):

**The Multnomah County Board of Commissioners Finds:**

- A. Metro's 2023 High Capacity Transit (HCT) Strategy is included in the updated Regional Transportation Plan and is a critical element of the 2024 Growth Concept - a blueprint for how the Portland region grows. The HCT Strategy identifies the 82nd Avenue Corridor as a Tier 1 near-term investment, defined as the most viable to advance into implementation in the next 4 years;
- B. TriMet's Line 72 bus on 82nd Avenue is the highest ridership bus line in the TriMet system. This bus line has the most delay of any of TriMet's bus lines, due to congestion on 82nd Avenue. The 82nd Avenue corridor is home to nearly 70,000 people and 6% of the region's jobs.;
- C. The 82nd Avenue Transit Project, by implementing a bus rapid transit (BRT) service along the 82nd Avenue corridor, will increase bus speed and reliability, and make needed improvements to bus stations and crossings. For the many community members who travel along 82nd Ave to access jobs, schools, businesses, and community destinations, these improvements will increase safety, comfort, and convenience for transit riders from the Cully neighborhood to Clackamas Town Center.
- D. The 82nd Avenue Transit Project is a partnership between Metro and TriMet, guided by a Steering Committee made up of elected officials, agency leaders, and community representatives, including Multnomah County, Oregon Department of Transportation, Clackamas County, the City of Portland and the Port of Portland; and
- E. The 82nd Avenue Transit Project Steering Committee met numerous times, heard public input and testimony, and on January 16, 2025, voted to recommend the Locally Preferred Alternative (LPA), which consists of the mode of transportation, alignment, and general station locations.

**The Multnomah County Board of Commissioners Resolves:**

- 1. To adopt the Steering Committee's 82nd Avenue Transit Project Locally Preferred Alternative.

**ADOPTED this 17th day of April, 2025.**



BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

*Jessica Vega Pederson*

---

Jessica Vega Pederson, Chair

REVIEWED:

JENNY M. MADKOUR, COUNTY ATTORNEY  
FOR MULTNOMAH COUNTY, OREGON

By *Nick Baldwin-Sayre*  
\_\_\_\_\_  
Nick Baldwin-Sayre, Sr. Asst. County Attorney

May 2, 2025

Councilor Christine Lewis, Metro  
Councilor Duncan Hwang, Metro  
600 NE Grand Ave.  
Portland, OR 97203

RE: Port of Portland Support for Adoption of the Locally Preferred Alternative of the 82nd Ave Transit and Development Project

Dear Councilor Hwang and Councilor Lewis,

The Port of Portland (Port) supports Metro's adoption of the 82nd Avenue Transit Project's Locally Preferred Alternative (LPA) as an amendment to the Metro Regional Transportation System Plan.

The Port's mission is to build shared prosperity through travel, trade and economic development. Everything we do relies on a safe and efficient transportation system – one that works for everyone using it. 82<sup>nd</sup> Avenue is a major arterial that runs through the heart of many communities and ends at Airport Way. Its is used every day by cars, busses, bikes and pedestrians to access Portland International Airport and the many businesses that surround it.

The 82nd Ave Transit and Development Project will improve mobility and better connect our region with faster, more reliable transit service in the 82nd Avenue corridor, alleviating congestion and improving safety.

We are thankful to have been part of this process at both the technical level and at the Steering Committee; and for the careful consideration of Portland International Airport (PDX) as the terminus. We are confident that the right considerations were made in the ultimate decision of the Steering Committee and will continue working collaboratively with regional and community partners to improve transit access to the airport.

This corridor remains in need of steady and focused investment. We look forward to supporting the momentum this project has built toward a safer and more vibrant 82<sup>nd</sup> Ave. corridor.

Sincerely,

A handwritten signature in black ink, appearing to read "Curtis Robinhold".

Curtis Robinhold  
Executive Director





# Oregon

Tina Kotek, Governor

## Department of Transportation

Region 1 Headquarters  
123 NW Flanders Street  
Portland, OR 97209  
Phone: (503) 731-8200

May 5, 2025

Councilor Christine Lewis, Metro  
Councilor Duncan Hwang, Metro  
600 NE Grand Ave.  
Portland, OR 97203

RE: ODOT Support for Adoption of the Locally Preferred Alternative of the 82nd Ave Transit and Development Project

Dear councilors Lewis and Hwang,

On January 16, 2025, the 82nd Avenue Transit Project Steering Committee, including the Oregon Department of Transportation (ODOT), approved adoption of the project LPA. The project will bring enhanced transit service to a corridor with the highest bus ridership in TriMet's system and improve safe access to transit with sidewalk infill, enhanced crossings and upgraded signals. ODOT endorses the Locally Preferred Alternative (LPA) as a regional priority as it provides better connections to regional destinations and communities from northeast Portland to northern Clackamas County and urges JPACT's and Metro's adoption of the LPA as an amendment to the Regional Transportation Plan.

The transit project will benefit from the substantial investments ODOT has already made, and those we are currently delivering, to address safety and operations on 82nd Avenue, including paving and safety improvements from Foster Road to Thompson Road with four enhanced pedestrian crossings, over 50,000 square feet of new concrete sidewalk infill, 149 new sidewalk curb ramps, and our investment of \$150 million to the City of Portland for investment in 82nd Avenue as part of our recent jurisdictional transfer agreement.

Project elements such as signals, lane allocations and station designs within ODOT's jurisdiction are subject to approval in accordance with the agency's Highway Design Manual and will be evaluated through ODOT's permitting process, including the proposed signal at NE Lombard and NE Killingsworth. ODOT will continue to work collaboratively with Metro, TriMet and the City of Portland on designs and approvals in accordance with ODOT standards and procedures.

We look forward to working together to see this project implemented and the benefits realized.

Sincerely,

Rian Windsheimer,  
ODOT Region 1 Manager

[Placeholder for Attachment 1e: City of Portland Resolution No. 2025-093 and  
attached conditions of approval]

[Placeholder for Attachment 1f: Clackamas County Board of Commissioners Letter  
of Support]



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736  
oregonmetro.gov

Agenda #: 7.1

---

**File #:** COM 25-0931

**Agenda Date:** 5/28/2025

---

Regional Housing Coordination Strategy: Preliminary List of Strategy Ideas Based on Metro's Roles in Housing Production and Access

Giovanni Bautista, Metro  
Laura Combs, Metro

## MPAC Worksheet

**Agenda Item Title:** Regional Housing Coordination Strategy: Preliminary list of strategy ideas based on Metro's roles in housing production and access

**Presenters:** Giovanni Bautista (he/him), Laura Combs (she/her)

**Contact for this worksheet/presentation:** Laura Combs (she/her), [Laura.Combs@oregonmetro.gov](mailto:Laura.Combs@oregonmetro.gov)

### **Purpose/Objective**

As a part of the Oregon Housing Needs Analysis legislation, the State of Oregon requires that Metro completes a Regional Housing Coordination Strategy (RHCS) by the end of 2025. A project team made of staff from both the Housing and Planning, Development and Research departments will collaborate to produce the RHCS, which will result in a list of actions that Metro will undertake to promote the development of needed housing. This RHCS creates several opportunities for alignment within Metro's existing body of work and builds on initiatives already underway to promote housing in greater Portland.

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

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

The policies, strategies and actions will be informed by data analysis and engagement with jurisdictional partners. At this MPAC meeting, the project team will provide updates on technical work and engagement and discuss the different roles that Metro plays in housing production, coordination and access. MPAC members will hear about high level ideas for the preliminary list of strategies and can provide feedback.

### **Outcome**

MPAC members will learn about ongoing engagement, review Metro's nine roles within housing work, and hear preliminary suggested actions for the RHCS.

### **What has changed since MPAC last considered this issue/item?**

Technical analysis and engagement work is underway, including several meetings of the jurisdictional Implementers Work Group, a presentation to the Washington County Planning Directors and Clackamas County Coordinating Committee. Metro Council received an update about the preliminary list of actions. The project team and consultants are continuing development of the draft evaluation framework for organizing and prioritizing the suggested actions.

### **What packet material do you plan to include?**

Handout - Metro's roles in housing production, coordination and access

## Metro’s Roles in Housing Coordination, Production and Access

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



---

**File #:** COM 25-0932

**Agenda Date:** 5/28/2025

---

### Montgomery Park Streetcar LPA Update

Alex Oreschak, Metro  
Mauricio LeClerc, PBOT

# MPAC Worksheet

**Agenda Item Title:** Montgomery Park Streetcar Extension LPA Update

**Presenters:** Alex Oreschak, Senior Transportation Planner, Metro and Mauricio LeClerc, Area Planning and Project Development Manager, PBOT

**Contact for this worksheet/presentation:** Alex Oreschak

## **Purpose/Objective**

The purpose of this item is to provide an update to MPAC about the Portland Streetcar Montgomery Park Extension project. Later this year, MPAC will consider the locally preferred alternative (LPA) for this project for endorsement and subsequently for amendment in the Regional Transportation Plan.

## **Outcome**

MPAC members are updated about the last several years of process to develop an LPA for the Portland Streetcar Montgomery Park Extension project, including key project benefits, public engagement process and findings, LPA elements and project funding strategy. Staff are provided any feedback about additional information MPAC would require prior to the endorsement vote.

## **What has changed since MPAC last considered this issue/item?**

This item has not previously been before MPAC.

Montgomery Park has been identified as a priority destination for major high-capacity transit investment for several years. The project was first identified in the adopted 2009 Portland Streetcar System Concept Plan, which took a citywide view of streetcar system expansion. The 2018 Portland TSP, 2018 Metro RTP, 2018 Metro Regional Transit Strategy, and 2023 Metro High Capacity Transit Strategy all call for a major transit investment to Montgomery Park. In 2018, the TSP and RTP included the transit corridor in their financially constrained project lists. In 2023, the Metro High Capacity Transit Strategy prioritized the corridor as a Tier 1 priority for major transit investment.

In 2018, Portland City Council funded a preliminary streetcar extension and land use alternatives analysis for Northwest Portland. In 2019, the Montgomery Park to Hollywood Transit and Land Use Development Study was funded through Metro from a Federal Transit Administration (FTA) Transit Oriented Development (TOD) planning grant. After conducting community engagement including a convened Project Working Group, evaluating various development scenarios, and considering transit alignment alternatives, the Bureau of Planning and Sustainability (BPS) and the Bureau of Transportation (PBOT) developed a draft land use and transportation plan for the area.

Further engagement, refinement, and analysis led to the development of the Montgomery Park Area Plan (MPAP), which recommends land use and transportation changes to establish a new transit-oriented, mixed-use district in Northwest Portland served by an extension of Portland Streetcar. Portland City Council unanimously adopted the MPAP on December 11, 2024., including the LPA for the project, which identifies mode, alignment and general station locations and is represented by the attached text and map. The MPAP adoption also included a related project benefits agreement, which requires the participating property owners to donate required rights-of-way, fund required street connections and frontage improvements, and participate in a Local Improvement District (LID) for the project. The MPAP's legislative changes go into effect on June 1, 2025.



In February 2024, PBOT's Capital Investment Committee approved \$12m in funding to be used for Project Development. On January 2, 2025, the FTA granted the project entry into the Project Development phase for a Small Starts grant through the Capital Investment Grant (CIG) program. TriMet is serving as the grantee for the CIG program, with the City of Portland as the subrecipient, and Metro will be working with PBOT on the NEPA process.

**What packet material do you plan to include?**

Project LPA paragraph and map

# Montgomery Park Transit Project

Recommended Locally Preferred Alternative | September 2024



The recommended Locally Preferred Alternative for high capacity transit to the Montgomery Park Area is streetcar transit with stations at the locations indicated on the attached map, operating as a .65 one-way route mile extension of the existing Portland Streetcar North-South (NS) Line from its existing terminus at NW 23<sup>rd</sup> Avenue and NW Northrup Street to a new terminus at NW 26<sup>th</sup> Avenue and NW Wilson Street near the Montgomery Park building in Northwest Portland. This extension will allow the NS Line to operate between the Montgomery Park Building and the South Waterfront. The route extension will operate on NW 23<sup>rd</sup> Avenue, as well as on a new one-way parallel couplet using NW Roosevelt Street, NW 26<sup>th</sup> Avenue, and NW Wilson Street.

# Montgomery Park Transit Project

RECOMMENDED LOCALLY PREFERRED ALTERNATIVE

EXHIBIT A



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

## Elements of the Recommended Locally Preferred Alternative

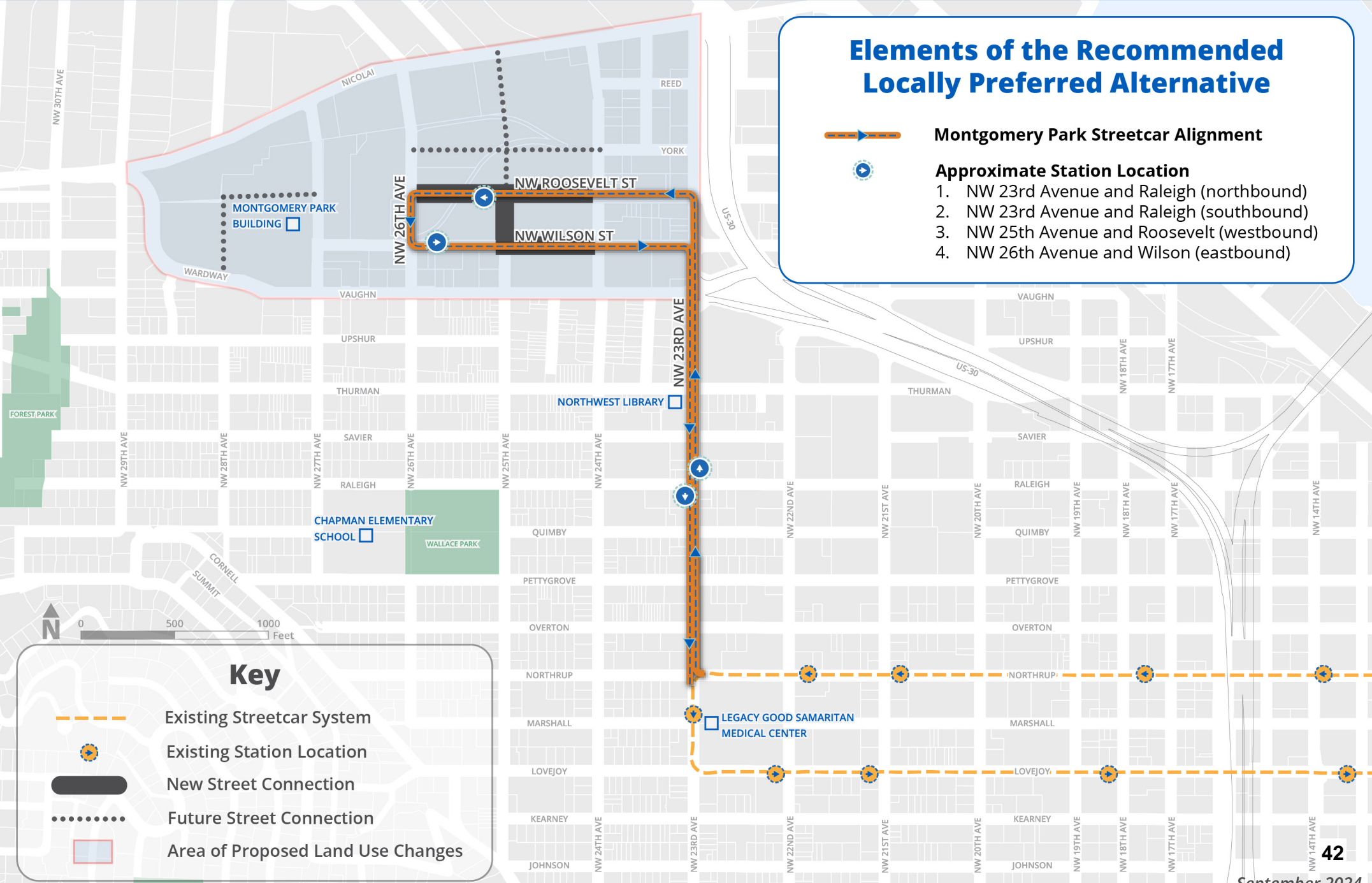


**Montgomery Park Streetcar Alignment**



**Approximate Station Location**

- 1. NW 23rd Avenue and Raleigh (northbound)
- 2. NW 23rd Avenue and Raleigh (southbound)
- 3. NW 25th Avenue and Roosevelt (westbound)
- 4. NW 26th Avenue and Wilson (eastbound)



### Key



Existing Streetcar System



Existing Station Location



New Street Connection



Future Street Connection



Area of Proposed Land Use Changes



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736  
oregonmetro.gov

Agenda #: 7.3

---

**File #:** COM 25-0906

**Agenda Date:** 5/28/2025

---

Comprehensive Climate Action Plan: Greenhouse Gas Inventory and Targets

Eliot Rose, Metro

# MPAC Worksheet

**Agenda item title:** Comprehensive Climate Action Plan update

**Presenters:** Eliot Rose, Senior Transportation Planner, Metro

**Contact for this worksheet/presentation:** Eliot Rose, [eliot.rose@oregonmetro.gov](mailto:eliot.rose@oregonmetro.gov)

## Purpose/Objective

The purpose of this item is to update MPAC on the development of the Comprehensive Climate Action Plan (CCAP).

The CCAP will cover major sources of greenhouse gas (GHG) emissions in the 7-county Portland-Vancouver metropolitan area and outline measures that Metro and partners can take to reduce these emissions in order to play their part in meeting state climate goals. It is the most comprehensive climate plan that Metro has ever created, and is a valuable opportunity to advance Metro's climate leadership. The CCAP will provide a unifying framework for addressing climate in the Portland-Vancouver metropolitan area that:

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

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 near-term measures 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 reduce all GHG emissions and 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 webpage<sup>1</sup> for more information on the CPRG grant, including the submitted PCAP.

## Outcome

MPAC has an opportunity to ask questions about the process and work to date to prepare to offer more detailed feedback on the draft CCAP in July 2025. In particular, staff are interested in feedback on the following question with MPAC:

- Are there particular GHG reduction measures you would like to see prioritized in the draft CCAP?

---

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

## What has changed since MPAC last considered this issue/item?

Metro staff last presented to MPAC requesting feedback on the draft PCAP in January 2024. In April 2024, Metro, state agencies, and several local partners in Oregon and Washington applied for competitive CPRG implementation grants from EPA.<sup>2</sup> Metro then kicked off development of the CCAP in July 2025.

Over the past 10 months, Metro has completed significant engagement and analysis to help identify the GHG reduction measures that will make up the draft CCAP, including:

**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.
- **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 2024-25, are summarized in Attachments 2. A second online open house is planned in August.
- **Regional policy and technical committees**, via committee presentations, to ensure that the CCAP meets regional needs and reflects existing regional and local plans.

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 examine how the many state-led measures that are already underway in Oregon and Washington are likely to reduce emissions and describe the impact that local and regional partners need to do their part in meeting state climate goals. This work helps to illustrate not only how much the CCAP needs to reduce GHG emissions, but also highlights opportunities for local and regional leadership on climate work.

A **review of climate-related plans** to help identify and define potential GHG reduction measures for inclusion in the CCAP. The CCAP will build on the extensive climate work already happening in the metropolitan area. Metro has reviewed climate action plans from community-based organizations and local and regional agencies to identify potential measures for the CCAP, as well as plans on a variety of topics related to these measures (including transportation, land use and waste) to understand in more detail potential benefits, costs, and pathways to implementation.

A draft CCAP will be released this summer for review and feedback. MPAC will have an opportunity to review and provide feedback at that time.

## What packet material do you plan to include?

**Attachment 1:** Comprehensive Climate Action Plan engagement activities

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

**Attachment 3:** Initial screening results for potential CCAP GHG reduction measures

---

<sup>2</sup> Metro and partner agencies submitted 5 applications for implementation grants in April 2024 totaling roughly \$100 million. None of these applications were funded, but Oregon received funding for a statewide implementation grant for \$197 million focuses on reducing emissions from waste and materials, buildings, and transportation, which are the largest contributors to climate pollution in Oregon. Oregon's grant includes resources for local and regional climate programs that focus on reducing emissions in each of these three areas. See <https://www.oregon.gov/deq/ghgp/Documents/CPRGVisual-ODOE.pdf> for a summary of how the state plans to spend these funds.

## 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
- August 19, 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.

## 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 measures
- **2/19/25 - MTAC meeting:** review results from recent analyses and outreach and provide feedback on climate targets and priority measures
- **5/2/25 - TPAC meeting:** provide feedback on aligning land use and transportation measures with regional plans
- **5/21/25 - MTAC meeting:** provide feedback on aligning land use and transportation measures with regional plans
- **5/28/25 - MPAC meeting:** provide feedback on climate targets and proposed GHG reduction measures
- **May-June 2025:** opportunity for **county coordinating committees** to provide feedback on land use and transportation measures.
- **6/5/25 – WCCC TAC meeting:** provide feedback on land use and transportation measures
- **6/9/25 – WCCC meeting:** provide feedback on land use and transportation measures
- **6/18/25 – C4 Metro subcommittee meeting:** provide feedback on land use and transportation measures
- **7/8/25 – Metro Council work session:** provide feedback on climate targets, proposed strategies and proposed Council endorsement action
- **7/11/25 – TPAC 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
- **9/18/25 – 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*)
- **10/14/25 – 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

## Comprehensive Climate Action Plan

Winter 2024-25 online open house results – January 2025

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)

## Comprehensive Climate Action Plan

Winter 2024-25 online open house results – January 2025

### Actions to reduce transportation emissions

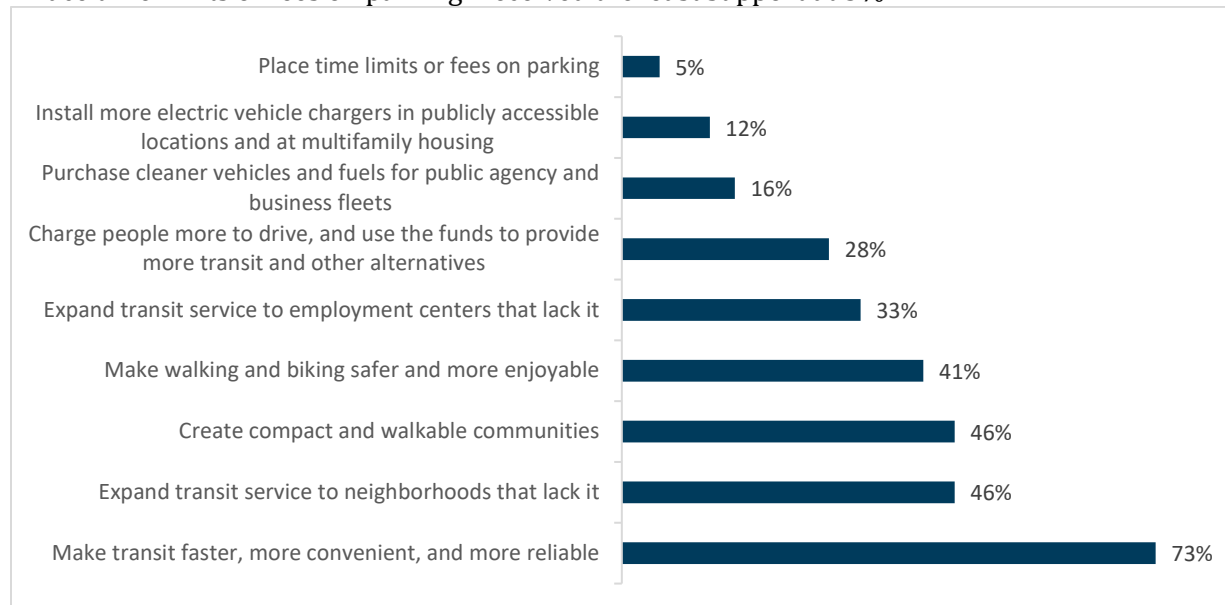
There were nine proposed climate actions to reduce transportation emissions. The survey asked participants to identify the top actions that would most benefit their communities from the following list. *Note: The percentages shown below may not sum to 100%. The percentages derived from taking the number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

## Comprehensive Climate Action Plan

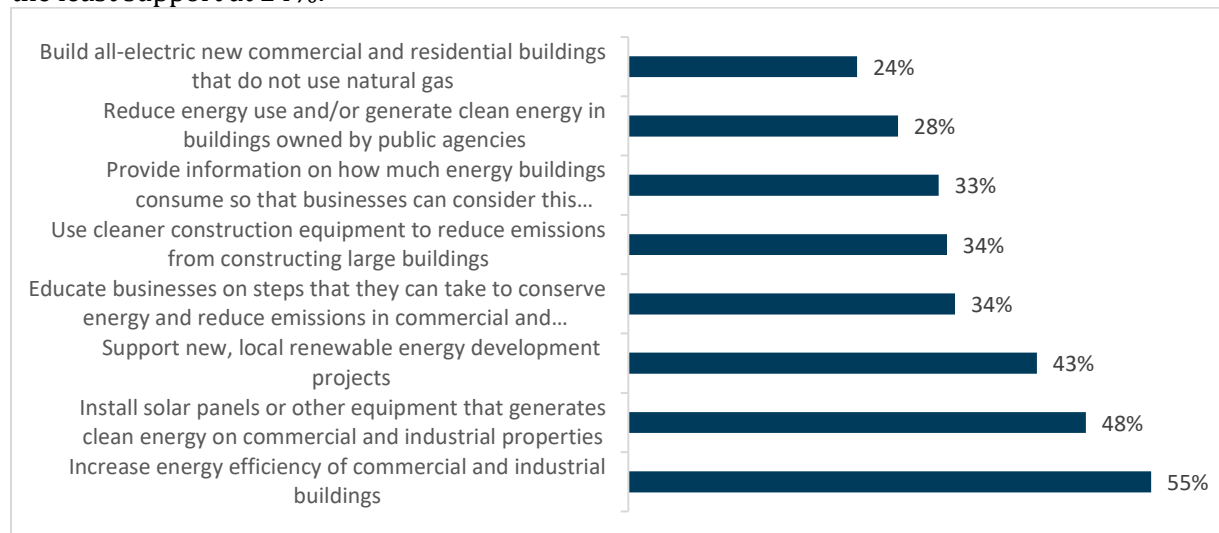
Winter 2024-25 online open house results – January 2025

- 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

## Comprehensive Climate Action Plan

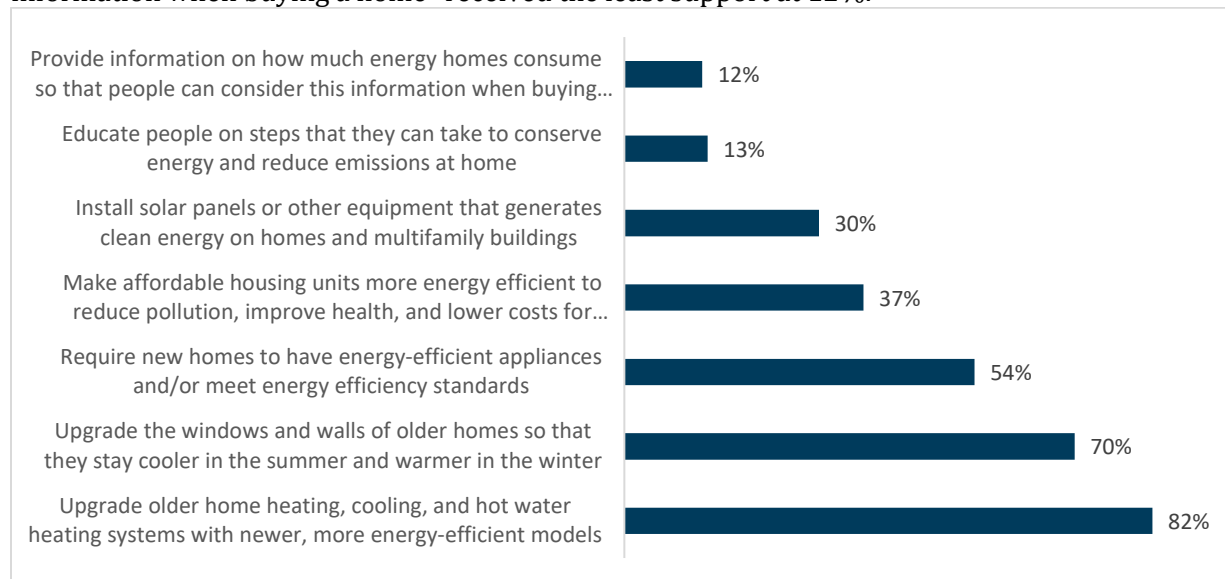
Winter 2024-25 online open house results – January 2025

- 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

## Comprehensive Climate Action Plan

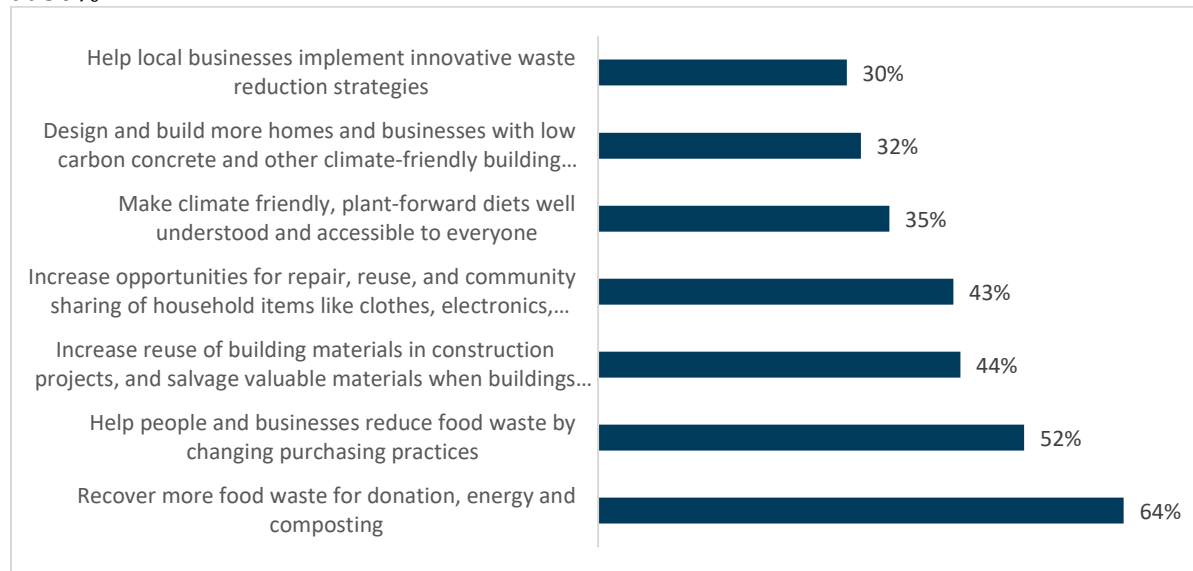
Winter 2024-25 online open house results – January 2025

- 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**



## Comprehensive Climate Action Plan

Winter 2024-25 online open house results – January 2025

**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.

## Comprehensive Climate Action Plan

Winter 2024-25 online open house results – January 2025

**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%	-

## Comprehensive Climate Action Plan

Winter 2024-25 online open house results – January 2025

**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."*

## Attachment 3: CCAP GHG reduction measures – initial screening results

This memorandum was developed for the Climate Partners’ Forum meeting held on April 15, 2025, when Forum members met to discuss which greenhouse gas (GHG) reduction measures should be further developed for potential inclusion in the Comprehensive Climate Action Plan (CCAP) for the Portland-Vancouver metropolitan statistical area. Metro’s CCAP team has continued to develop these measures as it works to release the draft CCAP in summer 2025. Some of these measures have undergone further changes since this memo was developed, and the CCAP team continues to consider additional measures as new information becomes available, but it still serves to illustrate the type and breadth of the measures that are being considered for inclusion in the CCAP, as well as some of the factors that the team is evaluating as it reviews different measures.

The following sections include tables summarizing different potential GHG reduction measures by the three main sectors covered by the CCAP: building energy; transportation; and food, goods, and services. Each row contains a potential measure being considered for the CCAP as well as results for four different criteria that were used to select and evaluate measures: GHG reduction potential, alignment with community feedback, scalability, and implementation readiness. These tables color-code measures by their GHG reduction potential, which is measured in terms of the total percentage of the metropolitan area’s GHG emissions, using the scale shown in the table below. (For reference, the metro area emits roughly 26 million metric tons of GHGs per year, so even a 0.5% reduction represents significant progress toward meeting climate goals.)

Color	GHG reduction potential
Dark green	Very High: over 2%
Light green	High: 0.5 – 2%
Yellow	Med: 0.2% - 0.5%
Orange	Low: less than 0.2%

The final section of the memo contains definitions and evaluation rubrics for the screening criteria summarized in the following sections.

## Building energy measures

Measure #	Draft Measures	MSA-wide GHG Reduction Potential	Community Feedback Alignment	Scalability	Implementation Readiness
*BE-1	Maximize the implementation of rooftop solar (residential, commercial, and industrial)	Very High	Med	High	Med
*BE-2	Upgrade older home heating, cooling, and hot water heating systems with newer, more energy-efficient / low carbon models (residential)	Very High	High	High	Med
*BE-3	Build all-electric new residential, commercial and industrial buildings that do not use natural gas (all)	Very High	Low	High	Med
BE-4	Provide information on how much energy buildings consume so that businesses can consider this information when purchasing or leasing property (commercial / industrial)	High	Low	High	Med
*BE-5	Reduce energy use and/or generate clean energy in buildings owned by public agencies (commercial / industrial)	High	Low	High	High
*BE-6	Upgrade the windows, walls, and envelopes of older homes so that they stay cooler in the summer and warmer in the winter (residential)	High	High	High	Med
BE-7	Provide information on how much energy homes consume so that people can consider this information when buying a home (residential)	High	Low	High	High
BE-8	Support new, local renewable energy development projects (commercial / industrial)	TBD**	High	High	Low
*BE-9	Increase energy efficiency of commercial and industrial buildings (commercial / industrial)	Med	Med	High	Med

CCAP Measure Screening Summary  
April 14, 2025

*BE-10	Require new homes to have energy-efficient appliances and/or meet energy efficiency standards (residential)	Low	Med	High	Low
*BE-11	Plant street trees to reduce building heating/cooling loads	Low	High	High	High
BE-12	Educate people on steps that they can take to conserve energy and reduce emissions at home (residential)	N/A	Low	High	High
BE-13	Educate businesses on steps that they can take to conserve energy and reduce emissions in commercial and industrial buildings (commercial / industrial)	N/A	Low	High	Med

\* Measures with an \* in the “Measure #” column were screened using quantitative data; GHG reduction potential results for these measures are sometimes more modest than for others, because assumptions regarding their implementation are better aligned with available resources.

### Relevant state-level actions in this sector

Metro’s CCAP seeks to identify locally- or regionally-led measures that complement, but do not duplicate, major state-led climate policies and programs in Oregon and Washington. Major state-led GHG reduction measures in this sector include:

- WA State Energy Code Roadmap to 2031: Requires that new construction will consume 70% less energy than the 2006 baseline by 2031.
- OR/WA Clean Electricity Legislation: Utilities must provide zero emissions electricity by 2040, with interim targets in 2030 and 2035 (in OR) and by 2045 (in WA).
- OR Climate Protection Program: Oregon law reduces Natural gas, diesel and gasoline emissions 50% by 2035 and 90% by 2050. Technical achievable fuel intensity reductions assumed to be 10%. All other emissions reductions come from fuel switching, modeled separately.
- WA Climate Commitment Act: Cap and trade system to decrease overall emissions. Assumed to decrease natural gas emissions by 10%. Also applies to other fuels, but does not act as quickly as the Clean Fuels Act.

## Transportation measures

Measure #	Draft Measures	MSA-wide GHG Reduction Potential	Community Feedback Alignment	Scalability	Implementation Readiness
T-1	Implement a regional Renewable Fuels Standard modeled on Portland's Renewable Fuels Standard	Very High	Med	Med	Med
T-2	Implement congestion pricing	Very High	Low	Low	Low
*T-3	*Implement new high-capacity transit corridors	High	High	Med	Med
*T-4	*Implement planned transit service	High	High	High	High
*T-7	Implement transit priority via street or signal redesign	High	High	Med	Med
T-8	*Price and manage parking	Med	Low	Med	High
*T-9	*Implement local and regional land use plans	Med	Med	High	High
T-10	Expand the use of electric buses in the region's transit fleets	Med	Low	Low	Med
T-11	Install more electric vehicle chargers in publicly accessible locations and at multifamily housing	Med	Low	Med	Low
T-12	Implement a regional Clean Air Construction Program that requires the use of clean fuels in construction projects	Med	Med	Med	High
T-6	Use technology to manage the transportation system	Med	Low	Med	Med
T-13	Provide outreach and education to help people make use of transportation options	Low	Med	High	High
*T-14	Implement transit-oriented development programs	Low	High	Med	High
*T-15	Build new bicycle and pedestrian facilities	Low	Med	High	High
T-5	Offer incentives for e-bike and e-scooter use	Low	Med	Low	Low

\* Measures with an \* in the "Measure #" column were screened using quantitative data; GHG reduction potential results for these measures are sometimes more modest than for others, because assumptions regarding their implementation are better aligned with available resources.

### Relevant state-level actions in this sector

Metro's CCAP seeks to identify locally- or regionally-led measures that complement, but do not duplicate, major state-led climate policies and programs in Oregon and Washington. Major state-led GHG reduction measures in this sector include:

- Clean Fuel Standards in Oregon and Washington: Requires the reduction in emissions from fuels, can be met by fuel switching. Fuel importers are required to reduce GHG content of their fuels by 37% below 2016 levels by 2035 (in Oregon) or 20% below 2017 levels by 2034 (in Washington). Assumes the technically feasible fuel emissions intensity reductions to be 10% with the remainder of the reductions attributed to fuel switching to electric vehicles (attributed to ZEV Standards).
- Zero emissions vehicle standards in Oregon and Washington: In Oregon (Advanced Clean Cars II) and Washington (Clean Vehicle Program Rule) new light and medium duty (Washington only) vehicles sold must be zero emissions by 2035. Forum feedback and potential next steps
- Zero Emissions standards for Heavy Duty Vehicles are in development in both states, but they are not yet implemented and not yet included in the projections



## Food, goods, and services measures

Measure #	Draft Measures	MSA-wide GHG Reduction Potential	Community Feedback Alignment	Scalability	Implementation Readiness
FGS-5	Implement sustainable procurement policies at public agencies	Med	Med	High	High
*FGS-2	Increase reuse of products and materials	Med	High	High	High
FGS-3	Make climate-friendly, plant-forward diets well understood and accessible to everyone	Low	Low	Med	High
*FGS-1	Prevent and recover business food waste, with a focus on prevention	Low	Med	High	High
FGS-6	Expand the availability of residential composting programs	Low	High	Med	Med
FGS-4	Design and build more homes and businesses with low-carbon concrete and other climate-friendly building materials	Low	Low	Med	Med
FGS-8	Help local businesses implement innovative strategies to reduce non-food waste	Low	Low	Low	Med
FGS-7	Help residents prevent food waste by changing their purchasing practices	Low	Low	Low	High

\* Measures with an \* in the “Measure #” column were screened using quantitative data; GHG reduction potential results for these measures are sometimes more modest than for others, because assumptions regarding their implementation are better aligned with available resources.

## Relevant state-level actions in this sector

Metro’s CCAP seeks to identify locally- or regionally-led measures that complement, but do not duplicate, major state-led climate policies and programs in Oregon and Washington. There are few if any state level actions that directly affect this sector, although broadly applicable measures such as the Climate Protection Program and the Climate Commitment Act will drive down the emissions required to produce foods, goods, and services, and therefore likely reduce the emissions embodied in consumer products, at least those produced locally.

Washington law requires the phase out hydrofluorocarbons (HFCs), potent greenhouses gases often used as refrigerants. The state estimates that this phase out will decrease HFC emissions by 70%.

## Screening criteria and definitions

Each measure was evaluated across a variety of criteria. The screening relies on input from community feedback, discussions at the Climate Partner Forum meetings, Metro staff review, and technical analysis. The screening captures the following factors:

- **Technical GHG Emissions Reduction Potential:** estimated technical emissions reduction potential if the measure were fully implemented and estimated potential of the measure to impact total metropolitan statistical area (MSA)-wide sector-based (for building energy and transportation measures) or consumption-based (for food, goods, and services measures) emissions. Though emissions from food, goods, and services fall outside of the sector-based inventory, their reduction potential is also shown relative to sector-based emissions for comparison.
  - **Very High:** Reduction potential of this measure for total MSA-wide emissions is **>2%**
  - **High:** Reduction potential of this measure for total MSA-wide emissions is **0.5-2%**
  - **Med:** Reduction potential of this measure for total MSA-wide emissions is **0.2-0.5%**
  - **Low:** Reduction potential of this measure for total MSA-wide emissions is **<0.2%**
  - **N/A (little to none):** Reduction potential not estimated to be quantifiable/have measurable impact on its own (**0%**)
- **Alignment with Community Feedback:** rated based on equity priorities in existing climate action plans (CAPs) and on online open house results.
  - **High:** the measure aligns with priorities expressed by community members through prior plans (i.e., multiple community-led climate justice plans and/or regional outreach and planning efforts focused have identified the action as a priority) AND the measure was one of the top 3 x sector from the winter online open house.
  - **Med:** the measure aligns with priorities expressed by community members through prior plans (i.e., multiple community-led climate justice plans and/or regional outreach and planning efforts focused have identified the action as a priority) OR the measure was one of the top 3 x sector from the winter online open house.
  - **Low:** neither of the above.
- **Scalability:** rated based on source CAPs (the team has reviewed roughly 20 CAPs developed by partner agencies and community-based organizations in the Metro area):
  - **High:** this measure appears as a priority in 3+ source CAPs and the project team believes there is potential to scale it up across the MSA based on the background resources reviewed.
  - **Med:** action appears as a priority in 1-2 source CAPs or forum survey responses and the project team believes there is potential to scale it up across the MSA based on the background resources reviewed.
  - **Low:** this action does not appear to be a priority for multiple agency partners, nor does it appear scalable to the MSA.
- **Implementation Readiness:** rated based on team review of partner authority and resources:

CCAP Measure Screening Summary  
April 14, 2025

- **High:** The organizations who would lead implementation of this measure have the resources AND the authority they need to begin implementing this action.
- **Med:** The organizations who would lead implementation of this measure have either the resources OR the authority they need to begin implementing this action, but not both.
- **Low:** The organizations who would lead implementation of this measure have neither the resources NOR the authority they need to begin implementing this action, but not both.