



2024 Minor Report on Climate-Friendly and Equitable Communities Implementation in the Portland Metropolitan Area



Prepared by Metro on behalf of the Portland metropolitan area and submitted to the Department of Land Conservation and Development pursuant to OAR 660-012-0900

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Executive Summary

The Climate Smart Strategy provides the policy foundation for meeting state-mandated greenhouse gas emissions reduction targets under [OAR 660-044-0200](#) for the Portland metropolitan area. Adopted in 2014 with broad support from community, business and elected leaders, the strategy is the preferred land use and transportation scenario under [OAR 660-044-0040](#) and fulfills a state legislative mandate requiring Metro to develop and implement a strategy to reduce per capita greenhouse gas emissions from cars and light trucks from 2005 emissions levels by at least 20% by 2035, 25% by 2040, 30% by 2045 and 35% by 2050. The Land Conservation and Development Commission acknowledged the adopted strategy in May 2015.

The Climate Smart Strategy continues to be implemented through regional and local plans and policies, including:

- Metro’s Regional Framework Plan
- Metro’s 2040 Growth Concept
- Metro’s Regional Transportation Plan (a regional transportation system plan under state law)
- Supporting modal and topical plans and strategies, including the following:
 - Regional High Capacity Transit Strategy (2023)
 - Regional Transit Oriented Development Program Strategic Plan (2023)
 - Regional Transit Strategy (2018)
 - Regional Transportation System Management and Operations Strategy (2022)
 - Regional Travel Options Strategy (2018)
 - Regional Transportation Safety Strategy (2018)
 - Regional Freight Strategy (2018)
 - Regional Active Transportation Plan (2014)
- Metro Code Chapter 3.07 (the “Urban Growth Management Functional Plan” or “UGMFP”) and Chapter 3.08 (the “Regional Transportation Functional Plan” or “RTFP”) provide standards, tools, and guidance for local land use plans, transportation system plans, and implementing regulations that are necessary to advance the regional vision, goals, and policies of Metro’s Regional Framework Plan, the 2040 Growth Concept and the Regional Transportation Plan.

As required by OAR 660-012-0900(5), the 2024 Minor Report on Climate-Friendly and Equitable Communities (CFEC) Implementation summarizes the Portland metropolitan area's progress implementing the Climate Smart Strategy and transportation planning rules adopted in 2022 and 2023. This is the first minor report prepared under the new transportation planning rules.¹

This minor report has been prepared for the calendar year 2024 and includes the following elements:

Exhibit A: Minor Report Elements summarizes the state of coordinated local and regional land use and transportation planning in the Portland metropolitan area, information about the current acknowledged RTP, anticipated near-term activities to support RTP and CFEC implementation, progress conducting equitable engagement, and equity analyses conducted in 2024. This exhibit addresses the reporting elements identified in OAR 660-012-0900(6).

Exhibit B: Local Transportation System Plan Status Report summarizes adoption dates and planning horizons for existing transportation system plans (TSPs) and anticipated timing for future TSP updates. The transportation planning rules do not specify a deadline for TSP updates in the Portland metropolitan area. The timing of future updates is dependent upon local resources and staff capacity as well as state support and technical assistance, which is provided through the Oregon Department of Transportation TSP Funding Program, the Oregon Transportation and Growth Management Program and other CFEC implementation technical assistance activities. This exhibit also summarizes alternate dates approved by the DLCDC director for certain transportation planning rules for cities and counties in the Portland area that would result in amendments to existing TSPs. Most alternate dates were for the rules that address performance standards in OAR 660-012-0215 and parking reform in OAR 660-012-0400.

Exhibit C: Status of Corrective Actions Approved by LCDC. The 2023 Major Report showed mixed progress on implementation of key elements of the region's adopted Climate Smart Strategy. As a result, and as required by OAR 660-012-0900(7)(D), the report identified several corrective actions that will be addressed by Metro prior to completion of the next update to the RTP. The RTP update is required to be completed by November 30, 2028, to meet federal requirements. These corrective actions and other recommendations are also reflected in Chapter 8 of the 2023 RTP and were approved by LCDC in January 2025. The LCDC Order has not been issued, as of May 30, 2025.

¹ The first Major Report was prepared in 2024 following the 2023 Regional Transportation Plan (RTP) update.

Exhibit D: Metro 2024 Compliance Report summarizes the status of compliance with the UGMFP and RTFP for each city and county in the region. As of December 31, 2024, all cities and counties are in compliance with the UGMFP and RTFP, with the exception of a few jurisdictions that continue to work to satisfy UGMFP Title 11 requirements related to planning for areas previously added to the urban growth boundary (UGB).

Exhibit A: Minor Report Elements

OAR 660-012-0900(6)(a) — Summary of Coordinated Land Use and Transportation Planning in the Reporting Year

This section provides a narrative summary of the state of coordinated land use and transportation planning in the planning area over the reporting year, including any relevant activities or projects undertaken or planned.

Metro Activities

In 2024, Metro undertook several coordinated land use and transportation planning activities to implement the 2040 Growth Concept, the 2023 Regional Transportation Plan, and the Climate Smart Strategy. These activities are described below.

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 for all sources, including transportation, buildings, industrial processes, waste, and from producing the food, goods and services that people use. Metro is leading this work in close coordination with state and regional partner agencies and community organizations. The first phase of the planning work led to development of a Priority Climate Action Plan (PCAP) that was completed and submitted to the EPA in March 2024. The PCAP established eligibility of Metro and agency partners for CPRG implementation grants offered by EPA. The second phase of the work began in summer 2024 and will create a Comprehensive Climate Action Plan (CCAP) for the region by the end of 2025. 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 complementary roles.
- Supports Metro and its partner agencies in pursuing state, foundation, and federal funding to implement projects that benefit the climate.

This effort will also identify actions to advance transportation electrification in the greater Portland region that complement existing federal and state policies and programs, as

recommended in Chapter 8 of the 2023 RTP and corrective actions approved by LCDC in January 2025. The transportation element of the CCAP will inform the planned update to the Climate Smart Strategy.

Metro continued work to support implementation of 2023 RTP regional mobility policy in local TSPs in partnership with ODOT. The new policy replaces the “volume to capacity” vehicle throughput-focused approach to identifying transportation needs and prioritizing projects. Developed collaboratively by Metro, ODOT and regional partners, the new approach focuses on safety, mobility and access using three measures to identify needs and priorities: household-based vehicle miles traveled per capita, system completion of all modes (including TSMO and TDM) and throughway reliability. The policy addresses OAR 660-012-0160 and OAR 660-012-0215.

Metro finalized interim TDM and TSMO system completion guidance. Published in August 2024, the interim guidance for measuring system completeness for both transportation demand management (TDM) and transportation system management and operations (TSMO) will aid cities and counties when updating local transportation system plans consistent with OAR 660-012-0145 and OAR 660-012-0020(f) as well as support implementation of the regional mobility policy in the Portland metropolitan area.

Metro finalized a toolbox of TDM and TSMO strategies for local partners. Published in November 2024, the toolbox will aid cities and counties when updating local transportation system plans consistent with OAR 660-012-0145 and OAR 660-012-0020(f) as well as support implementation of the regional mobility policy in the Portland metropolitan area.

Metro continued work to improve VMT and climate analysis tools and methods in partnership with ODOT and DLCD to align with state target rule evaluation methods (OAR 660-044) and planning requirements (OAR 660-012) as well as support implementation of the regional mobility policy in the Portland metropolitan area.

Metro convened an internal Metro Climate Justice Task Force to create a framework to envision, develop, implement and coordinate regional climate justice and resilience strategies across Metro departments.

Metro adopted the Urban Growth Report. The Metro Council adopted the 2024 Urban Growth Report in December 2024. The decision included an expansion of the urban growth boundary in the Sherwood area. The UGR will be the basis for the population and employment forecast for the 7-county metropolitan statistical area (MSA) that will be used for the upcoming 2028 RTP update and the Climate Smart Strategy update.

Metro amended the Urban Growth Management Functional Plan (UGMFP) in December 2024. Metro worked with state and local partners to prepare amendments to Title 6 of the

UGMFP to require that by Dec. 31, 2025, cities and counties adopt boundaries for existing 2040 regional centers and town centers identified on the 2040 Growth Concept map. Adoption of the amendments addressed OAR 660-012-0012(4)(d).

Metro adopted an update to Metro's [Public Engagement Guide](#). The Metro Council adopted the updated guide which establishes consistent procedures to ensure all people have reasonable opportunities to be engaged in planning and policy development. Published in April 2024, procedures detailed in the guide include guidance about outreach to the public including communities historically underserved by transportation projects or other regional government decision-making processes.

Metro approved [Regional Transportation Functional Plan \(RTFP\) exemptions in the Portland area](#). The Metro Chief Operating Officer approved exemptions from the RTFP for the cities of Durham, Johnson City, King City, Maywood Park and Rivergrove that expire on Dec. 31, 2034. The DLCD director previously granted exemptions from certain transportation rules for each of these cities that expire in January 2033.²

Local Activities

In 2024, local public agencies undertook several land use and transportation planning activities to implement the 2040 Growth Concept, the 2023 Regional Transportation Plan, and the Climate Smart Strategy. To identify these activities, Metro prepared a survey for local jurisdictions that asked agencies to share their land use and transportation planning activities in 2024. Most local jurisdictions responded to the survey. These activities are described in **Table 1**.

Table 1. Land Use and Transportation Planning Activities in 2024

City or County	Land use and Transportation Planning Activities in 2024
Beaverton	<p>Beaverton completed the <i>Cooper Mountain Community Plan</i>, which was adopted in December 2024.</p> <p>Beaverton started the <i>Beaverton Transportation System Plan</i>, which is still in its early stages.</p> <p>Beaverton designed the <i>Walkable Places</i> project, which included some CFEC land use requirements (e.g., OAR 660-012-0330 0330), and <i>Housing Production Strategy</i> to remove development obstacles in zones that allow multi-unit dwellings, commercial uses, and mixed-use</p>

2. The exemptions apply to rules in OAR 660-012-0100 through 660-012-0920.

Table 1. Land Use and Transportation Planning Activities in 2024

City or County	Land use and Transportation Planning Activities in 2024
	development. The project started in 2024 and is expected to be completed in 2025.
Clackamas County	Clackamas County <i>implemented a policy change allowing accessory dwelling units and recreational vehicles as secondary housing units on properties larger than two acres in Rural Residential zones.</i>
Cornelius	<p>Cornelius built a <i>new roundabout at 19th Avenue and Davis Street</i> in conjunction with the Plaza Los Amigos 113-unit affordable housing development.</p> <p>The city is also <i>constructing sidewalks and narrowing the drive aisle of Davis Street to 20 feet from 12th to 19th.</i></p> <p>The city worked with Metro, TriMet, ODOT and other local government partners to plan the <i>Tualatin Valley Highway Safety and Transit Project.</i></p> <p>The city is working on the <i>19th Avenue MSTIP project from the 19th Avenue roundabout north to Council Creek bridge.</i> This project will construct new sidewalks, pedestrian crossings, bike lanes, streetlighting, a center turn lane (as needed), and a roundabout at Holladay Street.</p>
Fairview	<p>Fairview <i>adopted development code amendments</i>, integrating the Middle Housing Model Code for Large Cities into the Fairview municipal code.</p> <p>Fairview <i>adopted two sets of code amendments to implement CFEC requirements under OAR 660-012-0403, OAR 660-012-0440, and OAR 660-012-0405(4)</i> and held work sessions to consider repealing parking mandates or adopting provisions under OAR 660-012-0445 and OAR 660-012-0425.</p> <p>Fairview completed the multi-jurisdictional <i>Halsey Cross Section and Street Design Plan</i> with Multnomah County, Wood Village, Troutdale, and Kittelson and Associates. The plan identifies near-term and long-term right-of-way improvements to support Halsey as a community main street with improved bike, pedestrian, and transit facilities.</p> <p>Fairview participated in the <i>Transportation Safety Action Plan</i> project for East County with Multnomah County, Wood Village, Troutdale, and Gresham. This included community outreach to identify transportation safety concerns, and technical analysis.</p>

Table 1. Land Use and Transportation Planning Activities in 2024

City or County	Land use and Transportation Planning Activities in 2024
	Fairview participated in the RFFA-funded <i>Safer Sandy project</i> with Multnomah County, which kicked off in 2024.
Forest Grove	Forest Grove <i>reformed parking mandates</i> in the city, removing parking minimums in the town center and areas near transit (other than accessible parking), reducing parking minimums (through the provision of transit or bike facilities, renewable energy provision, carsharing, EV chargers or additional accessible dwelling units), and implementing parking maximums.
Gladstone	Gladstone <i>implemented parking reforms</i> to comply with Oregon's Climate Friendly and Equitable Communities (CFEC) rulemaking.
Gresham	Gresham completed the <i>Pleasant Valley Plan Update</i> . This project updated zoning in Pleasant Valley to align with the market to support housing and neighborhood commercial development. It designated a Metro 2040 Town Center, as required by CFEC, and adjusted some roadway alignments. The city started the <i>Transportation System Plan Minor Update</i> . This project will integrate policies for safety, climate, equity, and emerging technologies into the existing TSP. The project conducted two rounds on outreach in 2024 and is scheduled for adoption in 2025.
Happy Valley	Happy Valley conducted multiple rounds of code amendments, including a <i>Comprehensive Plan amendment</i> associated with annexation and a <i>minor amendment to the Transportation System Plan</i> , and worked on a housing production strategy.
King City	King City started work on the <i>King City Transportation System Plan</i> . King City <i>passed the CFEC compliance ordinance</i> and now has code language to ensure compliance with the CFEC policies, including <i>parking reform policies</i> that repealed parking mandates and applied parking maximums for multi-family and nonresidential uses citywide.
Lake Oswego	Lake Oswego <i>implemented a citywide parking reform</i> , reducing maximum parking regulations for office uses and requiring climate mitigation actions for new on-site surface parking.

Table 1. Land Use and Transportation Planning Activities in 2024

City or County	Land use and Transportation Planning Activities in 2024
Milwaukie	<p>Milwaukie is currently in the process of updating the <i>Milwaukie Transportation System Plan</i>.</p> <p>Milwaukie <i>eliminated parking minimums and applied parking maximums for multi-family and nonresidential uses</i>.</p>
Multnomah County	<p>Multnomah County <i>conducted development review of land use applications</i> for the following jurisdictions (Fairview, Wood Village, Trouble, Gresham, Portland, Happy Valley, Washington County) for any transportation related impacts and/or mitigation for the County transportation network.</p> <p>The county participated in the Gresham Transportation System Plan update <i>Technical Advisory Committee</i>.</p>
Oregon City	<p>Oregon City <i>adopted a new municipal code provision</i>: All development applications must comply with minimum public improvement and design standards including analysis of intersection mobility (OCMC 16.12).</p> <p>Oregon City <i>started</i> a project to amend local code to <i>comply with CFEC related OAR 660-12-0400-0450</i>. These amendments should be completed and in effect by June 30, 2025.</p>
Portland	<p>Portland started the Transportation and Growth Management (TGM) grant funded <i>Lower SE Rising Area Plan</i>, which assessed land use and transportation issues in Brentwood-Darlington and portions of Mt. Scott-Arleta, Woodstock, and Lents. On May 2, 2024, Portland City Council unanimously adopted the plan. The land use map amendments became effective Oct. 1, 2024.</p> <p>The city also advanced the Department of Land Conservation and Development (DLCD) grant funded <i>Inner East Infrastructure Assessment Project</i>, a Portland Bureau of Planning and Sustainability (BPS) led infrastructure assessment project aiming to provide clarity on available infrastructure capacity and constraints for consideration of future area planning and possible up-zoning to encourage housing production, expand housing options, and increase affordability levels in the city's Inner East neighborhoods. The idea is to have infrastructure bureau partners on the table and involved in BPS's process of identifying and prioritizing future area plan geographies.</p>

Table 1. Land Use and Transportation Planning Activities in 2024

City or County	Land use and Transportation Planning Activities in 2024
	<p>Portland continued to work on the grant contracting and consultant selection for the TGM-funded <i>Green Loop Concept Plan</i>. A bold new concept of the Central City 2035 Plan, the Green Loop will be a six-mile linear park that connects people through the heart of the city, improving access to and linking regional attractions, cultural institutions, employment centers, and shopping districts. The Green Loop will connect to places within and beyond Portland's downtown neighborhoods and the Willamette River.</p> <p>In addition, the <i>Montgomery Park Area Plan</i> was adopted by Portland City Council in December 2024. The plan recommended land use and transportation changes to establish a new transit-oriented, mixed-use district in Northwest Portland, including the locally preferred alternative for an extension of the Portland Streetcar.</p> <p>There was also ongoing City participation and coordination by the Portland Bureau of Transportation (PBOT) and BPS in the <i>82nd Avenue equitable development strategy</i> in conjunction with the Building a Better 82nd Avenue project.</p> <p>PBOT, BPS, and Prosper Portland also received Portland City Council support to begin moving forward with the <i>Reconnecting Albina Planning Project (RAPP)</i>, a partnership between the Albina Vision Trust and the City of Portland to create urban development strategies that center restorative development for Portland's Black community and reconnect the physical fabric of the Lower Albina neighborhood. This is intended to complement planned I-5 Rose Quarter improvements, including the construction of a lid over I-5 in the area to facilitate redevelopment.</p>
Sherwood	<p>Sherwood <i>implemented parking reforms</i>, removing requirements for garages and carports in residential developments and amending plan text and deleting maps related to parking to align with updated Transportation Planning Rule requirements.</p>
Tualatin	<p>Tualatin started work on the <i>2045 Transportation System Plan</i> project in the spring of 2023 with an extensive public outreach campaign as well as an inventory of the existing facilities. Project prioritization, costing, funding, and documentation were fine-tuned in 2024.</p> <p>The city adopted a <i>Parking Reform Ordinance (1486-24)</i>.</p>

Table 1. Land Use and Transportation Planning Activities in 2024

City or County	Land use and Transportation Planning Activities in 2024
Washington County	Washington County <i>adopted Ordinance No. 903</i> , which reformed parking to bring the County into compliance with OAR 660-012-0400 through 660-012-0450. The parking reform requirements mandate specific standards with limited flexibility as to how to comply. Ordinance No. 903 amended the Transportation System Plan, all community plans, and the Community Development Code, specifically removing on- and off-street parking requirements in urban unincorporated areas, adding certain state-required standards, and updating related standards.
West Linn	<p>West Linn resumed work on the <i>West Linn Waterfront Project</i>. The project developed a preferred community vision for the industrial waterfront of West Linn that will be realized through changes to the Comprehensive Plan and zoning as well as development of a financing plan to support investment in the planning area. The final draft was completed in December 2024.</p> <p>The city continued work on the <i>West Linn VISION43 Project</i>. The project will create a new community vision to revitalize the Highway 43 corridor over the next 50 years focusing on creating a sense of place and local identity, ensuring safe crossings, promoting vibrant commerce, and establishing pedestrian networks and enhancing neighborhood connections.</p> <p>West Linn <i>removed all parking mandates and adopted parking maximums</i> for multi-family and nonresidential uses.</p>
Wilsonville	Wilsonville continued implementation efforts for the <i>Frog Pond East and South Master Plan and the Wilsonville Town Center Plan</i> .
Wood Village	Wood Village participated in the completion of the <i>first phase of Main Streets on Halsey work</i> in coordination with the Troutdale, Fairview, Multnomah County, and ODOT.

Local communities and transit agencies in the Portland metropolitan area have also demonstrated leadership in developing localized strategies and policies to reduce greenhouse gas emissions and mitigate the impacts of climate change in support of implementation of the Climate Smart Strategy.

- At least one-third of the region’s cities, counties, and transit agencies have adopted local climate action plans, including:
 - City of Milwaukie’s Community Climate Action Plan
 - TriMet’s Climate Action Plan and Non-Diesel Bus Plan
 - City of Portland’s Climate Emergency Workplan and Pathways to Net-Zero Carbon by 2050
 - City of Beaverton’s Climate Action Plan (update currently underway)
 - City of Lake Oswego's Sustainability and Climate Action Plan
 - Clackamas County’s Climate Action Plan
 - City of Tigard’s Climate Action Report
 - Multnomah County’s Climate Action Plan, 2020 Progress Report, and Climate Justice Plan (update currently underway)
 - City of Gresham’s Climate Action Strategies
 - City of Hillsboro’s Climate Action Plan is under development to advance the 2035 Community Plan (adoption is anticipated in 2025)

OAR 660-012-0900(6)(b) — Transportation System Plan Amendments and Forecasted Planning Activities

This section provides the planning horizon date of the acknowledged transportation system plan, a summary of any amendments made to the transportation system plan over the reporting year, and a forecast of planning activities over the near future that may include amendments to transportation system plans.

Metro Activities

The following section describes the planning horizon date of the 2023 RTP and a summary of near-term regional and local planning activities.

The 2023 RTP was adopted by the Metro Council on November 30, 2023.³ The planning horizon year for the 2023 RTP is 2045. The post-acknowledgement plan amendment notice of adoption was submitted to DLCD on December 19, 2023. On January 9, 2024, objections to the RTP were filed with DLCD by No More Freeways and Joe Cortright. On the same day, No More Freeways and Joe Cortright filed an appeal of the RTP with the Oregon Land Use Board of Appeals (LUBA). The LUBA appeal has been suspended by agreement of the appellants and Metro until legal questions are resolved regarding whether DLCD or LUBA has proper jurisdiction over challenges to the RTP's findings of consistency with state climate targets. Those issues are currently being reviewed by the Multnomah County Circuit Court.

Several regional activities are planned in the near-term that will inform the next update to the RTP (due by November 30, 2028). These activities are identified in Chapter 8 of the 2023 RTP and may involve amendments to the RTP, including:

- **Finalize VMT evaluation approach for TSP updates.** Since 2024, Metro worked in partnership with ODOT and DLCD to develop an approach for evaluating household-based VMT per capita to aid cities and counties when updating transportation system plans consistent with OAR 660-012-0160 and when making land use decisions in the Portland area consistent with OAR 660-012-0210. This work is expected to be completed in Spring 2025 and available for use by cities and counties completing TSP updates in the region.
- **Conduct a community connector transit study.** This study will identify local service and coordination gaps and potential solutions specific to the Portland area, especially for urban and suburban areas of the region, particularly areas more recently brought into the UGB and regional parks that currently have little to no transit service. The

3. The 2023 Regional Transportation Plan is available here: <https://www.oregonmetro.gov/regional-transportation-plan>

study will also explore innovative ways to improve transit access and convenience for users (e.g. microtransit), particularly for the first and last mile. This planning effort began in 2024 and will be completed in early 2026.

- **Update the Regional Transportation Functional Plan.** Metro will begin scoping an update to the RTP in 2025. The timing of the update will be coordinated with the timing of functional plan updates anticipated to implement the update Future Vision. Key outcomes for the update include:
 - Ensure the functional plan language and provisions are consistent with and adequately reflect new and updated goals, objectives and policies adopted in the RTP.
 - Align the functional plan language and requirements with statewide rulemaking and policy development to implement the [Climate-Friendly and Equitable Communities Program](#).
 - Define how the updated mobility policy will be implemented in local TSPs and local comprehensive plan amendments in coordination with local governments and the statewide CFEC implementation program and [Oregon Highway Plan update](#).
 - Update the timeline for local TSPs updates in collaboration with cities, counties and in coordination with DLCD and the ODOT.
- **Review RTP project list development process, metrics and analysis.** Starting in 2025, Metro will work with cities, counties, community-based organizations and transportation agencies to improve the process of developing and evaluating the project list in advance of the next RTP update. This work was identified in Chapter 8 of the 2023 RTP, will support Metro implementation of OAR 660-012-0155 and addresses corrective actions approved by LCDC in January 2025.
- **Climate Smart Strategy Update.** Metro will work with state and local partners to conduct a comprehensive review and update to the Climate Smart Strategy as an element of the next RTP update. The review will also include a review and update of the Climate Smart Strategy implementation monitoring measures and targets. Identified in Chapter 8 of the 2023 RTP, this work will be informed by the EPA-funded Comprehensive Climate Action Plan described previously and will address corrective actions approved by LCDC in January 2025.
- **Future Vision Update.** Starting in 2025, Metro will begin updating its 50-year regional vision, the Future Vision, as required by Metro Charter. Eventual adoption of an

updated Future Vision (anticipated by the end of 2026) and an implementation plan are likely to lead to actions that result in amended and potential new Metro policies. Implementation actions that are anticipated to follow adoption of the updated Future Vision include an update of the 2040 Growth Concept, the Regional Transportation Plan, the Regional Transportation Functional Plan and the Urban Growth Management Functional Plan, but other outcomes will be identified as part of this process. The timeline and desired outcomes for this work are pending Metro Council direction in summer 2025.

Local Activities

Exhibit B summarizes adoption dates and planning horizons for existing transportation system plans in the Portland metropolitan area. The information was compiled by Metro staff in coordination with local governments and shows the most recent TSP adoption year, anticipated adoption of the next TSP update, and current TSP horizon year for each city and county within the Portland metropolitan area.

The transportation planning rules do not specify a deadline for TSP updates in the Portland metropolitan area. The director of DLCD approved alternate deadlines to implement certain transportation planning rules for cities and counties in the Portland area that will result in amendments to existing transportation system plans. Most alternate dates were for updates to performance standards and parking codes.

- Performance standards alternate dates were approved for Clackamas County (12/31/25), Washington County (6/30/27) and the cities of Cornelius (6/30/26), Fairview (6/30/27), Happy Valley (6/30/27), Oregon City (12/31/26), Troutdale (6/30/27), West Linn (6/30/27), Wilsonville (6/30/27), and Wood Village (6/30/28).
- Parking Reform Part B alternate dates were approved for Clackamas County (6/30/24), Washington County (12/31/24) and the cities of Beaverton (12/31/23), Cornelius (9/30/24), Fairview (12/31/24), Forest Grove (12/31/24), Gladstone (6/30/24), Gresham (12/31/23 and 12/31/25), Happy Valley (12/31/24), Hillsboro (6/30/24), Lake Oswego (12/31/24), Milwaukie (6/30/24), Oregon City (12/31/24), Portland (12/31/25), Sherwood (9/14/24), Tigard (12/31/23), Troutdale (6/30/25), Tualatin (7/20/24), West Linn (12/31/24), Wilsonville (6/30/25), and Wood Village (6/30/25).
- Land use (4)(e) alternate dates were approved for Cornelius (6/30/25) and Gresham (12/31/25).
- Parking Pricing (4)(g)(A) and (4)(g)(B) alternate dates were approved for Gresham (12/31/25 and 12/31/27, respectively).

- **Updates to local parking codes.** Clackamas and Washington counties and several cities anticipate adopted state-required parking reforms in 2024, including Cornelius, Fairview, Forest Grove, Gladstone, Gresham, Happy Valley, Hillsboro, Lake Oswego, Milwaukie, Oregon City, Sherwood, Tualatin and West Linn.

Several local planning activities are anticipated in the near-term that will likely include amendments to local transportation system plans in the region. **Table 2** captures amendments to local transportation system plans as reported to Metro by local jurisdictions in the region.

Table 2. Transportation System Plan Amendments in 2024

City or County	Transportation System Plan Amendments in 2024
Beaverton	The City of Beaverton adopted Cooper Mountain Community Plan related updates.
Happy Valley	The City of Happy Valley adopted two minor road relocations and one minor change to an intersection treatment.
Hillsboro	The City of Hillsboro adopted a minor TSP amendment in July 2024 cleaning up minor items related to recent development and roadway alignment (locally preferred alternative).
Milwaukie	The City of Milwaukie is currently updating its TSP and anticipates adopting the updated TSP by the end of 2025.
Oregon City	The City of Oregon City amended the McLoughlin Boulevard Enhancement Plan. On November 20, 2024, the City Commission approved the first reading of Ordinance 24-1012, followed by a second reading on December 4, 2024. This ordinance adopts the proposed alignment as the preferred alternative in Oregon City's Transportation System Plan.
Portland	The City of Portland made no TSP amendments adopted or underway in 2024 (though the zoning code and map and some other changes to the non-transportation aspects of the Comprehensive Plan were made in relation to some of the projects noted above).
Washington County	Washington County amended the County's TSP to incorporate general map and text changes for consistency with ongoing transportation planning efforts. Many of the amendments reflect transportation plan updates adopted by cities (e.g., Hillsboro and Tigard). The amendments also established the alignment of the Council Creek Regional Trail and

City or County	Transportation System Plan Amendments in 2024
	included changes to the transit system map for consistency with recent transit service provider updates. Ordinance No. 903 added a strategy statement in the TSP to reflect the County’s existing Neighborhood Street Program.

Metro prepared a survey for local jurisdictions to share the planning horizon dates of their acknowledged transportation system plans and summaries of their near-term land use and transportation planning activities. The activities reported to Metro are described in **Table 3**. The planning horizon dates of their acknowledged transportation system plans is provided in **Exhibit B**.

Table 3. Forecast of Future Land Use and Transportation Planning Activities

City or County	Future Land Use and Transportation Planning Activities
Beaverton	Beaverton will start work on the <i>Beaverton Transportation System Plan</i> with expected adoption in 2027.
Clackamas County	Clackamas County expects to complete the <i>Walk Bike Clackamas Plan</i> by May 2025.
Cornelius	Cornelius has <i>no anticipated planning activities in the near term</i> .
Fairview	In 2025, Fairview will integrate the <i>Halsey Cross Section and Street Design Plan</i> into the Fairview Transportation System Plan, including adding the corridor project to the list of financially constrained projects on Multnomah County facilities. Fairview anticipates adopting <i>state-required parking reforms</i> in 2027.
Gresham	Gresham will adopt a <i>Transportation System Plan minor update</i> in 2025 related to safety, climate, equity, and emerging technologies. The city anticipates adopting <i>state-required parking reforms</i> in December 2025.
Happy Valley	Happy Valley anticipates <i>multiple rounds of code amendments</i> , including minor Transportation System Plan amendments associated with Sunrise Corridor visioning. Happy Valley anticipates adopting <i>state-required parking reforms</i> in June 2025.

City or County	Future Land Use and Transportation Planning Activities
Hillsboro	<p>Hillsboro anticipates another <i>minor Transportation System Plan amendment</i> in 2025 to reflect recent development activity, locally preferred alternative roadway alignments, and the Oak/Baseline/10th Avenue Corridor Study.</p> <p>The city adopted <i>citywide changes to how on-site parking is regulated and designed</i>, which became effective on January 2, 2025.</p>
King City	<p>King City <i>does not anticipate planning activities in the near term or Transportation System Plan amendments</i>.</p>
Lake Oswego	<p>Lake Oswego anticipates a <i>minor amendment to the Lake Oswego Transportation System Plan</i> to include some pathways requested by residents in 2026. A <i>major update to the Lake Oswego Transportation System Plan</i> is expected in 2029.</p>
Milwaukie	<p>Milwaukie has <i>no anticipated planning activities in the near term</i>.</p>
Multnomah County	<p>Multnomah County will continue work on identifying rural transit options in accordance with the county's Statewide Transportation Improvement Fund plan. This work will be conducted over the next 2 years.</p>
Oregon City	<p>Oregon City's City Commission has asked staff to look at <i>adding volume standards for local streets to the Oregon City Transportation System Plan</i>. The intention is to use these standards to measure new trip generation from new subdivisions and added areas of development. The result could be requiring new development to install traffic calming measures to mitigate new vehicle trips that are above a certain threshold.</p> <p>Oregon City anticipates adopting <i>state-required parking reforms</i> in June 2025.</p>
Portland	<p>Portland has initiated the next <i>Major Update of the Portland Transportation System Plan</i> for the 2045 horizon year and plans to consider any transportation system plan amendment recommendations identified in area, corridor, or modal plans since the last update. The updated plan is scheduled for adoption by the end of 2027.</p> <p>The city anticipates adopting <i>state-required parking reforms</i> in 2025.</p>

City or County	Future Land Use and Transportation Planning Activities
Troutdale	Troutdale anticipates adopting <i>state-required parking reforms</i> in June 2025.
Tualatin	The draft of the <i>2045 Transportation System Plan</i> is currently under review, and Tualatin anticipates its adoption in late summer of 2025. <i>A separate project is underway to address OAR 660-012-0330 0330 walkable design standards.</i> The city anticipates adoption of this project around the same time as the transportation system plan.
Washington County	Washington County staff is scoping a <i>major update to the Transportation System Plan</i> . The County's last major comprehensive transportation system plan update was adopted by ordinances in 2013 through 2015, following a significant technical and public process. Since then, it has had several minor updates. Once the work on the major update of the transportation system plan starts, it will take around three years to complete. A draft scope will be available for public review in Fall 2025. Washington County was awarded a state Transportation and Growth Management grant to address the active transportation element of the transportation system plan. The project is scheduled to start in Fall 2025 and continue into the next biennium. The <i>Complete Streets Design Update</i> will review and update County road design and construction standards to implement standards that better reflect the variety of land use contexts within the county. Policy updates from this update will be part of the major transportation system plan update. The <i>Farmington Road Concept Plan</i> is a corridor concept plan for Farmington Road between 209th Avenue and Kinnaman Road (note: ODOT jurisdiction between 198th Avenue and Kinnaman Road). It will include a framework for future jurisdictional transfer to the County. The <i>Transportation Safety Action Plan (TSAP)</i> , which is funded by a federal Safe Streets for All (SS4A) grant, will prioritize near-term, effective strategies to address identified safety issues in coordination with Washington County cities and regional partners.
West Linn	West Linn will continue work on the <i>West Linn VISION43 Project</i> . The city anticipates adoption in Fall 2025.
Wilsonville	Wilsonville forecasts a <i>major Transportation System Plan update</i> within the next 3 to 4 years.

City or County	Future Land Use and Transportation Planning Activities
	The city anticipates adopting <i>state-required parking reforms</i> in June 2025.
Wood Village	Wood Village will continue work on the <i>Main Streets on Halsey project</i> , a shared vision for Halsey Street as it runs from Fairview Parkway to downtown Troutdale. The city will also continue the <i>integration of safety improvements into the transportation system plan</i> . Wood Village anticipates adopting <i>state-required parking reforms</i> in June 2025.

OAR 660-012-0900(6)(c) — Equity Analysis and Engagement

This section provides a summary of progress towards centering the voices of underserved populations in processes at all levels of decision-making as provided in OAR 660-012-0130 and equity analyses conducted as provided in OAR 660-012-0135. Copies of reports made in the reporting year for progress towards centering the voices of underserved populations in processes at all levels of decision-making as provided in OAR 660-012-0130 are available on request.

Metro Activities

Metro’s planning and investment decisions put into practice Metro’s agency-wide *Strategic Plan to Advance Racial Equity, Diversity and Inclusion*.⁴ In March 2024, Metro’s Planning, Development and Research Department hired an Equity Program Manager to implement, track and update the departmental equity strategy. The Equity Program Manager also serves as a liaison to Metro’s DEI Department to ensure alignment and collaboration across the agency.

The 2023 Regional Transportation Plan established equity focus areas (EFAs) as priority areas for investments that marginalized populations identified as priorities during previous engagement activities. EFAs are census tracts with double the regional average density for the following marginalized populations: people of color, people with low incomes, and people who do not speak English or who speak limited English. These priority areas as used to

⁴ Metro’s Strategy for Advancing Racial Equity, Diversity and Inclusion (2016) provides a strategic approach to incorporating equity into policy, decision-making and programs across Metro’s different lines of business with a focus and emphasis on deliberately tackling inequities based on race and ethnicity.

conduct equity analyses and engagement as part of regional land use and transportation planning and investment decisions.

In 2024, Metro completed equity analyses in support of development of the Metropolitan Transportation Improvement Program (MTIP) and the Regional Flexible Funds Allocation Process and corridor refinement planning that led to development locally preferred alternatives for the 82nd Avenue Transit Project and the Tualatin Valley (TV) Highway Transit Project. The analyses used qualitative and quantitative methods. Data included lived experience and feedback received through public engagement and consultation activities and publicly available data published by the U.S. Census and other sources.

In addition, the 82nd Avenue Coalition completed a long-term 82nd Avenue Transit Project Equitable Development Strategy. Convened by Oregon Walks, Verde, Asian Pacific American Network of Oregon (APANO) and Unite Oregon, this coalition worked in partnership with Metro, City of Portland and Clackamas County to create the strategy in collaboration with the community to ensure infrastructure improvements benefit the people who live, work and play along the corridor.

In fall 2024, the TV Highway Transit Project team launched an online survey in English, Spanish and Vietnamese to receive feedback on potential station locations. The survey was promoted online and in-person at events and locations throughout the corridor. Other project outreach consisted of presentations at established community organizations such as neighborhood associations, transportation advisory committees, business associations and youth councils as well as partnership with Unite Oregon to recruit and establish the TV Highway Equity Coalition and TV Highway Leadership Cohort.

Metro completed an update to the Limited English Proficiency Plan that was submitted to the Federal Transit Administration (FTA) in October 2024. Metro continued to build relationships with community organizations that serve underrepresented populations and is gathers information on an ongoing basis on how to best communicate and engage with populations they serve. One practical manifestation of increased interaction is the award of funds and/or contracts to community organizations to support engagement with the communities they represent, in coordination with Metro staff. Metro also contracts with Certified Languages International for telephone interpretation services; Metro contracts with the Immigrant and Refugee Community Organization (IRCO) for written translation and in-person oral interpretation. In-person oral interpretation includes American Sign Language. More information can be found at oregonmetro.gov/civilrights.

Metro's Community Placemaking grant program provided more than \$200,000 to fund community-led, equity-focused, arts and culture based efforts across the region in places such as Forest Grove, Cornelius, Oregon City, Gresham, Fairview, and Portland. The grants

will be led by and benefit Black, Indigenous, Latine, Chinese and Ethiopian communities, youth, and other marginalized communities. [Metro's Transit Oriented Development Program](#) built community partnerships and helped to fund development projects that will provide climate-friendly, safe, and affordable housing near transit across the region. For example, TOD program staff worked with Unite Oregon on a community engagement process for a TOD project in Aloha in unincorporated Washington County. More information about TOD program investments is provided in Exhibit C.

Local Activities

[Some cities and counties conducted equity analyses or prepared reports documenting equity analyses or planning and involvement activities centering underserved populations in 2024.](#)

Metro prepared a survey for local jurisdictions to share summaries of the equity analyses and planning and engagement activities. A summary with links to these efforts is provided in

Table 4.

Table 4. Summary of Equity Analysis and Planning and Engagement Activities in 2024

City or County	Equity Analyses and Planning and Engagement Activities in 2024
Beaverton	<p>The City of Beaverton includes equity analyses and equitable engagement practices in most projects. The Beaverton Transportation System Plan (TSP) developed an equity analysis, but it is not yet publicly available. The TSP has a Transportation Ambassadors Program. This program is comprised of community volunteers that were appointed by the City Manager to conduct culturally relevant engagement activities and consider ways to reach and connect with the broader Beaverton community.</p> <p>More information on past engagement opportunities: https://content.civicplus.com/api/assets/08b28700-3f97-47c0-b505-e9d4166d403d</p> <p>More information on the Transportation Ambassadors Program: https://beavertonoregon.gov/1649/Transportation-Ambassadors</p>
Cornelius	<p>The City of Cornelius received a Metro planning grant to work with residents in Cornelius on an Anti-Displacement and Anti-Gentrification strategy that involved extensive involvement by the city's Spanish-speaking population, residents, and businesses in the city's Town Center. Work on the strategy started in 2024 and is expected to be completed in Summer 2025.</p>

Table 4. Summary of Equity Analysis and Planning and Engagement Activities in 2024

City or County	Equity Analyses and Planning and Engagement Activities in 2024
Hillsboro	<p>The City of Hillsboro utilizes the Equity Toolkit and Community Engagement Framework for multiple efforts.</p> <p>For information on how to use the toolkit and framework: https://www.hillsboro-oregon.gov/home/showpublisheddocument/30223/638398961199600000</p>
King City	<p>The City of King City undertook multiple planning exercises to plan out the Westside Trail Segment project providing access to parks and trails to underserved portions of our community.</p>
Milwaukie	<p>The City of Milwaukie created a community profile as part of the current Transportation System Plan update.</p> <p>More information: https://www.milwaukieoregon.gov/sites/default/files/fileattachments/planning/page/123972/tspac_meeting_2_combined_materials.pdf</p>
Multnomah County	<p>Multnomah County's Safety Action Plan, funded by the Metro Safe Streets for All (SS4A) grant program, included a safety analysis with an equity component and public engagement activities that centered underserved populations.</p> <p>More information on the Safety Action Plan: https://multco.us/info/urban-east-multnomah-county-transportation-safety-action-plan</p>
Portland	<p>The City of Portland started preparatory work to document the history of racism in Portland's transportation system in 2024. This work is continuing into 2025 when more of the final documentation and additional analyses will occur as part of the 2045 Transportation System Plan update and in coordination with a Community Advisory Committee to be seated during 2025 and advising the Bureau Director through the 2045 update process.</p>
Tualatin	<p>The City of Tualatin has ensured that public engagement efforts included focus-group conversations with underserved populations.</p>
Wilsonville	<p>The City of Wilsonville Housing Production Strategy equity efforts and ODOT completed an analysis for the I-5 Boone Bridge Replacement Project.</p>

OAR 660-012-0900(6)(d) — Enhanced Reviews

This section reports on any alternatives reviews undertaken as provided in OAR 660-012-0830, including those underway or completed.

An enhanced review of the I-5 Boone Bridge Replacement Project, as provided in OAR 660-012-0830, was completed in 2024 by ODOT and the City of Wilsonville. The Wilsonville City Council approved the authorization report by Resolution No. 3169 on October 21, 2024.

The City of Portland engaged with partners during 2024 regarding the scoping of potential enhanced reviews as part of the 2045 Transportation System Plan update but did not formally initiate any alternatives reviews or authorization processes during that time. The city does envision doing so starting in 2025 and will include these reviews in future reports.

Exhibit B: Local Transportation System Plan Status Report

Jurisdiction	Adoption Year of Last Transportation System Plan (TSP) Update or Amendment	Anticipated Adoption Year of Next TSP Update	Acknowledged TSP Horizon Year	2024 Population
Beaverton	2010	2027	2035*	99,843
Clackamas County	2022 (amendment) ^a	2026	2035*	426,567
Cornelius	2020 (amendment) ^b	2029	2040	14,490
Durham	<i>Exemption granted through 2032</i>		N/A	1,873
Fairview	2022 (amendment) ^c	2031	2035	10,473
Forest Grove	2014	2029	2035	26,916
Gladstone	2017	2027	2040	11,944
Gresham	2013	2025	2035*	115,233
Happy Valley	2024	2025	2040	27,637
Hillsboro	2022	2029	2040	111,016
Johnson City	<i>Exemption granted through 2032</i>		N/A	535
King City	2024	2035	2045	5,030
Lake Oswego	2017 (amendment) ^d	2029	2035	41,129
Maywood Park	<i>Exemption granted through 2032</i>		N/A	829
Milwaukie	2018 (amendment) ^e	2025	2045*	21,408
Multnomah County	2016	not known	2036	800,227
Oregon City	2022 (amendment) ^a	2028	2035	38,029
Portland	2018	2027	2035*	639,448
Rivergrove	<i>Exemption granted through 2032</i>		N/A	569
Sherwood	2014	2026	2035*	20,781

Jurisdiction	Adoption Year of Last Transportation System Plan (TSP) Update or Amendment	Anticipated Adoption Year of Next TSP Update	Acknowledged TSP Horizon Year	2024 Population
Tigard	2022	2028	2040	56,392
Troutdale	2022 (amendment) ^d	2029	2035	15,790
Tualatin	2014	2025	2035*	27,753
Washington County	2024 (amendment) ^f	2028	2045	611,389
West Linn	2016	2029	2040	27,568
Wilsonville	2023 (amendment) ^a	2028	2035	27,048
Wood Village	2017	2027	2040	4,388
<p>Notes:</p> <p>Updated as of May 30, 2025. Population data is Portland State University certified as of December 31, 2024.</p> <p>*A TSP update is in process and not yet adopted. The horizon year will be 2045 for the updated TSP.</p> <p>a. Last full TSP update adopted in 2013. c. Last full TSP update adopted in 2017 e. Last full TSP update adopted in 2007; minor update in 2013. f. Last full TSP update adopted in 2019.</p> <p>b. Last full TSP update adopted in 2018. d. Last full TSP update adopted in 2014.</p>				

Exhibit C: Status of Corrective Actions Approved by LCDC in January 2025

Topic Area	Corrective Action	Status
Climate Smart Strategy Update	Metro will work with state and local partners to conduct a comprehensive review and update to the Climate Smart Strategy.	<p>In progress.</p> <p>Metro is leading development of a Comprehensive Climate Action Plan (CCAP) for the Portland-Vancouver metropolitan area that is due by the end of 2025. Development of the CCAP started in 2024 and included a review of transportation and land use strategies contained in the Climate Smart Strategy. The CCAP will provide a starting point for the Climate Smart Strategy update.</p> <p>Scoping for the Climate Smart Strategy update will begin in Fall 2025. Adoption of the updated strategy is anticipated in 2028, in coordination with the Regional Transportation Plan update.</p>
	Metro will update its Climate Smart Strategy implementation monitoring and reporting to reflect the updated strategy and any changes recommended to the Climate Smart Strategy performance monitoring measures and targets.	<p>Not started.</p> <p>Scoping for the Climate Smart Strategy update will begin in Fall 2025. Adoption of the updated strategy (including updated performance measures and targets) is anticipated in 2028, in coordination with the Regional Transportation Plan update.</p>
On-going monitoring and reporting of GHG emissions	Metro will begin monitoring and reporting current state and regional trends in transportation-related greenhouse gas emissions in coordination with ODOT.	<p>Not started.</p> <p>Metro will establish an on-going process for monitoring and reporting of greenhouse gas emissions as part of the Climate Smart Strategy update. The process will be informed by data used to prepare the transportation emissions inventory for the Comprehensive Climate Action Plan (CCAP) in 2024-25.</p>

Topic Area	Corrective Action	Status
		The state is tracking implementation of the Statewide Transportation Strategy and greenhouse gas emissions on its website. ⁵
Analysis tools and methods improvements	Metro will continue to improve its climate analysis tools, assessment methods and capabilities in advance of the 2028 RTP update to better estimate greenhouse gas impacts of RTP projects and to better inform regional policy and investment decisions that impact climate.	<p>In progress.</p> <p>In 2024-25, evaluation work in support of the Comprehensive Climate Action Plan and the Regional Flexible Funds Allocation provided opportunities to develop and test new approaches to estimating GHG impacts of different project types. These approaches will be further refined as part of the 2028 RTP update in 2026-28.</p> <p>Metro is also participating in the update to the Oregon Travel Survey, the household based travel survey that informs Metro’s travel demand model. This update will better capture current travel patterns and enable Metro to better forecast the impact of transportation projects on GHG emissions.</p>
TDM planning	Metro will update the Regional Travel Options (RTO) Strategic Plan and develop a Regional Transportation Demand Management (TDM) strategy.	<p>In progress.</p> <p>This work began in fall 2024 and is anticipated to be completed in 2026. The TDM Strategy and updated RTO Strategic Plan will inform the Climate Smart Strategy update and 2028 RTP update.</p>
Transportation electrification	Metro will work with regional partners to identify actions to advance transportation electrification in the greater Portland region that complement existing federal and state policies and programs.	<p>In progress.</p> <p>Development of the CCAP started in 2024. Due in December 2025, the CCAP will identify actions to advance transportation electrification in the greater Portland region that complement existing federal and state policies and programs. The CCAP will</p>

5. <https://www.oregontransportationemissions.com/progress>

Topic Area	Corrective Action	Status
		inform the Climate Smart Strategy update.
Improve process for prioritization of climate-friendly investments	Metro will work with cities, counties, community-based organizations and transportation agencies to improve the process of developing and evaluating the RTP project list.	Not started. Scoping for the RTP update will begin in Fall 2025. This work is anticipated to begin at that time.
Funding Climate Smart Strategy investments	Metro will increase efforts to prioritize and secure funding for transit service, bicycle and pedestrian infrastructure, and other regional greenhouse gas reduction strategies identified in the Climate Smart Strategy.	In progress. Legislative priorities adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council advocated for increased federal and state funding for climate smart investments. In 2024, Metro’s grant programs funded climate smart investments, including: The Transit-Oriented Development Program completed and funded 10 projects in 2024 that will produce 933 new housing units, and approved funding for 8 projects that will produce 665 new housing units. Projects were located in transit station areas and along major transit routes in the cities of Cornelius, Milwaukie, Portland, Tigard and Wilsonville. The projects included regulated affordable housing units. The Regional Travel Options (RTO) program funded projects and programs in 2024 that reduce barriers to and increase the use of non-SOV travel options when commuting and traveling around greater Portland. These efforts reached people in their communities, schools, and workplaces and were delivered by government agencies, colleges, universities, public school districts or schools (K-12), and non-profit organizations throughout the region. In

Topic Area	Corrective Action	Status
		<p>2024, RTO awarded approximately \$560,000 across 43 projects, including 36 RTO Small Grants that support materials and services for small-scale events and activities, and 7 RTO General Grants and Safe Routes to School grants. Programming in 2024 also included implementation from 30 three-year projects awarded in 2023 and running through June 20, 2026. The program will award a total of \$9.14 million over the three-year grant cycle.</p> <p>The Transportation System Management and Operations (TSMO) Program suballocated more than \$12 million in 2023 to increase transit reliability, reduce idling at signalized intersections and support multimodal travel. Beaverton, Gresham, Portland and Clackamas County started project development for these projects in 2024. The same benefits will come from upgrades to signal operations and transit access along TriMet Line 33, made possible by \$4 million in Carbon Reduction Program funds and multiagency coordination on design in 2024. In October 2024, TriMet was awarded more than \$2 million in Advanced Transportation Technologies and Innovative (ATTAIN) funds, unfrozen in April 2025, to improve technology onboard MAX that will improve reliability, traveler information and test methods to reduce congestion at crossings.</p>



Exhibit D: Metro 2024 Compliance Report

2024 Compliance Report

January 13, 2025

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

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Executive Summary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX D

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

Background

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

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

Cumulative effects of Title 4 Map amendments in 2024

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

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

Future UGMFP and Title 4 Map updates

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

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

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

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Metro Council President

Lynn Peterson

Metro Councilors

Ashton Simpson, District 1

Christine Lewis, District 2

Gerritt Rosenthal, District 3

Juan Carlos González, District 4

Mary Nolan, District 5

Duncan Hwang, District 6

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