

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee (MTAC)
Date: Wednesday, May 21, 2025
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom
video recording is available online within a week of meeting
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Webinar ID: 883 0615 2446
Passcode: 920128
Phone: [877-853-5257](tel:877-853-5257) (Toll Free)

9:00 a.m.	Call meeting to order, Declaration of Quorum and Introductions	Chair Kehe
9:10 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none">• Updates from committee members around the Region (all) Public communications on agenda items Consideration of MTAC minutes, April 16, 2025 (<i>action item</i>)	Chair Kehe
9:30 a.m.	82nd Avenue Transit Project – 30 min (<i>action item</i>) Purpose: Request a recommendation from MTAC to MPAC regarding endorsement of LPA.	Melissa Ashbaugh, Metro
10:00 a.m.	Regional Housing Coordination Strategy update – 45 min Purpose: Discuss the preliminary list of actions and review the proposed elements of the draft evaluation framework.	Laura Combs and Giovanni Bautista, Metro
10:45 a.m.	Comprehensive Climate Action Plan (draft transportation and land use measures) – 45 min Purpose: Collect feedback from MTAC on potential transportation-related climate actions for the Comprehensive Climate Action Plan (CCAP) for the Portland-Vancouver metropolitan area.	Eliot Rose, Metro
11:30 p.m.	Adjournment	Chair Kehe

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមទូរសព្ទទូរសារកេហ្វធីរ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2025 Metro Technical Advisory Committee (MTAC) Work Program

As of 4/16/2025

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

All meetings are scheduled from 9:00 a.m. – 12:00 p.m.

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

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

Parking Lot/Bike Rack: Future Topics

- “Presentation of Walkable Design Standards Guidebook” (Fiona Lyon, TriMet)

- "Review of urbanization's impacts on farmlands" (Faun Hosey)
- Distributed forecast (Ted Reid, Metro)

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

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Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday, April 16, 2025 | 9:00 a.m. to 11:15 a.m.

Place: Hybrid: Council Chambers, Metro Regional Center, 600 NE Grand Avenue, Portland, Oregon and Zoom

Members Attending

Bret Marchant
Carol Chesarek
Erik Olson
Eryn Kehe, Chair
Fiona Lyon
Glen Bolen
Jamie Stasny
Joseph Edge
Katherine Kelly
Laura Terway
Manuel Contreras, Jr.
Isaac Ambruso
Terra Wilcoxson
Tom Bouillion
Mike O'Brien
Tom Armstrong
Victor Saldanha

Alternate Members Attending

Dakota Meyer
Dan Rutzick
Erin Reome
Faun Hosey
Kamran Mesbah
Kathleen Mertz

Kelly Reid
Kerry Steinmetz
Jeff Hampton

Leah Fisher
Miranda Bateschell
Pete Walter
Ryan Ames
Sarah Paulus
Theresa Cherniak

Affiliate

Public Economic Development Organizations
Multnomah County Community Representative
Largest City in Clackamas County: Lake Oswego
Metro
Service Providers: TriMet
Oregon Department of Transportation
Clackamas County
Clackamas County Community Representative
City of Vancouver
Clackamas County: Other Cities
Service Providers: Water & Sewer
Residential Development: Home Builders Association
Largest City in Multnomah County: Gresham
Service Providers: Port of Portland
Green Infrastructure, Design & Sustainability
Largest City in the Region: Portland
Washington County Community Representative

Affiliate

Multnomah County: Other Cities
Largest City in Washington County: Hillsboro
Service Providers: Parks
Washington County Community Representative
Clackamas County Community Representative
Housing Affordability Organization: REACH
Community Development
Department of Land Conservation & Development
Residential Development: Fidelity National Title
Public Economic Development Organization: Business Oregon
Public Health & Urban Form: Multnomah County
Washington County: Other Cities
Second Largest City in Clackamas County: Oregon City
Public Health & Urban Form, Washington County
Multnomah County
Washington County

Call to Order, Quorum Declaration and Introductions

Chair Eryn Kehe called the meeting to order at 9:04 a.m. A quorum was declared. Introductions were made.

Comments from the Chair and Committee Members

- Kelly Reid of DLCD informed the committee that DLCD is hosting webinar training sessions on May 8 and May 20 to share their equitable engagement toolkit and GIS community explorer tool. The information will be published on their website and the webinars will be recorded.
- Jamie Stasny of Clackamas County shared that the County was excited to have had recently wrapped up the Sunrise Corridor Community Visioning Project. They got steering committee recommendation two weeks ago, will go before the County Commissioners on April 29 and Happy Valley on May 5th.
- Pete Walter announced that Aquila Hurd-Ravich is going back to City of Tualatin as Community Development Director and Pete will be the City of Oregon City's interim Community Development Director until a permanent replacement is hired.
- Glen Bolen of ODOT announced that they have some rapid flash beacons for pedestrian crossings at 36th and Powell in Portland, 174th on TV Highway and at Ashford on Hall Boulevard in Tigard, a project in Milwaukee at 224 17th Avenue, and an ADA ramp upgrade and prioritized pedestrian crossing.

Public Communications on Agenda Items

None given.

Consideration of MTAC minutes March 19, 2025 meeting

Chair Kehe moved to accept as written minutes from MTAC March 19, 2024, meeting.

ACTION: Motion passed with no objections, two abstentions.

Community Connector Transit Study: Policy Framework

Chair Kehe introduced Ally Holmqvist, senior transportation planner at Metro, to present on the Community Connector Transit Study. The study explored access to jobs in industrial centers, access to outdoor recreation areas, and time-of-day mobility needs and how community connectors could address these needs. Community connectors expand the transit network to connect suburban areas, neighborhoods, and employment centers. The study was introduced in the fall. There is an update planned for the summer, after completing an opportunities assessment.

Next, the framework will be applied to identify new community connector opportunities on the regional transportation plan map, updating TriMet's 2015 service enhancement plans and highlighting new shuttle service areas. The plan asks what destinations or development have need and are suitable for transit, based on multiple factors, and looks at regional and local expertise to understand market needs and guide decisions.

Shuttle planning will look at opportunities for people to switch modes of transportation, considering local and regional plans, community feedback, and best practices. Shuttles will be designed to connect

with existing transit. Mobility hubs will allow for walking, biking, bike share, and ride share and will include features like bike lockers, shaded waiting areas, public art, and community spaces.

The study looks at how mobility hubs fit into the existing transit network. The hubs will help create a connected transportation system. Regional hubs, like Beaverton Transit Center, connect urban and suburban needs, and local hubs, like Tualatin Park and Ride and Happy Valley Shopping Center, connect local transit to suburban areas, employment centers, and medical facilities.

Identifying mobility hubs will focus on the unique needs of each community. The study will consider current and future connectivity, access, land use, transit-oriented development, equity, and community impact. It will explore public-private partnerships, where spaces like parking lots can be repurposed for mini hubs that create comfortable connections between shuttles and buses.

Feedback is being collected from advisory committees, a working group of staff from partner agencies, workshops inviting TPAC, MTAC, and county coordinating committee members, and public surveys. This plan is part of the broader Regional Transportation Plan (RTP) and will help inform decision making in the RTP's 2028 update.

Ally Holmqvist thanked the committee and Chair Kehe invited questions.

Laura Terway appreciated the focus on communities at the edge of the Urban Growth Boundary (UGB) and noted the challenge of providing cohesive service when development occurs in spurts. They asked if the team plans to engage with jurisdictions during this process.

Ally Holmqvist responded that they plan to engage most, if not all, jurisdictions as they prepare for the review workshops and assessment. They will gather contact lists from the county coordinating committees to reach more than just TPAC and MTAC representatives. They may also reach out to Marion County.

Mike O'Brien acknowledged the importance of the work and said that one of the barriers to accessing Metro's properties is transit. Metro is working to improve this by increasing space in transit-served areas. They asked for clarification on what qualifies as "major outdoor recreation areas" and how the connections to these areas would work in practice.

Ally Holmqvist responded that "major destination sites" for parks has been defined by Metro Parks and Nature as larger parks with a regional draw, including features not usually found in neighborhood parks and whether the park has parking, which would draw visitors who may need to drive. The team initially focused on Metro parks, then expanded the scope to include parks across the region. They used ORCA and filtered by different categories to identify major parks, recognizing that different types of parks have different access needs. They are looking at examples from Bend and Eugene, where similar challenges have been addressed, and plan to share more findings, likely in the fall.

Jamie Stasney thanked Ally Holmqvist for their work on the study. They shared that a common topic in coordinating committee discussions is that transit systems with good ridership are ready for more investment. Areas with strong ridership and effective transit can improve further with higher-capacity options. This study aims to create a pathway for building ridership toward high-capacity transit, something Clackamas County has long requested. Jamie asked how funding for these improvements will be addressed, how it will be integrated into the RTP update, and whether it will be part of the Future Vision conversation.

Ally Holmqvist responded that the approach initially focuses on identifying areas that have transit needs and strong support, without considering funding constraints, but that a separate part of the study will address funding and governance. The challenge is that most funding sources are general, not

mode-specific, not designated for specific types of transit. The study is specifically focused on "community connectors," which have some dedicated funding, such as ODOT's Innovative Mobility Grant, that offers funding for pilots and operations. A broader conversation is needed to determine how different transit modes can access funding and how regional priorities should be managed. The team wants to identify areas where there's little competition for funding and create opportunities to advocate for community connectors. They also plan to update the RTP to highlight areas that need shuttle services and ensure policies align to support these needs. Discussions with local partners will be needed to identify funding priorities and ensure readiness for funding opportunities. Ally Holmqvist noted that the transit vision in the Regional Transportation Plan (RTP) is closely linked to the 2040 Growth Concept. The study's timeline is ahead of the RTP update, but recommendations from the study will be integrated into the RTP, allowing for further discussion and adoption of the study's results. The Vision and study findings are being aligned to ensure consistency as both evolve.

Carol Chesarek asked if they had been talking to Portland Parks, because Forest Park has lots of popular trailheads and no transit access to most of them, and what can be done to promote that conversation.

Ally Holmqvist responded that they have been talking to Portland Parks and because of that communication, were notified that Portland Parks had applied for an innovative mobility grant for a Forest Park shuttle.

Fiona Lyon agreed with the suggestion to connect to green space and open space and wants to ensure that community engagement materials are crafted to ensure public understanding of the funding issues and the visioning process and making sure that the agency's transportation knowledge is intersecting with general public interest and that those two things align. There's high interest from major employers in central Portland in shuttles where there is transit, likely from the interest in private lines that don't interface with social issues. They appreciated that TOD was mentioned as an important tool and would like if they use the report to really like help progressively craft the Vision. They also would like to understand better about how this will be integrated with Future Vision and would, for example, like to see terminology align.

Kathleen Mertz asked how the study is addressing the needs of vulnerable populations, particularly those who rely on transit and public infrastructure, such as housing and homelessness services. How is outreach being conducted to ensure that these communities are considered when identifying opportunity centers? How are job centers that change and government infrastructure, which tend to remain stable longer, integrated into the planning process? They also noted that the SHS funding is going out as part of the homeless support network and pairing it with that infrastructure that's being built for the continuum of care is great.

Ally Holmqvist responded that the team has been engaging vulnerable populations through channels including surveys and direct communication, mostly email. They reached out to affordable housing sites at regional edges through email, newsletters, and by gathering feedback from residents. They contacted health and human services organizations, youth groups, seniors, people with disabilities, and equity-focused communities to ensure a broad representation of needs. They also worked with CBOs, business organizations, including chambers of commerce and those with a specific focus like Hispanic chamber or Filipino chamber, to gather more input. In the next phase, they plan to bring people together for discussions about the outcomes of the outreach.

Kelly Reid asked if the process will fold in an evaluation of the existing shuttles that are already in the region and if there is an opportunity to optimize those services.

Ally Holmqvist replied that they are integrating those in a number of ways. They did an inventory in the region of all the different shuttle and connector services that are available. Multnomah County and

Clackamas County are both operating shuttles to industrial areas. Ride Connection has been around for a long time and has some unique and exciting partnerships with community-based organizations. So they've been included as a best practice to look at for an example. They're also on a working group that is advising on the study. They can map out the providers' ridership data from TPAC and JPACT each month. There are a lot of different kinds of shuttles and they did have to create some boundaries to kind of limit what is a public transit. They are also thinking about future shuttles, identifying opportunities. A lot of inner city providers come from outside the region and connect into the region and they want to engage with them to be thinking about those sites and where making those connections can be difficult and so trying to provide some structure for that.

Jeff Hampton appreciates the focus on areas outside the central city, particularly the edges of the UGB, and the intentional approach being taken. They brought up the importance of major employment areas as destinations for transit, noting that many employees would use transit if it were available. They asked how the study gathers information about where employees are coming from, particularly in unserved areas and whether surveying major employers is part of the process to track employee origins.

Ally Holmqvist replied that data about shift work and industrial centers is often not centralized and has been challenging to collect. The team has worked with industrial centers and transportation demand management groups to gather more information and held workshops with major employers like Nike and Intel to discuss their shuttle programs and ways to connect employees to transit centers. There are still gaps, so they plan to do outreach with business partners to gather additional insights and refine their recommendations in the next phase.

Joseph Edge mentioned having discussions with executives at large retirement communities south of Milwaukie that have thousands of retired residents with varying mobility needs. The communities operate their own shuttles, and some have excess capacity and are interested in potentially partnering with transit agencies or local governments to use the excess capacity to serve the surrounding community and improve connectivity. Have there been any conversations around partnering with organizations or communities?

Alli Holmqvist replied that the team has been considering public-private partnerships as part of their recommendations. They've considered expanding these services, but haven't yet seen significant interest in the conversation. The feedback is encouraging to start reaching out and exploring that more.

With no further questions, Chair Kehe thanked everyone and noted that the project would be back at MTAC in the summer.

Future Vision update

Chair Kehe introduced Jessica Zdeb, principal regional planner at Metro, to update the committee on the renewal of Metro's Future Vision, which is 30 years old and due for an update. Scoping is underway, with the goal of approving the work plan in May and appointing the Future Vision Commission in June. They emphasized the value of creating a vision for the future and noted that the updated Vision will focus on resilience and adapting to future changes.

The updated Vision will be more inclusive, involve a broader range of people and incorporate updated discussions on climate change and equity. The Future Vision won't be a regulatory document, but will connect with other guiding regional policies like the 2040 Growth Concept, Regional Transportation Plan, and others. They noted that the updated Future Vision document will not include implementation actions, but an implementation plan will follow, identifying key actions such as updating the framework plan and growth concept. One key focus is an investment strategy, with discussions about funding,

collaboration, and Metro's role in future actions. The project will also define roles for regional partners, including government, nonprofits, and businesses. Finally, they reviewed the coordination efforts for the project and highlighted engagement approaches to ensure broad participation in the process.

Mike O'Brien shared their excitement and asked if the Vision wasn't a regulatory document, is the implementation plan going to be a regulatory document? The work is valuable and vital and they are concerned that the Vision goes on a shelf and doesn't get looked at or used.

Jessica Zdeb replied that the charter states that this is not. The Vision is not a regulatory document and the implementation plan is not a regulatory document. It's the actions themselves that would be regulatory. The implementation plan will identify a set of actions and those actions are where regulation would be.

Chair Kehe responded that the Future Vision was created 30 years ago and the Framework Plan, Urban Growth Management Functional Plan and 2040 Growth Concept are regulatory documents that are all products of that Vision. The Vision was expressed in regulatory documents very quickly after it was produced and those documents still exist and regulate how our region grows to today.

Mike O'Brien asked who would be facilitating the work on the Future Vision to help keep the conversation focused and moving forward.

Jessica Zdeb replied that Metro will hire a consultant team that will bring specialized expertise to assist with the Future Vision update. They will facilitate commission meetings and provide knowledge in future planning and trend analysis, ensuring that the Vision remains focused on long-term goals and maintains a 50-year outlook. The consultants will help guide the process and ensure that the project considers the impacts of future trends.

Fiona Lyon noted that TriMet has planning documents, including a 1993 transit planning and design tool, that could be a good references for this update. They said it's important to consider the work being done at the state level, such as CFAC and DLCDC, and suggested the region should focus on defining clear boundaries, especially when discussing the use of reserves. The Future Vision can be a tool to inform future regulation. They also stressed the need to capture important conversations during this process, ensuring they are reflected when updating the future framework and functional plans and recommended tying metrics related to land development and transit, like setting density thresholds for new developments to support transit effectively.

Jamie Stasney asked whether the work plan will be presented to Council in May, the Future Vision Commission appointed by Council in June, and the Vision will be complete by the end of 2026.

Jessica Zdeb replied that they are hoping for the May presentation and June appointments and are currently figuring out whether the 2026 goal is achievable, reminding the committee that this is the vision-crafting and implementation will come after.

Jamie Stasney also asked about priority areas that they're not quite sure about yet and if this conversation will lead into a discussion about weighting priorities and whether the Future Vision Commission will be thinking about that or are they thinking more broadly about "these are the things that are important to us," referring to investments and where money is spent in the region.

Jessica Zdeb replied that the Councilors are very interested and focused on thinking about how to pay for a Vision. The Vision is setting a vision and in conversations about doing that, questions about priorities will come up. A vision may not be the place where those get laid out. That may be more of the implementation plan itself and what we say needs to happen in the shorter term to start moving in

that direction and where we can as partners place our emphasis in terms of what we're investing in and moving forward.

Leah Fisher thought this could be an opportunity for a deeper dive into displacement and the theme of loneliness and health and the part land use and transportation plays. Clackamas County is wrapping up their equitable engagement work as part of the CFAC requirements for the transportation planning rule and learned it's important to not overburden communities by repeatedly asking them similar questions, as may be happening with Future Vision. They were interested in seeing a thematic analysis of existing engagement information that's been collected from communities across the region to let the community know they've been heard. They also shared that in Clackamas County, the Latin and LGBTQIA communities do not currently feel safe convening in public spaces. There is concern that public processes may leave out these communities again due to their fear for safety and focus on preserving basic rights. There is concern that groups who are losing funding and are focused on supporting their communities may have a low capacity for engaging about projects. It would be a shame to again miss out on including some voices we really want to hear from.

Jessica Zdeb agreed with their final points and noted that the project had already looked at 30 different visions that have been put together in the last about five years across the region and done a thematic analysis of them, in recognition of all the work that partners have done throughout the region and to not continue to ask communities the same questions, so that there's a starting baseline. The recently completed analysis of 30 visions and plans from government partners and non-government partners throughout the region is work that can be shared back as well. It's interesting and validating to see the commonalities across geography and different groups.

Theresa Chesarek noted that their Washington County planning director's group may be interested in seeing this presentation and asked if there is a timeline for the 2040 plan update.

Jessica Zdeb replied that the 2040 plan update likely won't happen until after the Future Vision, though some conversations around the Vision will be applicable to the 2040 growth concept.

Joseph Edge noted that the City of Milwaukie has a relevant vision from 2017 and encouraged the team to look at it if they haven't already and hopes that the role of station communities throughout the suburban areas are considered.

Jessica Zdeb replied that it's important to think about the role of suburbs and station communities in the suburban areas and the role that station communities can play in meeting a variety of equity and climate and other environmental goals, as well as transportation goals.

Glen Bolen noted that ODOT has good resources in the recently updated Oregon Transportation Plan. They think it's important with the Vision to consider what's been accomplished and what can be accomplished and use that to make change. Funding is the biggest barrier and this process needs to influence statewide policymaking.

Miranda Bateschell asked whether the Future Vision document is intended for Metro or for the region, with concerns about how it relates to the 2040 Growth Concept and whether it will lead to modifications in the regional vision and growth concept. If the Vision is meant to provide regional direction, the 2040 Growth Concept needs to be adopted for it to have any meaningful impact. Without updating the growth concept and the associated functional plan, the Vision won't be able to drive functional changes at the local level. The regulatory documents will need to be updated after the Vision process, as they will be crucial in shaping the framework for future actions.

Jess Zdeb replied that the Future Vision is not just for Metro but for the entire region. The planning department is leading the process, which encompasses transportation, land use, housing, economic

development, environmental services, and more. The goal is to run a process that listens to regional input and reflects the vision the region wants for itself in 50 years. The Vision will set the stage, but the actual regulatory changes and implementation will come through updates to the 2040 Growth Concept and the functional plan.

Montgomery Park Streetcar LPA discussion

Chair Kehe thanked everyone and introduced Alex Oreschak, senior transportation planner at Metro, and Sean Canney, city transportation planner at PBOT, to present on the Montgomery Park Streetcar Locally Preferred Alternative. Sean introduced Mauricio Leclerc and Brenda Martin, also of PBOT.

Alex reminded the committee about some of the regional priorities from the high-capacity transit strategy, which include Montgomery Park Streetcar. Other priority projects are the 82nd Avenue Transit Project and the TV Highway Project. The three projects are coordinating and coming to all of the committees.

The project has been in development since 2009. Montgomery Park was identified as a priority destination in the Portland streetcar System Concept Plan and the project was adopted into Portland's transportation system plan project list in 2018 and is a tier one project in Metro's high-capacity transit strategy. The project is also a central recommendation of the Montgomery Park Area Plan (MPAP) adopted in December 2024, as was the project LPA.

The Montgomery Park Area Plan (MPAP), partially funded through Metro by a Federal Transit Administration TOD planning grant, envisions a new mixed-use district in northwest Portland on and around the former ESCO site near Montgomery Park, served by high-capacity streetcar transit. The MPAP plans a dense, equitable, sustainable district with a connected multimodal street grid, through land use changes, transportation policy changes, and capital improvement recommendations.

The plan preserves industrial land uses east of US 30 and north of northwest Nicolai Street, though public-private benefits agreement between the city, Portland Streetcar Inc, and the large air property owner in the area. Benefits of the streetcar investment include overall community improvements like increased access to public transportation, new affordable housing, middle wage jobs, a new one-acre park, naming York Street and the planned district after the enslaved and integral member of the Lewis and Clark Corps of Discovery.

There were two phases of community engagement over five years. In phase one, a working group was created, they did community outreach and worked with community partners. In phase two, the streetcar extension was reintroduced through mailers, an online open house, canvassing, meetings, and one-on-one conversations. Surveys were conducted near affordable housing and transit stations, and there was a BIPOC-focused urban design focus group.

The adopted LPA from the Portland City Council is a 0.65-mile extension of the existing north-south Portland Streetcar line, with two-way movement on Northwest 23rd Avenue, one way on Northwest Wilson Street (eastbound), Northwest Roosevelt Street (westbound) and Northwest 26th Avenue (southbound). New station locations will include Northwest 23rd Avenue and Raleigh (northbound and southbound), Northwest 25th Avenue and Roosevelt (westbound), and Northwest 26th Avenue and Wilson (eastbound).

The project also includes rehabilitation of Northwest 23rd Avenue between Northwest Vaughan and Northwest Lovejoy Streets, which will involve stormwater, accessibility, and utility upgrades, as well as multimodal street extensions of Northwest Roosevelt Street, Northwest Wilson Street, and Northwest 25th Avenue to better connect the local street grid for all modes of transportation. The project will also

involve the purchase of up to 12 new streetcars equipped with hybrid off-wire battery technology. The off-wire technology will reduce project costs and impacts.

The current planned cross sections for the project may be refined as development progresses with the FTA. On Northwest 23rd Avenue, shared streetcar lanes will be incorporated, preserving parking on both sides of the street. Northwest Roosevelt and Northwest Wilson streets, part of the one-way parallel couplet, will feature dedicated bike lanes, a streetcar priority lane, a general-purpose travel lane, and parking on one side of the street. Both streets will have widened sidewalk corridors, with Northwest Wilson Street receiving a new neighborhood Main Street designation, including 15-foot sidewalks to support active pedestrian use and land uses that encourage activity.

The total project cost including vehicles is estimated to be \$195 million. The previously shared estimate of \$119 million is still correct, but did not include vehicles. They are working to finalize a funding strategy that includes a \$30 million grant through the Portland Clean Energy Fund for new streetcar vehicles and PBOT's Capital Investment Committee's \$12 million for streetcar planning and implementation. The public benefits agreement assures the dedication of right-of-way in the couplet area toward the project from the owners of the former ESCO site, as well as additional private contribution and their participation in a local improvement district. They are currently pursuing an FTA Small Starts grant, which is expected to fund at least 50% of the project, and for which they've been granted entry into project development as of January of this year.

They are planning to form a local improvement district in the area, and are currently pursuing regional flexible fund new project bonding and have applied for a build grant. When they have more information from those applications and processes, they'll be able to make more decisions about the rest of the funding.

The project timeline shows design beginning in early 2026 and environmental review later in the year. Construction is expected to begin in 2028 with service on the extension starting in mid-2030.

Alex Oreschak provided an overview of the process and next steps for the endorsement of the blue preferred alternative, which include going to MTAC, MPAC, TPAC, JPACT and Metro Council to introduce the LPA. The team will return to MTAC on June 18 to request a recommendation to MPAC. They plan to ask Council for endorsement on July 31. There is a concurrent timeline for Montgomery Streetcar, 82nd Avenue and TV Highway so they come to the committees with their RTP amendments at the same time.

Chair Kehe thanked the team and asked if there were any questions.

Kathleen Mertz requested an explanation for how the vehicles related to the secured money, since they're not part of the public infrastructure.

Sean Canney explained that folding the purchase of the streetcars into the project allows them to federalize the funds and apply for 50%, doubling the money from the federal government for more streetcar purchases and adding to the capital stack, even though it's not for the infrastructure itself, but the streetcars are technically part of the project. It is part of the required local match for that small starts grant.

Fiona Lyon requested context around the phases and alignments regarding the Hollywood segment.

Sean Canney explained that the initial TOD planning grant focused on both Northwest and Northeast Portland with the intention of connecting Montgomery Park to Hollywood, but they went forward with the Northwest because it had the most area for potential equitable development. They are not currently planning to move forward with the Northeast, but it's not off the table.

Adjournment

There being no further business, Chair Kehe thanked the presenters and committee and adjourned the meeting at 11:09 a.m.

Respectfully submitted,
Miriam Hanes, MTAC Recorder

Attachments to the Public Record, MTAC meeting April 16, 2025

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
* 1	Agenda	4/16/2025	4/16/2025 MTAC Meeting Agenda	041625M-01
* 2	2025 MTAC Work Program	4/7/2025	2025 MTAC Work Program as of 4/7/2025	041625M-02
* 3	Draft Minutes	3/19/2025	Draft minutes from 3/19/2025 MTAC meeting	041625M -03
* 4	Memo	4/9/2025	Community Connector Transit Study: Vision and Policy Framework	041625M -04
* 5	Document	4/16/2025	Montgomery Park Transit Project Recommended LPA	041625M -05
** 9	Presentation	4/16/2025	Community Connector Transit Study	041625M -09
** 11	Presentation	4/16/2025	Future Vision	041625M -10
** 12	Presentation	4/16/2025	Portland Streetcar Montgomery Park Extension	041625M -11
** 10	Email	4/16/2025	DLCD Trainings	041625M -12

**materials included in meeting packet*

***materials distributed at or after meeting*

MPAC Worksheet

Agenda Item Title: 82nd 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 82nd 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 82nd 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 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 82nd Avenue
- Support the implementation and construction of the project
- Open a new FX bus line along 82nd 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 82nd 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 will be asked to provide a recommendation to MPAC on Metro Council endorsement of the LPA at their May 21 meeting.

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 82nd 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 will consider Resolution no. 2025-093- Adopt the Locally Preferred Alternative for the 82nd Avenue Transit Project and Conditions of Approval on May 21,2025 (anticipated).
- Clackamas County – letter of support dated May 2025 (anticipated).

What packet material do you plan to include?

Attachment1: Resolution No. 25-5495 For the Purpose of Endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project

Attachment 2: Resolution Exhibit A: 82nd Avenue Transit Project LPA Language and Map

Attachment 3: 82nd Avenue DRAFT Resolution Staff Report

Attachment 4: Attachment 1 to Staff Report LPA

Attachment 5: Attachment 2a to 2f 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 ND 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 82nd 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 82nd 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 May XX, 2025 (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 (anticipated), 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 May 15, 2025 (anticipated), JPACT made a recommendation to the Metro Council on endorsing the 82nd 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 82nd 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 82nd 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 82nd 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 82nd 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

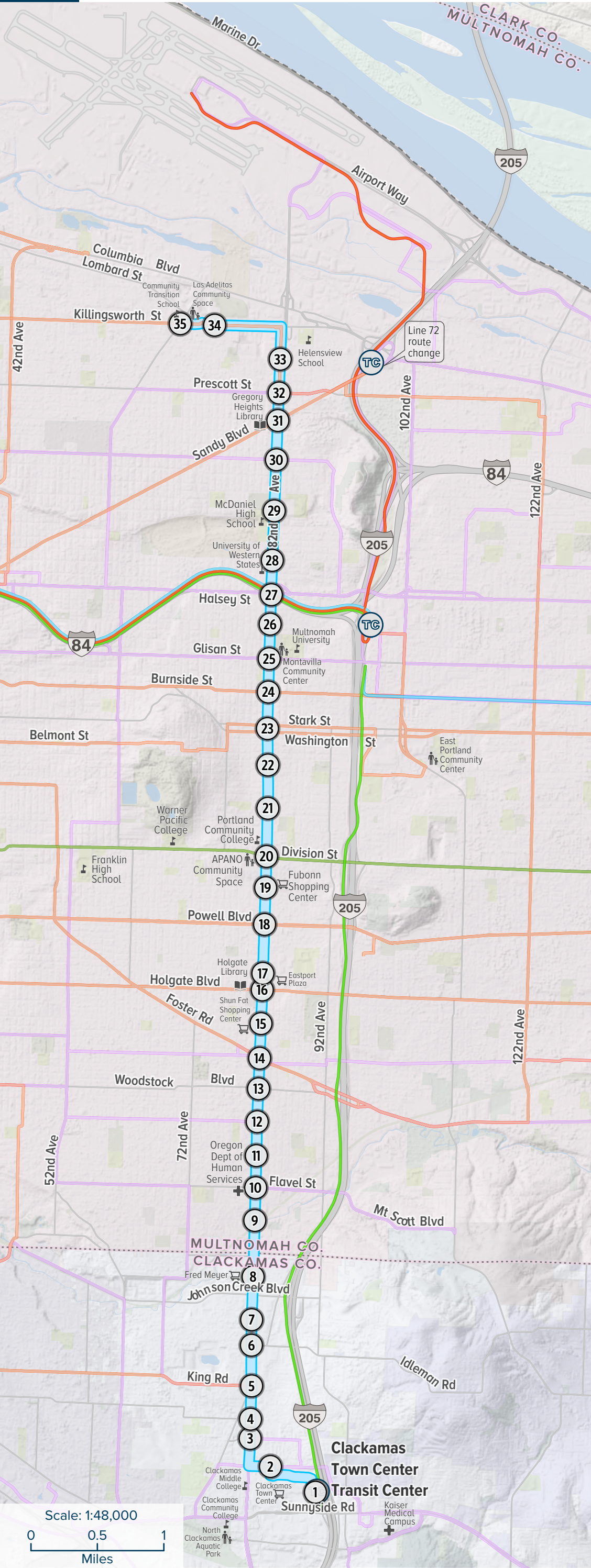
82nd Avenue Transit Project Steering Committee Locally Preferred Alternative

The recommended Locally Preferred Alternative for high-capacity transit in the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general 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 Ottly 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 82ND 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 82nd 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 82nd Avenue Transit Project Steering Committee unanimously recommended the LPA for the 82nd Avenue transit project.

The recommended LPA for high-capacity transit on the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general station locations indicated on the attached map, operating between Clackamas Town Center Transit Center and Cully Boulevard and NE Killingsworth Street Area. **[See Attachment 1.]**

ACTION REQUESTED

Approve Resolution No. 25-5495 as recommended by the Joint Policy Advisory Committee on Transportation (JPACT). Approval of the resolution endorses the 82nd Avenue Transit Project Locally Preferred Alternative (LPA) as recommended by the 82nd 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:

- 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 (anticipated) on May 21,2025
- Clackamas County letter of support, (anticipated) signed in May

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 May 15th (anticipated). Approval of the resolution endorses the Locally Preferred Alternative recommended by the 82nd Avenue Transit Project Steering Committee and endorsed by the project partners, including TriMet, the City of Portland (anticipated), 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 82nd 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 82nd 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 82nd Avenue
- Support the implementation and construction of the project
- Open a new FX bus line along 82nd 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 82nd 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: 82nd 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 82nd Avenue Transit Project), adopted by the Metro Council on June 02, 2022.

- 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 82nd 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 82nd Avenue Transit Project and Conditions for Approval on May 21, 2025 (anticipated).

BACKGROUND

At the March 5, 2025, Metro Council work session, staff presented on the 82nd 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: Locally Preferred Alternative (Text and Map)

Attachment 2: Local Actions of Support (2.a. through 2.f)

ATTACHMENT 2: LOCAL ACTIONS OF SUPPORT

2.a. TriMet Board of Directions Resolution No. 25-03-15

2.b. Multnomah County Board of Commissioners Resolution No. 2025-023

2.c. Port of Portland Letter of Support

2.d. Oregon Department of Transportation Letter of Support

2.e. City of Portland Resolution No. 2025-093 and attached conditions of approval (anticipated)

2.f. Clackamas County Board of Commissioners Letter of Support (anticipated)

Draft list of suggested actions for the Regional Housing Coordination Strategy

Best Practices and Research

- ◆ Create best practices guides for:
 - innovative building practices
 - preserving affordable housing with expiring regulatory agreements
 - preserving and rehabilitating naturally occurring affordable housing (NOAH)
 - modular housing – regional feasibility and cost-effective implementation
 - mass timber construction
 - universal design
 - non-market social housing models to prevent commodification
 - trauma-informed design strategies for transitional and permanent housing
- ◆ Conduct an analysis of impediments to fair housing
- ◆ Identify strategies that balance green building features with overall affordability
- ◆ Compile and share toolkits, model codes, and best practices—including DLCD resources—for use by local jurisdictions. Focus on creating complete, healthy, and equitable communities, not just removing barriers
- ◆ Provide regional research on past harms to support local policymaking
- ◆ Develop and promote low-carbon building policies

Communication and Public Engagement

- ◆ Develop public service announcements highlighting the benefits of affordable housing
- ◆ Act as a central regional and statewide source to explain housing market dynamics and the role of local, county, and regional governments
- ◆ Create a regional website/resource hub to connect people experiencing or at risk of houselessness with services and support
- ◆ Provide educational and PR materials to help local jurisdictions address NIMBYism and promote housing-positive policies
- ◆ Explore national podcast opportunities featuring local experts to share ideas and attract interest in the region
- ◆ Offer technical and communication support for TIF-related efforts to build local capacity and educate voters on its use for housing development
- ◆ Test and implement new regional messaging strategies for affordable housing
- ◆ Share success stories to support positive messaging around housing affordability – TOD program, Site Acquisition Program, Affordable Housing Bond
- ◆ Expand outreach through trusted leaders and offer culturally responsive, multilingual engagement
- ◆ Prioritize youth outreach, especially among immigrant and refugee communities
- ◆ Consult with Tribes and culturally specific developers that have worked with urban Native community members to understand specific barriers and needs
- ◆ Consider Metro’s role in recruiting developers—locally and beyond—to deliver affordable middle housing
- ◆ Engage service providers (e.g., Clean Water Services, waste haulers) impacted by increased housing production
- ◆ Deepen outreach to communities of color to better understand and respond to specific housing needs

Convening

- ◆ Convene region's state legislators to discuss regional needs with Metro and local elected officials
- ◆ Convene banks and financiers for people who want to develop middle housing or ADUs
- ◆ Act as a regional convener by hosting regular communities of practice for implementers and subject matter experts
- ◆ Establish a regional funders committee and a statewide interagency steering committee for supportive housing
- ◆ Convene jurisdictions to discuss how to align implementing codes to streamline expectations for developers and reduce permitting burden
- ◆ Support counties in collaborating with one another and with cities, particularly around housing production targets and annexation challenges
- ◆ Convene funders, including philanthropic organizations, to align and leverage funding opportunities
- ◆ Convene lenders, investors, and financiers to discuss opportunities for creative financing to achieve a range of affordability levels without deep public subsidy

Data and Analysis

- ◆ Compile data on available land supply
- ◆ Assess and share regional market data for various housing types, including tools like maps to support smaller jurisdictions
- ◆ Track and map migration patterns and housing choices to better understand gentrification
- ◆ Create a regional opportunity map highlighting where affordable housing could be prioritized
- ◆ Serve as a centralized data source for local jurisdiction's housing capacity and needs analyses
- ◆ Implement a monitoring system to track the impact of housing strategies and support continuous improvement
- ◆ Provide data to help developers identify and cluster parcels for scattered-site development
- ◆ Enhance Metro's role as a data hub via DRC dashboards and a centralized resource clearinghouse
- ◆ Improve data collection to better estimate supportive housing demand
- ◆ Add a surplus tax-exempt land filter and land eligible for affordable housing development under SB 8 to Metro Maps to support site identification for affordable housing development
- ◆ Integrate housing data with lived experiences to present a fuller picture of regional housing needs

Funding and Investment

- ◆ Provide ongoing grants for implementation of HPSs
- ◆ Provide support or a line of credit to help subcontractors build capacity
- ◆ Explore land banking in urban reserves to preserve affordability before UGB expansion drives up costs
- ◆ Increase funding for acquisition and rehabilitation of NOAH and regulated affordable housing
- ◆ Establish an SDC assistance fund for affordable units, ADA units, units under 1,000 SF, and those near transit corridors.
- ◆ Pair future transportation bonds with gap funding for affordable housing to offset infrastructure costs
- ◆ Pass a new affordable housing bond
- ◆ Explore creating regional revolving loan fund for affordable housing
- ◆ Create a dedicated funding source for preservation of regulated affordable housing
- ◆ Ensure long-term funding stability through tools like extending the SHS measure
- ◆ Support cities in accessing funding by simplifying processes, sharing opportunities, and advocating for resources
- ◆ Continue investing in the TOD program to support housing along strategic corridors
- ◆ Reform SHS allocations to dedicate more funds to affordable housing production
- ◆ Align Metro funding with affordability gaps not addressed by city HPSs
- ◆ Use 2040 grants to support pre-development and technical assistance on surplus or land owned by faith-based organizations
- ◆ Use 2040 grants to help jurisdictions remove regulatory barriers to housing
- ◆ Explore incentives for local governments to lift restrictions identified as housing barriers
- ◆ Develop a regional land bank implementation plan, including legal and operational procedures
- ◆ Opportunities to purchase materials, services, to create housing at scale. What if there was some consortium for buying materials - Metro could sponsor a collaborative purchasing pool and lower the costs of insurance and financing risks
- ◆ Acquire existing market-rate buildings for conversion into affordable housing

- ◆ Support housing strategies targeting the 80%–120% AMI range
- ◆ Prioritize cost-effective acquisition and conversion over new construction where appropriate
- ◆ Apply land banking to clusters of small infill parcels, not just large contiguous sites
- ◆ Fund tenant protections like regional vouchers for renters in properties with expiring affordability
- ◆ Prioritize pre-development and land acquisition funding through grants or below-market loans to help culturally specific developers compete with larger firms
- ◆ Evaluate and create flexible funds for services and rent assistance, and map eligibility standards
- ◆ Fund incentives for public housing authorities, prioritize chronically homeless populations, and utilize master leasing of units or incentivize creation of smaller sub-units i.e. accessory dwelling units
- ◆ Expand support for community land trusts
- ◆ Extend RHCS implementation funding to counties to meet planning requirements
- ◆ Preserve and retrofit existing affordable units to prevent displacement of vulnerable residents
- ◆ Allow community members to take vouchers across county lines and expand eligibility
- ◆ Align funding standards across the region to simplify processes and clarify expectations for developers and providers
- ◆ Allocate future affordable housing funds based on OHNA production targets
- ◆ Provide SHS funding to address gaps in fair housing compliance and education due to federal cuts

Legislative Advocacy

- ◆ Provide more support to cities when advocating for or against current legislation
- ◆ Support legislation exempting affordable housing from prevailing wage requirements
- ◆ Pursue new funding, programs, and partnership opportunities at the state and federal levels
- ◆ Take a proactive role in federal advocacy, especially for grants and infrastructure funding—critical for UGB expansion areas
- ◆ Advocate for meaningful statewide revenue reform to support long-term housing investment
- ◆ Provide input on statewide model home legislation to ensure alignment with planning and building best practices

Partnerships and Collaboration

- ◆ Recruit national middle housing developers to expand the regional bench for infill, ADUs, and middle housing
- ◆ Encourage cities (and other public entities) to repurpose surplus land for housing.
- ◆ Address construction labor shortages through workforce development initiatives, including support for construction career pathways and mass timber-specific training
- ◆ Identify regional barriers to housing production and define Metro's potential role in addressing them
- ◆ Provide stronger regional support for local concept planning efforts
- ◆ Build capacity among smaller nonprofits and culturally responsive organizations to improve access to funding
- ◆ Support long-term capacity-building through technical assistance, education programs, and partnerships with universities or training institutions
- ◆ Develop a talent pipeline for housing planning careers through internships and targeted educational programs
- ◆ Support workforce continuity by expanding apprenticeship programs for tradespeople nearing retirement (e.g., building inspectors)

Regulation and Regional Policies

- ◆ Support counties that lack annexation authority for residential land within the UGB by providing guidance on how to meet housing requirements under these constraints
- ◆ Update the Urban Growth Management Functional Plan (UGMFP) to better align with state housing laws (e.g., HB 2001) and ease the burden of writing findings for cities
- ◆ Revise UGMFP Title 6 (Centers and Corridors) to align with Climate-Friendly and Equitable Communities (CFEC) rules
- ◆ Coordinate new housing initiatives with existing regional goals around climate, equitable transit-oriented development, and SHS governance
- ◆ Reinstate and revise UGMFP Title 7 (Housing Choice) to reflect Oregon Housing Needs Analysis (OHNA) targets and recent legislative updates
- ◆ Audit housing related titles in the UGMFP for clarity and consistency and opportunities to relax regulations

Technical Assistance

- ◆ Provide a centralized regionally available pool of housing professionals that can help cities and fill staff capacity gaps - whether they provide relationships with land trusts and non-profits, help to find new affordable housing opportunities, or consult on the best ways to maintain existing affordable housing
- ◆ Create a database of design plans for small houses that people could pick up and submit to a local jurisdiction
- ◆ Help match cities with developers
- ◆ Provide resources on how to educate and guide Council when a city does not have an experienced housing developer on staff
- ◆ Share housing production strategies from completed HPS efforts with cities that haven't yet developed their own focusing on those that Metro can help implement or fund
- ◆ Create a regional listing service for affordable housing units that includes information like rent cost, availability, unit accessibility, supportive services, and property management
- ◆ Enhance system capacity by refining assessment tools, standards of practice, and system mapping, along with improving information and referral processes
- ◆ Provide training, education, and technical assistance to improve local planning and implementation around AFFH
- ◆ Provide fair housing training, implement culturally sensitive outreach, combat discrimination in housing access
- ◆ Provide specific, actionable strategies for addressing mental health stigma in BIPOC communities, including awareness campaigns and education programs tailored to cultural nuances
- ◆ Collect and share permit ready plans for accessible housing and middle housing types
- ◆ Enhance informational programs homeowners on how they can utilize their properties for small scale development, such as ADUs

Proposed Draft Evaluation Criteria for the Regional Housing Coordination Strategy

A. Impact on Housing Stock	A.1 Increases housing production
	A.2 Preserves and maintains existing housing that is affordable
	A.3 Supports development of a mix of housing types (e.g., multifamily, ADUs, middle housing).
	A.4 Supports appropriate housing characteristics (number of bedrooms, family-sized units, etc.)

Proposed Draft Evaluation Criteria

B. Advancement of Fair Housing (AFFH) Principles	B.1 Improves physical accessibility for seniors and residents with disabilities
	B.2 Supports households at affordability levels below 80% MFI; reduces cost burden.
	B.3 Supports households at affordability levels between 80%-120% MFI; reduces cost burden.
	B.4 Promotes housing with access to community assets including jobs, services, and transit
	B.5 Benefits historically underserved or marginalized communities
	B.6 Addresses existing patterns of segregation or displacement

Proposed Draft Evaluation Criteria

C. Operational Considerations	C.1 Legal and political viability is high
	C.2 Implementation is straightforward or manageable with reasonable coordination.
	C.3 Implementation cost is low or clearly fundable with existing sources
	C.4 Produces measurable impact within the 6-year timeframe
	C.5 Improves regional coordination of housing production, accessibility, and affordability
	C.6 Metro is in the best position to conduct this activity and few partners already are

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: May 13, 2025
To: Metro Technical Advisory Committee (MTAC) members and interested parties
From: Eliot Rose, Senior Transportation Planner
Subject: Portland-Vancouver area Comprehensive Climate Action Plan: review transportation and measures and scenarios

Purpose

The purpose of this item is to collect feedback from MTAC on the transportation-related greenhouse gas (GHG) reduction measures that are being considered for inclusion in the Comprehensive Climate Action Plan (CCAP) for the Portland-Vancouver metropolitan area—in particular, whether these measures correctly reflect adopted local and regional transportation plans. The CCAP team is seeking feedback from MTAC on the following questions:

- Do the recommended CCAP transportation measures and scenarios reflect adopted local and regional plans?
- Are there opportunities to better align these measures and scenarios with adopted plans?
- Which of the potential CCAP transportation measures are a high priority?
- What documents can help us better understand the costs and benefits of high-priority potential measures?

Introduction

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

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

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

Metro staff are seeking feedback from Metro policy and technical committees that will shape development of the CCAP.

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

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

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

The CCAP team identified **a list of measures that are being considered for the CCAP based on engagement** (more details about CCAP engagement can be found in Attachment 1) **and a review of existing climate action plans** from across the metropolitan area. The CCAP team is now working to identify which of these measures should be included in the draft plan. For each of these measures, the plan must:

- **Quantify the anticipated GHG reductions, cost, and cost-effectiveness**
- Demonstrate that Metro and other CCAP partners either:
 - have the **authority and resources** to implement the measure, or
 - have a credible path to getting the **authority and resources** needed to implement the measure

These are not only requirements of the grant that funds the CCAP, they are also best practices in ensuring that the region is ready to implement these measures and deliver the anticipated benefits as opportunities arise. Meeting these requirements starts with capturing the many GHG reduction measures that are captured in current local and regional transportation plans, and aligning measures with the approaches, assumptions, and resources identified in these plans. MTAC members helped to guide the creation of many current local and regional transportation plans, and **the CCAP team is seeking MTAC's feedback to ensure that the transportation measures in the CCAP are aligned with these plans.**

Recommended CCAP transportation measures

The region has already identified many promising measures to reduce GHG emissions from transportation in plans including the regional Climate Smart Strategy, the Regional Transportation Plan, and local transportation system plans and climate action plans. **Metro staff recommend that the CCAP include all GHG reduction measures that are captured in existing plans and that have quantifiable, regionally significant impacts and that are captured in existing plans.**

Table 1 below summarizes these measures. It describes how the CCAP team is planning to quantify these measures based on existing plans, and defines scenarios that the team will use to explore the potential range of implementation, costs, and GHG impacts for each measure. Staff are seeking MTAC's feedback on the assumptions described in the table below, which will help the us capture the GHG benefits and costs of these actions accurately as we develop the draft plan.

Table 1 includes the following information:

- **Measure:** a brief description of the measure.
- **Method:** the method that the CCAP team is proposing to use to analyze the GHG impacts of the measure. Many of these methods are drawn from the California Air Pollution Control

Officers' Association (CAPCOA) GHG Handbook, which summarizes methods and data that can be used to quantify different GHG reduction measures. More information on these methods can be found on the Handbook website.²

- **Data source(s):** Lists the plans or other documents from which the CCAP team proposes to collect the data needed to analyze each measure.
- **Applies to:** Describes what types of transportation emissions (e.g., light vs. heavy-duty emissions, emissions from certain communities) are likely to be impacted by the measure.
- **Low, medium and high scenario assumptions:** The team is working to identify a range of scenarios that represent different potential implementation levels for each measure. This will allow us to explore different pathways to meeting climate targets. These columns describe the assumptions behind each scenario, which are drawn from the source plans and documents. The team has not yet identified a full range of scenarios for all measures.

² https://www.caleemod.com/handbook/chapter_3_1transportation.html contains links to the recommended methodologies for all CAPCOA methods referenced below.

Table 1: Summary of recommended CCAP transportation measures

Measure	Method	Data source(s)	Applies to	Low scenario assumptions	Medium scenario assumptions	High scenario assumptions
High capacity transit (HCT) service	CAPCOA T-28	<ul style="list-style-type: none"> Metro High Capacity Transit Strategy HCT project evaluations 	Light-duty travel in the Metro and RTC regions	<ul style="list-style-type: none"> Applies to HCT tier 1 (21% of regional revenue hours) 14% speed increase due to HCT 12 min avg headways for HCT (vs. 15 for other service) No BRT design features 	<ul style="list-style-type: none"> Applies to HCT tier 1&2 (30% of regional revenue hours) 17% speed increase due to HCT 10 min avg headways for HCT (vs. 15 for other service) Low level of BRT design 	<ul style="list-style-type: none"> Applies to HCT tier 1&2 (30% of regional revenue hours) 20% speed increase due to HCT 10 min avg headways for HCT (vs. 15 for other service) High level of BRT design
Implement transit priority via street or signal redesign	CAPCOA T-28	<ul style="list-style-type: none"> Metro High Capacity Transit Strategy HCT project evaluations RTP Enhanced Transit Corridor (ETC) projects TriMet FX2 performance report 	Light-duty travel in the Metro region	<ul style="list-style-type: none"> Applies to HCT tier 3 and ETC corridors (26% of regional revenue hours) 8% speed increase due to prioritization 	<ul style="list-style-type: none"> Applies to HCT tier 3+4 and ETC corridors (29% of regional revenue hours) 8% speed increase due to prioritization 	<ul style="list-style-type: none"> Applies to HCT tier 3+4 and ETC corridors (29% of regional revenue hours) 10% speed increase due to prioritization
Implement planned transit service	2023 RTP VisionEval analysis	<ul style="list-style-type: none"> 2023 RTP Appendix M 	Light-duty travel in the Metro and RTC regions	<ul style="list-style-type: none"> 2023 RTP constrained transit service (134% increase over current levels) 	<ul style="list-style-type: none"> 2023 RTP strategic transit service (191% increase over current levels) 	<ul style="list-style-type: none"> 2023 RTP Target 1 scenario (237% increase over current levels; additional service is assumed to be funded through re-investment of congestion pricing revenues in additional transit service)
Build new bicycle and pedestrian facilities ³	CAPCOA T-18 and T-20	<ul style="list-style-type: none"> Metro and RTC RTPs 	Light-duty travel across the entire MSA	<ul style="list-style-type: none"> Applies to facilities in the RTP short-term constrained project list (15% increase in bike facility miles, 13% increase in ped facility miles) 	<ul style="list-style-type: none"> Applies to facilities in the RTP constrained project list (36% increase in bike facility miles, 34% increase in ped facility miles) 	<ul style="list-style-type: none"> Applies to facilities in the RTP bike-ped vision (129% increase in bike facility miles, 135% increase in ped facility miles)

³ The calculations for this measure count trails as both bicycle and pedestrian facilities.

Measure	Method	Data source(s)	Applies to	Low scenario assumptions	Medium scenario assumptions	High scenario assumptions
				<ul style="list-style-type: none"> Assumes proportional increase across the rest of the MSA 	<ul style="list-style-type: none"> Assumes proportional increase across the rest of the MSA 	<ul style="list-style-type: none"> Assumes proportional increase across the rest of the MSA
Implement regional land use plans	CAPCOA T-1, T-2, and T-3	2040 Growth Vision Historical data on regional growth	Light-duty travel in the Metro and RTC regions	<ul style="list-style-type: none"> The forecasted share of regional growth (38.4%) occurs in regional centers.⁴ Centers develop at current average densities (6.5 DU/ac residential, 3.7 jobs/ac employment) 	<ul style="list-style-type: none"> The forecasted share of regional growth (38.4%) occurs in regional centers.⁴ Centers develop to Orenco-level densities (10.5 DU/ac residential, 5.0 jobs/ac employment) 	<ul style="list-style-type: none"> A higher-than-forecasted share of regional growth (41.2%) occurs in regional centers.⁴ Centers develop to Hollywood-level residential densities (12.1 DU/ac) and Lake Grove-level job densities (20/6 jobs/ac)
Implement transit-oriented development programs	CAPCOA T-1, T-2, and T-3	Metro TOD program strategy and evaluation	Light-duty travel in the Metro region (and other regions if data is available)	<ul style="list-style-type: none"> Metro TOD program is implemented at 2023 levels 113 units per year, 100% affordable TOD program achieves existing levels of mode shift 	<ul style="list-style-type: none"> Metro TOD program is implemented at average 2017-24 levels (568 units per year, 72% affordable) TOD program achieves existing levels of mode shift 	<ul style="list-style-type: none"> Metro TOD program is implemented at 2020 levels (996 units per year, 75% affordable) TOD program achieves existing levels of mode shift
Price and manage parking	2023 RTP VisionEval analysis	2023 RTP parking assumptions (appendix M)	Light-duty travel in the Metro region	<ul style="list-style-type: none"> Applies to places that already price parking Assumes prices remain at current levels 	<ul style="list-style-type: none"> Applies to places that already price parking and Climate-friendly areas Assumes parking management only in most CFAs prices increase at inflation + 1.5% each year beginning in 2030 	<ul style="list-style-type: none"> Applies to places that already price parking and Climate-friendly areas Assumes parking management only in most CFAs prices increase at inflation + 1.5% each year beginning in 2025

⁴ “Centers” as defined for this measure includes 2040 centers, station communities, and mixed-use residential zones, which are Metro’s basis for reporting climate-friendly development under the Climate-Friendly and Equitable Communities rules.

Measure	Method	Data source(s)	Applies to	Low scenario assumptions	Medium scenario assumptions	High scenario assumptions
Implement congestion pricing	2023 RTP VisionEval analysis	Statewide transportation strategy (STS) pricing assumptions	All travel in the Metro region	<ul style="list-style-type: none"> No congestion pricing 	<ul style="list-style-type: none"> STS pricing on the throughway network (avg \$0.17/mi.) 	<ul style="list-style-type: none"> STS pricing on the throughway network (avg \$0.17/mi.) Other STS per-mile fees (avg \$0.20/mi.)
Implement a regional renewable diesel standard	GHG inventory analysis	Portland renewable fuels standard CCAP GHG inventory	Heavy-duty travel in the Metro / RTC region		<ul style="list-style-type: none"> Reduces use-phase emissions from diesel by 100% and total emissions from diesel by 65% 	
Require the use of clean fuels in construction projects	GHG inventory analysis	CCAP GHG inventory Peer agency requirements	Off-road heavy-duty travel in the Metro / RTC region		<ul style="list-style-type: none"> Reduces use-phase emissions from diesel by 100% and total emissions from diesel by 65% 	

Potential CCAP transportation measures

Throughout the development of the CCAP, the team has heard many ideas about additional transportation GHG reductions measures that aren't well captured in current plans. In order to include any of these measures in the CCAP, the team needs more detailed feedback about how to capture and analyze them. The CCAP team does not have the capacity to fully develop all of these measures; we need to focus our efforts on the measures that are high priorities for partners and/or have higher GHG reduction potential.

Table 2 below summarizes screening results that the CCAP team used to assess the suitability of these measures for inclusion in the CCAP, as well as feedback from the Team and from Climate Partners' Forum members on each measure. Screening criteria are defined as follows:

- **MSA-wide GHG reduction potential:** estimated technical emissions reduction potential if the measure were fully implemented, using the following scale:
 - **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%)
- **Community feedback alignment:** rated based on community priorities in adopted climate action plans and with feedback received during the first CCAP online open house, which was held in December 2024-January 2025.⁵
 - **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 most highly-rated for the associated GHG emissions sector from the 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 most highly-rated for the associated GHG emissions sector from the online open house.
 - **Low:** neither of the above.
- **Scalability:** rated based on source climate action plans (CAPs) and on project team judgment:
 - **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:** this measure 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 measure 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:

⁵ See the February TPAC meeting packet for a detailed discussion of the results of the online open house.

- **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.

The team is seeking MTAC's feedback on which of these measures are a priority for partners, and on where we might find the necessary information to complete the analysis required in the CCAP. This feedback will guide the team on how to further develop these measures and enable us to include them in the plan if we find that the recommended measures described in the previous section do not meet the GHG reduction targets in the CCAP.

Table 2: Summary of potential CCAP transportation measures

Measure	MSA-wide GHG reduction Potential	Community feedback alignment	Scalability	Implementation readiness	Prior feedback from the CCAP Team / Climate Partners' Forum
Expand the use of electric buses in the region's transit fleets	Med	Low	Low	Med	This measure can be quantified, but the benefits are small given that the majority of the regional bus fleet already uses R99 biodiesel, a relatively clean fuel.
Install more electric vehicle chargers in publicly accessible locations and at multifamily housing	Med	Low	Med	Low	This is an important action with respect to equitable electrification, but the team has not identified any local/regional electrification plans to draw upon in quantifying it. Also, installing chargers in existing multifamily housing can be very challenging, and the team is not aware of any examples of peer agencies succeeding at scale in that approach.
Provide outreach and education to help people make use of transportation options	Low	Med	High	High	The GHG impact of outreach and education programs varies widely, and depends heavily on the extent to which these programs are coordinated with new transit service and multimodal projects, which can make this measure challenging to analyze. At the same time, this measure helps amplify the impacts of the transit and bike/ped-related strategies above. The CCAP team recommends capturing this measure by assuming higher levels of implementation for those other measures instead of quantifying it separately.
Use technology to manage the transportation system	Med	Low	Med	Med	See note above re: outreach and education programs, which also applies to this measure.
Offer incentives for e-bike and e-scooter use	Low	Med	Low	Low	This measure represents an opportunity for local and regional agencies to fill gaps in state-level transportation electrification strategies, which tend to focus on vehicles. This is a novel approach, and the CCAP team needs more input on how it would be funded and how broadly it might apply to include it in the plan.

Measure	MSA-wide GHG reduction Potential	Community feedback alignment	Scalability	Implementation readiness	Prior feedback from the CCAP Team / Climate Partners' Forum
Implement Cascadia high-speed rail					This measure was added later than others and has not yet been screened. High-speed rail is expected to reduce GHGs significantly once it is built, but construction won't begin until 2035 at the earliest, and many of the associated reductions occur outside of the MSA and are therefore outside the scope of the CCAP. High speed rail is complex and costly to build; the CCAP team is interested in feedback on whether partners see this as a viable measure.
Reduce port emissions by X%					This measure was added later than others and has not yet been screened. The Port of Portland has received a Clean Ports grant to identify GHG reduction opportunities at the MSA's largest port. This work will happen after the CCAP is complete, but the CCAP could incorporate the GHG reduction goal from the Port's plan and point to the final plan for detail on the implementation measures.

Discussion and next steps

Discussion questions

The CCAP team is seeking feedback from MTAC on the following questions:

- Do the recommended CCAP transportation measures and scenarios reflect adopted local and regional plans?
- Are there opportunities to better align these measures and scenarios with adopted plans?
- Which of the potential CCAP transportation measures are a high priority?
- What documents can help us better understand the costs and benefits of high-priority potential measures?

Next steps

- Today: The CCAP will update the recommended and potential measures based on the feedback we receive.
- Over the coming weeks: The team will complete its analysis of GHG reductions and costs for each measure. The feedback that MTAC provides today will help make that analysis as accurate as possible.
- June 17 Climate Partners' Forum meeting (online from 1:30-3 PM) The team will recommend one or more scenarios that meet the CCAP climate targets and collect feedback from Forum members on selecting and further refining these scenarios. Each scenario will consist of multiple measures and recommended implementation levels for each measure.
- July 16 MTAC: The team will share a draft plan, including the recommended scenarios and a summary of feedback received from the Climate Partners' Forum, for feedback.

Attachment 1: Comprehensive Climate Action Plan Engagement Activities

This attachment 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
- **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 Services

Materials following this page were distributed at the meeting.

82nd Avenue Transit Project Locally Preferred Alternative (LPA)

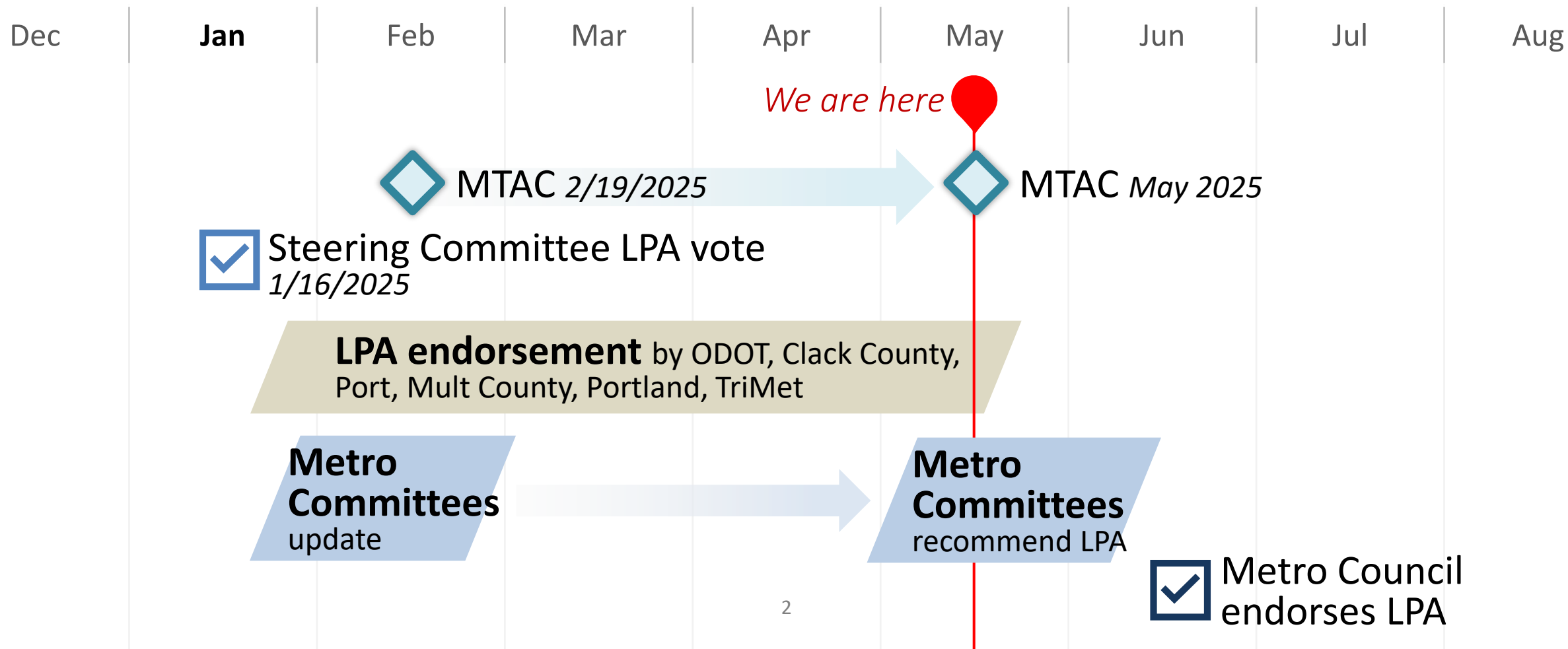
Melissa Ashbaugh, Metro



Metro Technical Advisory Committee

May 21, 2025

Next Steps for the LPA



MTAC Role

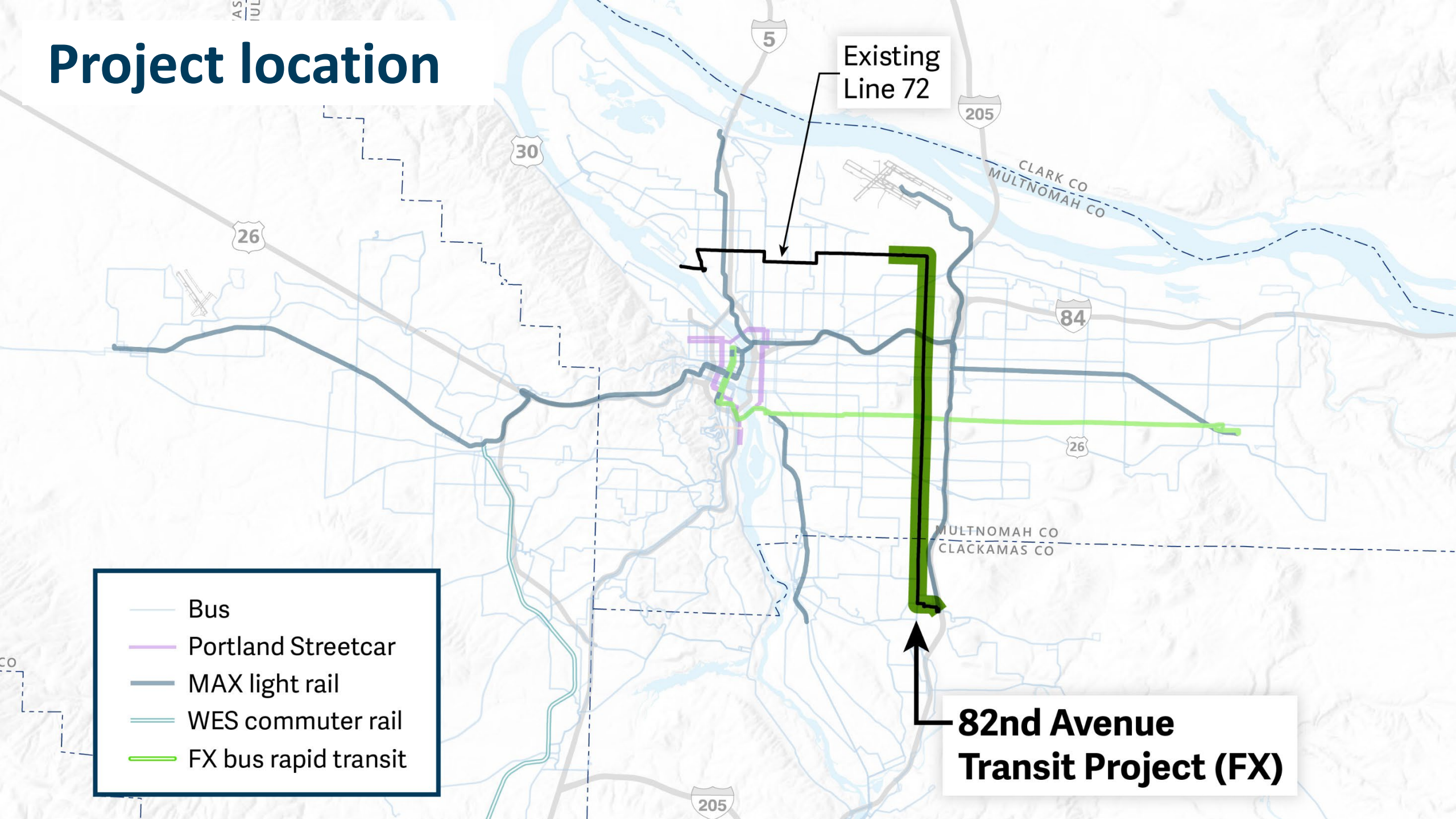
- LPA endorsement
 - Spring 2025: Provide recommendation to MPAC on Metro Council endorsement the LPA
- Future RTP amendment
 - Fall/Winter 2025: Discuss amendment and public comment
 - Spring 2026: Provide recommendation to MPAC on Metro Council RTP amendment



2023 Regional Transportation Plan

*A blueprint for the future of transportation
in the greater Portland region*

Project location



Existing
Line 72

CLARK CO
MULTNOMAH CO

MULTNOMAH CO
CLACKAMAS CO

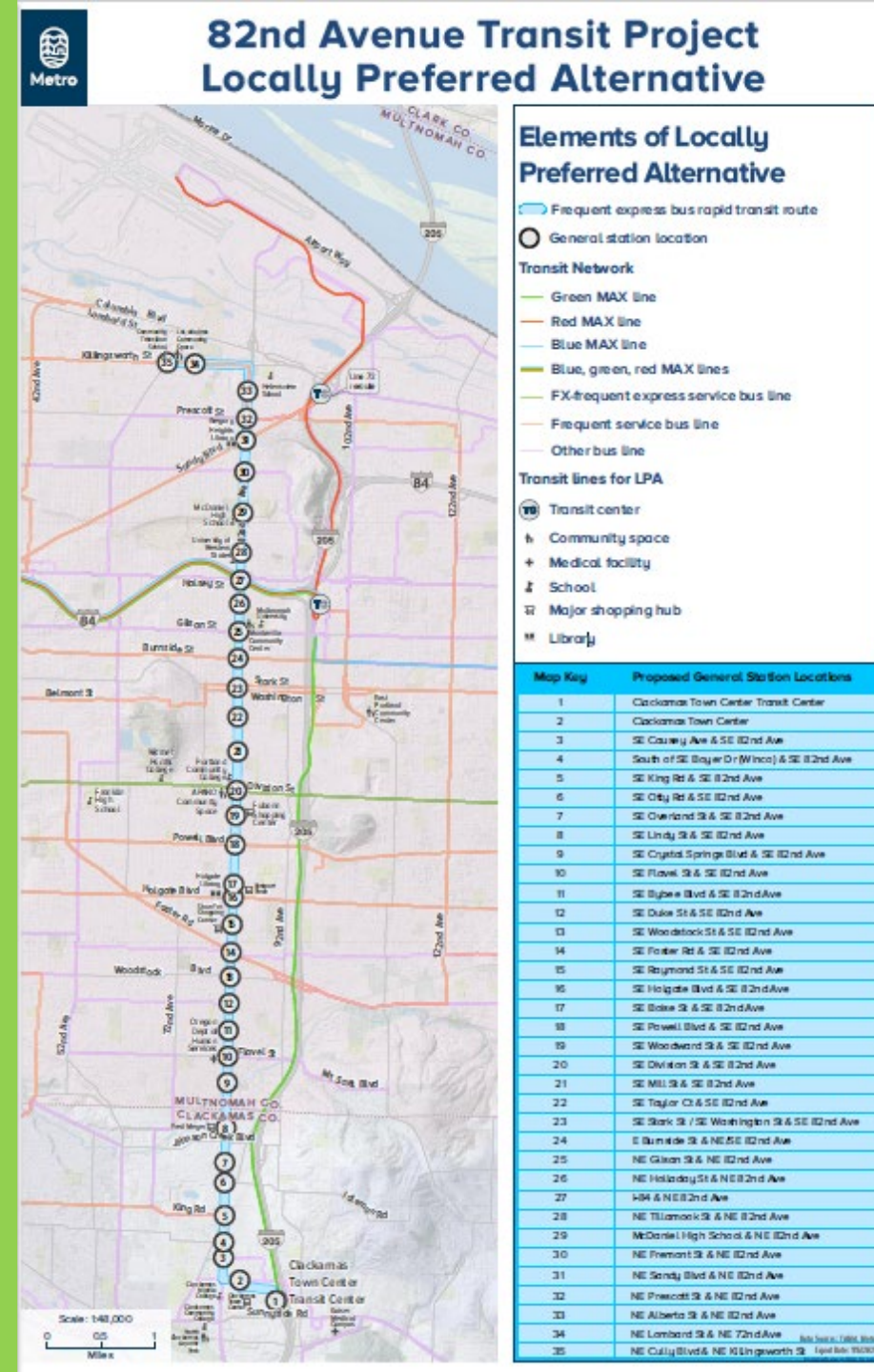
**82nd Avenue
Transit Project (FX)**

- Bus
- Portland Streetcar
- MAX light rail
- WES commuter rail
- FX bus rapid transit

Transit Project Locally Preferred Alternative

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

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



Transit Project Steering Committee

Agencies:

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

Community-based representatives:

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

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

Engagement Process to Date



Transit Project Improvements

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



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Metro's Regional Housing Coordination Strategy: Preliminary actions and evaluation criteria

MTAC

May 21, 2025

Reminder: What is the Regional Housing Coordination Strategy?

List of actions Metro will take to promote housing development and access

- Coordinate with local production strategies
- Fill regional gaps (resources, capacity, tools)

Draft vision statement

Create a roadmap for actions Metro will advance to promote housing production, coordination, and equitable access.

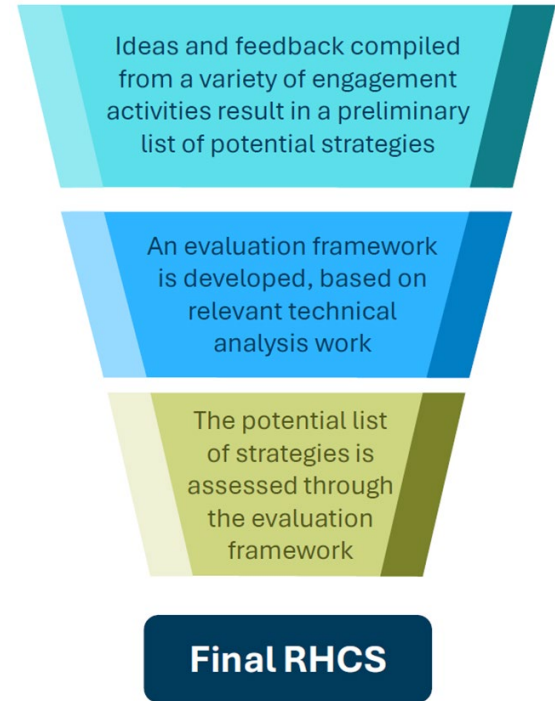
This will be achieved by lifting up emerging best practices, coordinating and aligning local strategies, and addressing critical gaps that can be filled at the regional level.

Project approach


- Collaboration between Metro Housing and Planning, Development and Research Departments
- Coordination with local jurisdictions
- Focus groups and member meetings - housing developers, service providers and advocates
- Fair housing and racial equity lens

Where are we?

- ✓ Scope development
- **Technical analysis**
- **Ongoing engagement**
- Strategy evaluation
- Adoption



Schedule

2024	2025											
Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sep	Oct	Nov	Dec
Scoping 												
		Draft strategies					Continued engagement					
		Analysis										
					Evaluation							
									Review + approval 			



Equity framework check-in



Council work session

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

Metro's role	Examples of Metro's work in this area	Ideas for suggested actions
Regulation and regional policies	<ul style="list-style-type: none">• Urban Growth Management Functional Plan• Regional Framework Plan• 2040 Growth Concept	<ul style="list-style-type: none">• Audit the Urban Growth Management Functional Plan to clarify and simplify
Legislative advocacy	<ul style="list-style-type: none">• Rulemaking advisory committees for the Oregon Housing Needs Analysis framework	<ul style="list-style-type: none">• Play a proactive role in advocating for infrastructure funding• Advocate for more funding from the legislature for key investment areas (like the \$5 million for 82nd Ave)

Metro's role	Examples of Metro's work in this area	Ideas for suggested actions
Partnerships and collaboration	<ul style="list-style-type: none"> Construction Career Pathways Program Southwest Equitable Housing Strategy 	<ul style="list-style-type: none"> Support workforce initiatives to address gaps for building inspectors and other trades people Act as a recruiter for national middle housing builders and developers – bring them to the region to spark new ideas
Communication and public engagement	<ul style="list-style-type: none"> Metro News stories Social media 	<ul style="list-style-type: none"> Share success stories to help implement better messaging around affordable housing
Data and analysis	<ul style="list-style-type: none"> Social Vulnerability Explorer Distributed Forecasts Residential Development Indicators 	<ul style="list-style-type: none"> Create a map of lands eligible for affordable housing development under SB 8 Create a regional listing service for affordable housing units

Metro's role	Examples of Metro's work in this area	Ideas for suggested actions
Best practices and research	<ul style="list-style-type: none"> Parcelization Study Equitable Housing Framework 	<ul style="list-style-type: none"> Research emerging best practices and evaluate opportunities for Metro to accelerate or pilot innovative building or investment approaches, such as: <ul style="list-style-type: none"> modular development mass timber construction non-market social housing models
Convening	<ul style="list-style-type: none"> Brownfields Coalition Build Small Coalition 	<ul style="list-style-type: none"> Convene lenders/investors to explore new financing models for affordable housing outside of Low-Income Housing Tax Credit (LIHTC)

Metro's role	Examples of Metro's work in this area	Ideas for suggested actions
Technical assistance	<ul style="list-style-type: none"> Supportive Housing Services Training and Technical Assistance initiative 	<ul style="list-style-type: none"> Create a database of design plans for small houses that people could pick up and submit to a local jurisdiction
Funding and investment	<ul style="list-style-type: none"> 2040 Planning and Development grants Affordable Housing Bond Transit-Oriented Development Program Supportive Housing Services fund 	<ul style="list-style-type: none"> Secure additional funding for affordable housing Create an implementation plan for a regional land bank Ensure that Metro funded affordable housing investments are geographically distributed and focused in areas with access to amenities

Draft Evaluation Framework



Reminder: What outcomes are we trying to achieve?

- Development and maintenance of **needed housing**
 - Diverse housing types
 - High quality
 - Physically accessible
 - Affordable
- Housing with **access** to economic opportunities, services and amenities
- Affirmatively furthering **fair housing** (AFFH)

Purpose of the evaluation framework

To prioritize a focused set of actions that Metro can **realistically implement** over the next six years as part of its RHCS.

The framework will help identify:

- ✓ Actions aligned with Metro's roles, responsibilities and racial equity goals
- ✓ Greatest potential to address unmet housing needs
- ✓ Advancement of AFFH goals
- ✓ All within the context of available resources

Proposed evaluation criteria

**Impact on
Housing Stock**

**Advancement of
Fair Housing
(AFFH) Principles**

**Operational
Considerations**

Proposed evaluation criteria:

Operational considerations

C.1 Legal and political viability is high

C.2 Implementation is manageable with existing resources (staff capacity and budgetary impacts)

C.3 Feasible to implement within the 6-year timeframe

C.4 Improves regional outcomes of housing production, access and fair housing, and affordability

C.5 Metro is in the best position to conduct this activity; few organizations are currently working in this space

Proposed evaluation criteria: Impact on housing stock

A.1 Increases housing production

A.2 Preserves and maintains existing housing that is affordable

A.3 Supports development of a mix of housing types (e.g. multifamily, ADUs, middle housing)

Proposed evaluation criteria:

Advancement of AFFH principles

B.1 Improves physical accessibility for seniors and residents with disabilities

B.2 Supports households at affordability levels below 80% MFI; reduces cost burden

B.3 Supports households at affordability levels between 80% - 120% MFI; reduces cost burden

B.4 Promotes housing with access to community assets, including jobs, services and transit

B.5 Benefits historically underserved or marginalized communities

B.6 Addresses existing patterns of segregation

B.7 Addresses existing patterns of displacement

Next Steps

- The project team will evaluate and refine actions into a proposed priority list for further discussion
- July MTAC – review the technical analyses and results of the evaluation process

Discussion

- Are there additional actions you would like us to evaluate in the RHCS?
- Are there critical details to add to any of the existing actions?
- Do you have any key corrections or additions to the evaluation criteria?

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Comprehensive Climate Action Plan (CCAP) Transportation measures

Metro Technical Advisory Committee
(MTAC)

May 2025



Purpose of this meeting

- Collect feedback on transportation-related greenhouse gas (GHG) reduction measures
- Ensure these measures correctly reflect adopted local and regional transportation plans
- This will help us accurately capture the costs and benefits of different measures

What is the Comprehensive Climate Action Plan?



An **inventory** of carbon emissions from all sources across the entire seven-county Portland-Vancouver metropolitan area



Projections of how existing trends and adopted state and federal policies will impact emissions



Advisory **targets** to reduce carbon emissions based on state climate targets



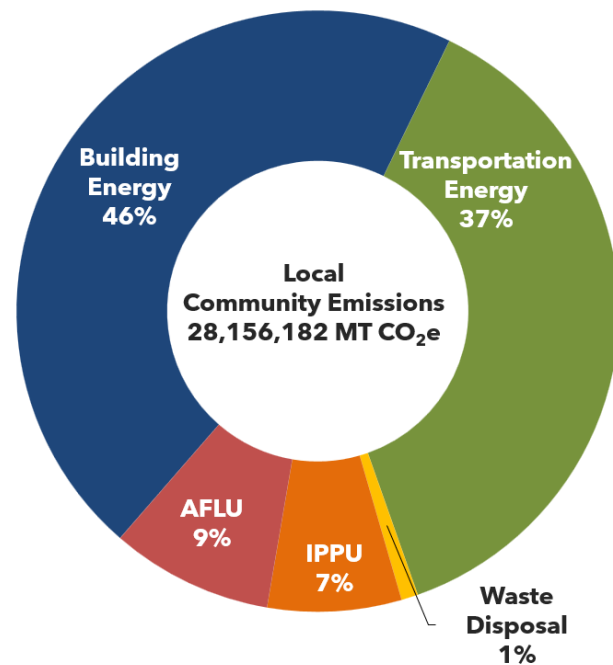
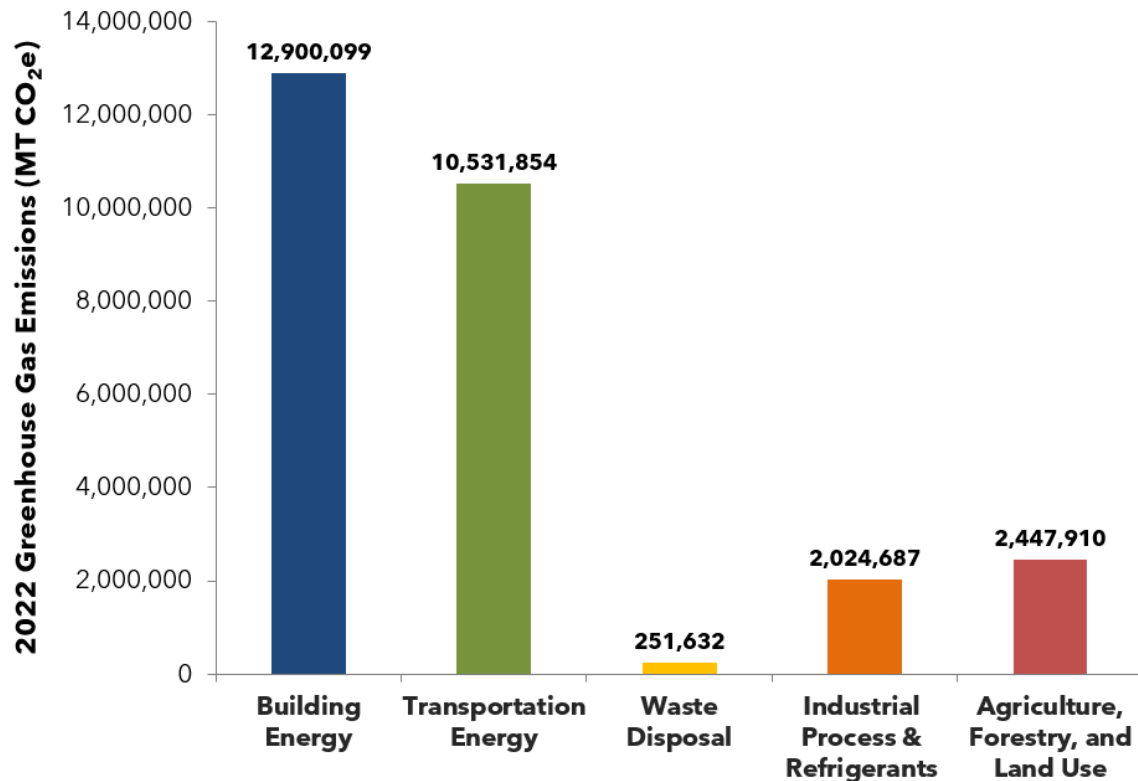
Measures to reduce emissions:

- **Quantifiable**
- **Locally- or regionally-led**
- **Significant reductions** at the **metropolitan area scale**



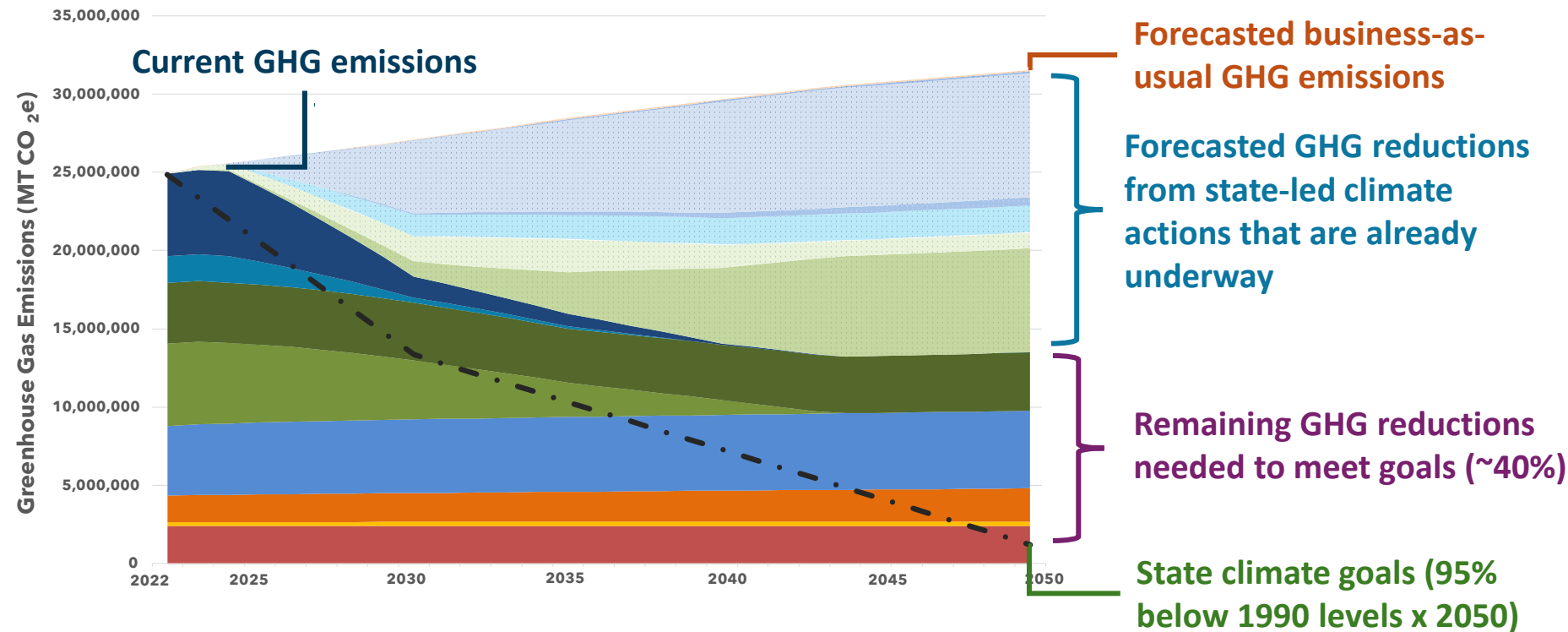
The plan may also address **adaptation**, but **reducing emissions is its core focus**.

CCAP sector-based GHG inventory



The CCAP aims to “fill the GHG gap”

State-led climate actions are already reducing GHG emissions below business-as-usual levels. The CCAP aims to achieve the remaining reductions we need in order to reach state goals.



We are looking for measures that support (and don't duplicate) state-led actions



Clean energy: policies aim to eliminate emissions from electricity use in buildings by 2040-45.



Clean vehicles and fuels: all new vehicles sold in Oregon and Washington must be zero-emission by 2035; vehicle fuels still in use must be significantly cleaner.



Electric vehicles: the state provides significant funding for rebates and charging equipment. Building codes require pre-wiring some new development for charging.

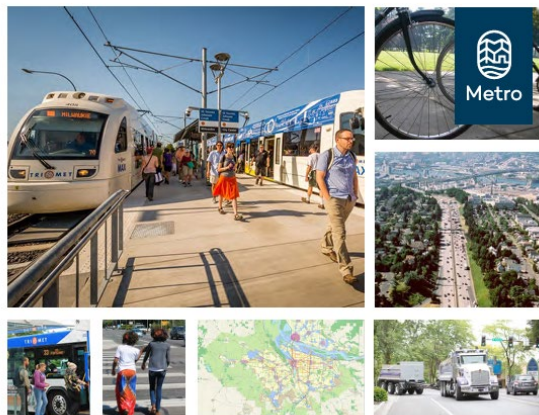


Building codes: the state pre-empts local governments from adopting their own green building codes.



Industrial emissions: states run cap-and-invest programs and regulate polluters to reduce these emissions.

We want to align measures with existing plans where possible

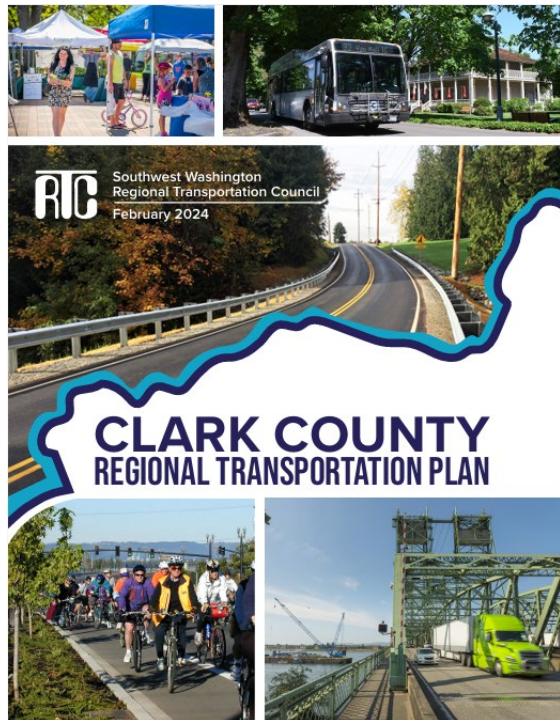


2023 Regional Transportation Plan

A blueprint for the future of transportation in the greater Portland region

Adopted November 30, 2023

oregonmetro.gov/rtp



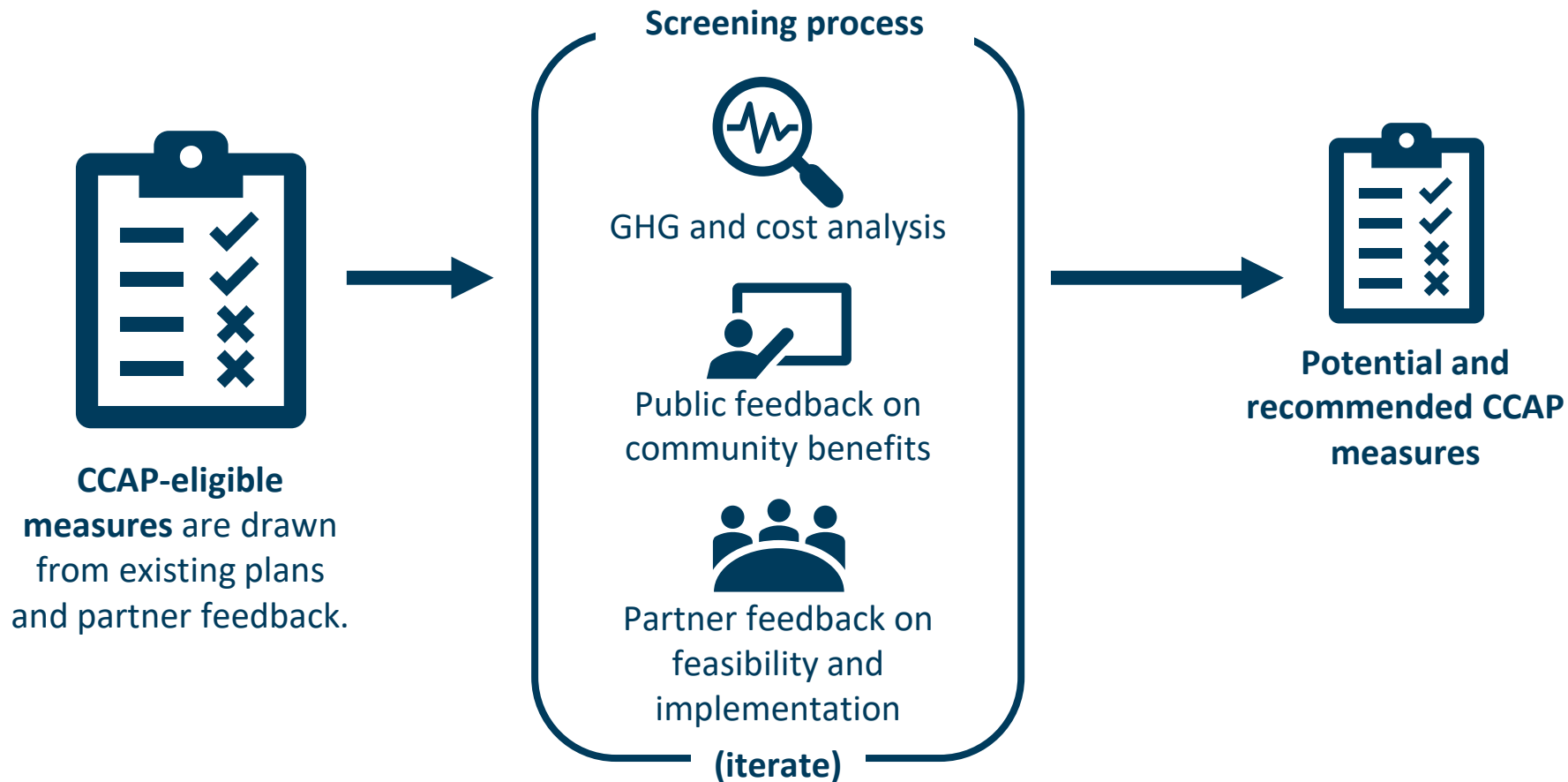
Climate Smart Strategy for the Portland metropolitan region

oregonmetro.gov/climatestrategy

2014

This helps us reflect what we can do with available resources, balance climate and other goals, and be prepared when implementation opportunities arise.

Selecting CCAP GHG reduction measures



Recommended transit and bike/ped measures (p. 4)

Measure	Key assumptions and <i>source</i>
High capacity transit (HCT) service	<ul style="list-style-type: none">• 21-30% of regional transit service converted to HCT• 14-20% speed increase for HCT• HCT is 25-50% more frequent• <i>Source: HCT strategy and project evaluations</i>
Implement transit priority via street or signal redesign	<ul style="list-style-type: none">• Applies to 36-39% of regional transit service• 8-10% speed increase due to prioritization• <i>Sources: HCT/ETC strategies, FX2 evaluation</i>
Implement planned transit service	<ul style="list-style-type: none">• 134-237% increase over current RTP levels• <i>Source: RTP investment scenarios</i>
Build new bicycle and pedestrian facilities	<ul style="list-style-type: none">• 15-129% increase in bike facility miles• 13-135% increase in ped facility miles• <i>Source: RTP investment scenarios and bike/ped vision</i>

Recommended land use and parking measures (p. 5)

Measure	Key assumptions and <i>source</i>
Implement regional land use plans	<ul style="list-style-type: none">• 38-41% of growth occurs in centers• 6.5-12.1 units/acre average residential density in centers• 3.7-20.6 jobs/acre employment density in centers <i>Source: State of the Centers report, unified growth forecast</i>
Implement transit-oriented development (TOD) programs	<ul style="list-style-type: none">• 113-996 new units per year• New TOD units are 72-100% affordable <i>Source: Metro TOD strategy</i>
Price and manage parking	<ul style="list-style-type: none">• Applies pricing to areas that already price / management to new Climate-Friendly Areas• Parking prices increase from 0-1.5% per year, beginning in 2025-30 <i>Source: RTP climate analysis</i>

Other recommended measures (p. 6)

Measure	Key assumptions and <i>source</i>
Implement congestion pricing	<ul style="list-style-type: none">• Throughway pricing from \$0-0.17/mi.• Other per-mile fees from \$0-0.20/mi. <i>Source: Statewide Transportation Strategy</i>
Implement a regional renewable diesel standard	<ul style="list-style-type: none">• Eliminates emissions from on-road diesel use <i>Source: Portland renewable fuels standard</i>
Require the use of clean fuels in construction projects	<ul style="list-style-type: none">• Eliminates emissions from off-road diesel use <i>Source: peer agency requirements</i>

Potential transportation measures (p. 9-10)

- Expand the use of electric buses in the region's transit fleets
- Install more electric vehicle chargers in publicly accessible locations and at multifamily housing
- Provide outreach and education to help people make use of transportation options
- Use technology to manage the transportation system
- Offer incentives for e-bike and e-scooter use
- Implement Cascadia high-speed rail
- Reduce port emissions by X%

Discussion questions

- Do the recommended CCAP transportation measures and scenarios reflect adopted local and regional plans?
- Are there opportunities to better align these measures and scenarios with adopted plans?
- Which of the potential CCAP transportation measures are a high priority?
- What documents can help us better understand the costs and benefits of high-priority potential measures?

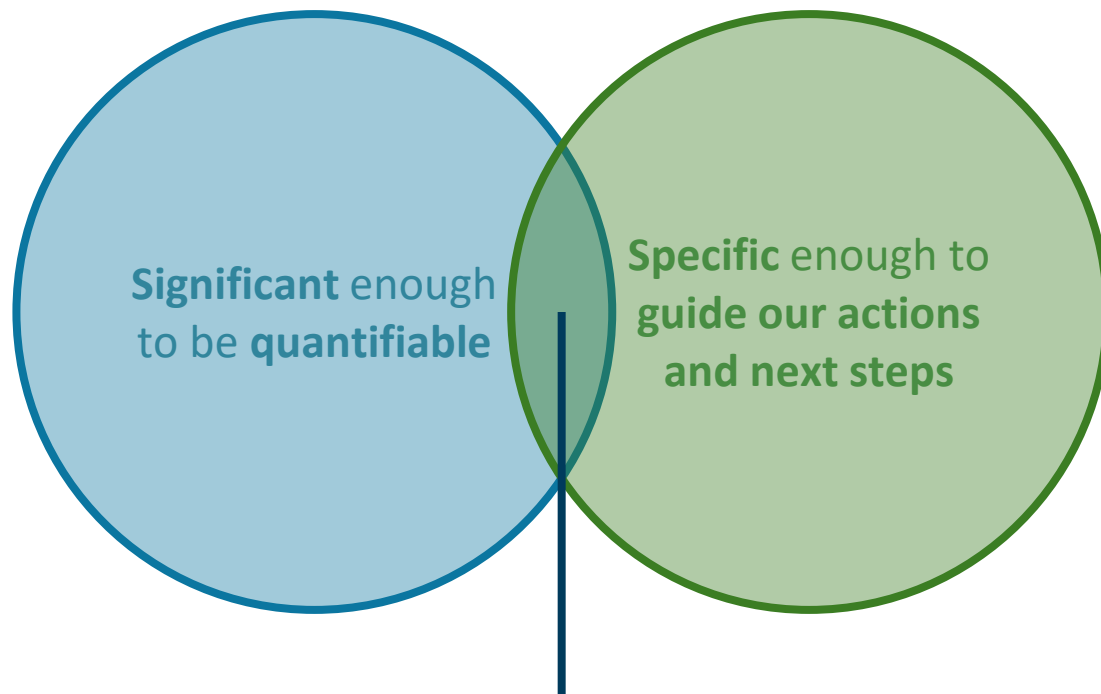
Next steps

- **This week:** update measures based on TPAC feedback.
- **Next few weeks:** complete analysis of GHG reductions and costs.
- **June 17 Climate Partners' Forum meeting (online from 1:30-3 PM):** recommend one or more scenarios that meet the CCAP climate targets and collect feedback.
- **July 16 MTAC:** The team will share a draft plan, including the recommended measures/scenarios and information on their costs and benefits.

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We are seeking to “right-size” these measures



CCAP GHG reduction measures

Our process for meeting climate goals

1. How many GHG reductions can we expect from **recommended measures that are already in our plans given available resources?** (See the low and medium scenarios)
2. How many **additional GHG reductions** could we expect from those **recommended measures** if we had **more resources and/or authority?** (See the medium and high scenarios)
3. How many GHG reductions do we need to seek from **potential measures that aren't currently captured in our plans?** Which of those seem **most likely to be effective?**

MPAC Worksheet

Agenda Item Title: 82nd 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 82nd 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 82nd 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 82nd Avenue
- Support the implementation and construction of the project
- Open a new FX bus line along 82nd 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 82nd 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 will be asked to provide a recommendation to MPAC on Metro Council endorsement of the LPA at their May 21 meeting.

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 82nd 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 will consider Resolution no. 2025-093- Adopt the Locally Preferred Alternative for the 82nd Avenue Transit Project and Conditions of Approval on May 21,2025 (anticipated).
- Clackamas County – letter of support dated May 2025 (anticipated).

What packet material do you plan to include?

Attachment1: Resolution No. 25-5495 For the Purpose of Endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project

Attachment 2: Resolution Exhibit A: 82nd Avenue Transit Project LPA Language and Map

Attachment 3: 82nd 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 ND 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 82nd 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 82nd 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 May XX, 2025 (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 (anticipated), 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 May 15, 2025 (anticipated), JPACT made a recommendation to the Metro Council on endorsing the 82nd 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 82nd 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 82nd 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 82nd 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 82nd 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

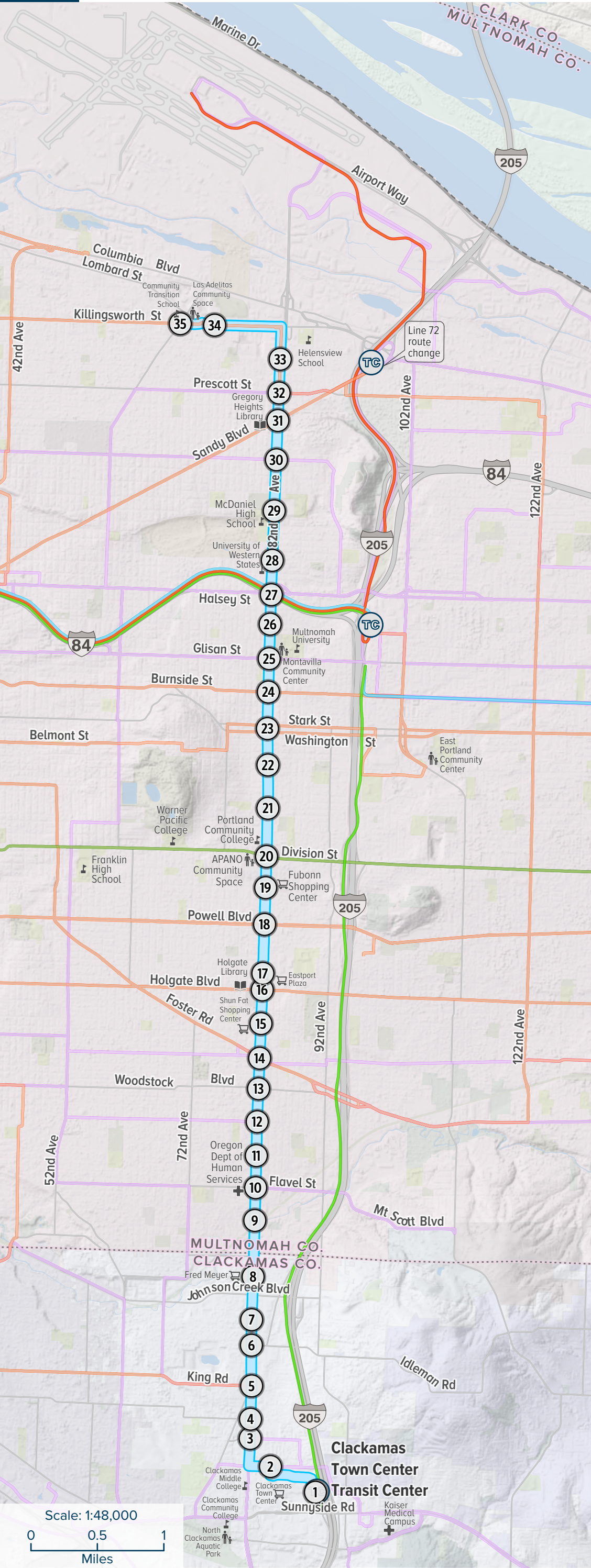
82nd Avenue Transit Project Steering Committee Locally Preferred Alternative

The recommended Locally Preferred Alternative for high-capacity transit in the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general 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 Ottly 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 82ND 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 82nd 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 82nd Avenue Transit Project Steering Committee unanimously recommended the LPA for the 82nd Avenue transit project.

The recommended LPA for high-capacity transit on the 82nd 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 82nd Avenue Transit Project Locally Preferred Alternative (LPA) as recommended by the 82nd 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 82nd 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 82nd 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 82nd 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 82nd Avenue
- Support the implementation and construction of the project
- Open a new FX bus line along 82nd 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 82nd 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: 82nd 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 82nd Avenue Transit Project), adopted by the Metro Council on June 02, 2022.

- 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 82nd 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 82nd 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 82nd 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 82ND 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 82nd 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 82nd 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 1st Reading
- ☐ Ordinance 2nd 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 82nd 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 82nd 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 82nd 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 82nd 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 82nd Avenue via SE Monterey Avenue,
- Continuing north along 82nd 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 82ND 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 82nd 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 82nd 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 82nd 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 82nd Avenue via SE Monterey Avenue,
- Continuing north along 82nd 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 82nd 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. 82nd 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 82nd Ave. corridor.

Sincerely,

A handwritten signature in black ink, appearing to read "Curtis Robinhold", written in a cursive style.

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]