



2025 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

May 2026

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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 2040 Growth Concept
- Metro’s Regional Framework Plan
- Metro’s Regional Transportation Plan (RTP) (a regional transportation system plan under state and federal 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 Transportation System Management and Operations Strategy (2022)
 - Regional Transit Strategy (2018)
 - 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 2025 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 second minor report prepared under the new transportation planning rules.¹ This minor report has been prepared for the calendar year 2025 and includes the following elements:

Exhibit A: Minor Report Elements addresses the reporting elements identified in OAR 660-012-0900(6). It summarizes the state of coordinated local and regional land use and transportation planning in the Portland metropolitan area over the reporting year, anticipated near-term activities to support RTP, TSP and CFEC implementation, equity analyses and progress towards centering the voices of underserved populations during the reporting year and any alternatives reviews undertaken as provided in OAR 660-012-0830, including those underway or completed. 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.

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 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.

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 affirming DLCDC approval of the Major Progress Report was issued on January 29, 2026.

Exhibit D: Metro 2025 Compliance Report summarizes the status of compliance with the UGMFP and RTFP for each city and county in the region. As of December 31, 2025, 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).

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

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 2025, 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 November, Metro Council endorsed the Comprehensive Climate Action Plan (CCAP) for the Portland-Vancouver metropolitan area. The CCAP was funded by the Climate Pollution Reduction Grant (CPRG) program from the U.S. Environmental Protection Agency (EPA). It identifies actions that Metro and agency partners can implement over the next 20 years to help meet state goals to reduce emissions from transportation, buildings, industrial processes, waste, and food, goods and services. The CCAP also identifies 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. It will inform the planned update to the Climate Smart Strategy, anticipated to begin in 2026 as part of the 2028 RTP update.

In December, Metro completed the Cooling Corridors Study, which identifies steps that Metro and partner agencies can take to build regionwide resilience to extreme heat. The study was initiated by Metro's chief operating officer in 2024 and focused primarily on climate adaptation, rather than climate mitigation, to prevent heat-related illness and death during extreme heat events. Data from the analysis is available to download from Metro's Regional Land Information System to support local and regional planning efforts.

Metro continued work to support implementation of the 2023 RTP regional mobility policy in local TSPs in partnership with ODOT and DLCD. Between 2019 and 2023, a Metro and ODOT project team worked together with Metro's technical and policy advisory committees and the Metro Council to update the Regional Mobility Policy (RMP) in the RTP. In November 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted the updated policy in the 2023 RTP. The updated policy focuses on safety, mobility and access and replaces the "volume to capacity" vehicle throughput-focused measure with three measures to

identify transportation needs and priorities in system planning: household-based vehicle miles traveled per capita, system completion of all modes (including TSMO and TDM) and throughway travel speed reliability. The policy addresses OAR 660-012-0160 (Reducing Vehicle Miles Traveled) and OAR 660-012-0215 (Transportation Performance Standards), and supports local, regional and state efforts to meet the household-based vehicle miles traveled (VMT) per capita reduction targets set in OAR 660-044-0020 (Greenhouse Gas Emissions Reduction Target for the Portland Metropolitan Area).

Metro started an update to Metro’s Future Vision. The updated Future Vision is anticipated to be completed in early 2027 and will set the course for policies, programs and projects that will work toward a better future for the greater Portland region, touching on a wide range of topics, including the economy, land use, transportation, housing, climate, nature, arts and culture. It will be followed by implementation work that will include updates to the Regional Framework Plan, 2040 Growth Concept, the RTFP, and the UGMFP beginning in 2027. The 2033 RTP update is anticipated to implement the updated Future Vision and 2040 Growth Concept. Developing a new Future Vision and updated Growth Concept is an opportunity to incorporate themes and topics that were not present in the 1995 Vision, such as climate change and equity, allowing Metro to formalize and accelerate the climate action that the 2040 framework initiated.

Metro continued work on the Regional Transportation Demand Management (TDM) Strategy. The strategy is a 10-year plan that focuses on policies, actions and investments that support TDM strategies across the region. The Climate Smart Strategy identifies TDM as an important climate pollution reduction strategy.

Metro Council endorsed locally-preferred alternatives for three major transit projects: 82nd Avenue Transit Project, TV Highway Transit and Safety Project and Montgomery Streetcar Project. Each of these projects is designed to increase safe access to transit and improve speed and reliability. Metro Council initiated amendments to the 2023 RTP to reflect the endorsed locally-preferred alternatives, which will be considered for adoption in Spring 2026.

Metro continued work to improve vehicle 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 supported implementation of the regional mobility policy in the Portland metropolitan area. This included finalizing the household-based VMT per capita analysis approach in collaboration with ODOT in summer 2025 to support local TSP updates underway and the next RTP update.

Metro continued convening 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.

Local Activities

In 2025, 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 2025. Most local jurisdictions responded to the survey. These activities are described in **Table 1**.

Table 1. Land Use and Transportation Planning Activities in 2025

City or County	Activities
Beaverton	<p>Beaverton continued work on the city's TSP update, <i>Climate Action Plan</i> update, and the <i>Designing Walkable Places</i> project.</p> <p>The <i>Designing Walkable Places</i> project updates Beaverton's Comprehensive Plan and Development Code to encourage vibrant communities where people can easily access work, services, shopping, and recreation. It also unlocks the development potential of commercial, multi-use, and multi-unit residential zones, and updates the code to comply with OAR 660-012-330.</p> <p>In March 2025, the city adopted the <i>Cooper Mountain Implementation Plan</i> that outlines actions, programs, and capital projects that support the goals and policies of the <i>Cooper Mountain Community Plan</i>.</p> <p>In November 2025, the city enacted Ordinance No. 4874, which amended the <i>Beaverton Comprehensive Plan</i> and adopted the boundaries for the Raleigh Hills Town Center and Sunset Town Center.</p>
Clackamas County	<p>Clackamas County adopted the <i>Walk Bike Clackamas Plan</i> and started to develop and pilot the county's <i>Travel Options Action Plan</i>. The county also started initial preparation work for the county's TSP update by completing a community profile and equity analysis and hosting <i>Place It!</i> workshops.</p>
Cornelius	<p>Cornelius did not complete relevant land use and transportation planning activities.</p>
Fairview	<p>Fairview adopted Ordinance No. 3-2025, which amended the city's development code to comply with the CFEC parking mandate standards by removing minimum off-street parking requirements citywide.</p>
Forest Grove	<p>Forest Grove coordinated with Washington County and ODOT for development review for projects affecting roadways managed by those</p>

Table 1. Land Use and Transportation Planning Activities in 2025

City or County	Activities
	jurisdictions. The city also coordinated the <i>TV Highway Transit and Safety Project</i> and <i>TV Highway Access Management Plan</i> , which included Washington County, ODOT, and TriMet as project partners.
Gladstone	Gladstone was awarded \$8.72 million by Metro through the Regional Flexible Funding Allocation (RFFA) program to construct the Historic Trolley Trail Bridge across the Clackamas River, connecting Gladstone and Oregon City. The city also worked with ODOT on a TSP assessment.
Gresham	Gresham continued work on the city's TSP update. The city also updated the No Required Parking development code to maintain compliance with CFEC. This removed all required parking in Gresham.
Happy Valley	Happy Valley started advance planning for a future Main Street.
Hillsboro	Hillsboro staff updated the city's regional and town center boundaries to comply with CFEC. Hillsboro staff also worked with ODOT on the Multimodal System Inventory for Metropolitan Areas.
King City	King City participated in a county-wide transportation coordination subcommittee, participated in a technical advisory committee for a TSP amendment with Tigard and Sherwood, and began the process for a TSP amendment for the city.
Lake Oswego	Lake Oswego completed the following capital improvement projects: Lanewood Street/Douglas Circle Pathway, pavement rehabilitation, East Avenue drainage improvements, and A Avenue and 5 th Street pedestrian crossing improvements.
Milwaukie	Milwaukie continued work on the city's TSP update.
Multnomah County	<p>Multnomah County completed development review of land use applications for any transportation related impacts and/or mitigation for the County transportation network for the following jurisdictions: Fairview, Wood Village, Trouble, Gresham, Portland, Happy Valley, and Washington County.</p> <p>Multnomah County also completed the multi-jurisdictional <i>East Multnomah County Transportation Safety Action Plan</i> and continued progress on the <i>Safer Sandy</i> corridor project.</p>
Oregon City	<p>Oregon City adopted Ordinance No. 25-1006, which adopted CFEC regulations effective July 18, 2025.</p> <p>Oregon City worked on the <i>tumwata village Master Plan Amendment and Detailed Development Plan</i> for streets and infrastructure as well as streetscape improvements on Main Street from 10th Street to 15th Street. The city also signed an intergovernmental agreement and completed</p>

Table 1. Land Use and Transportation Planning Activities in 2025

City or County	Activities
	plans with TriMet for renovations of the downtown transit center, which is located entirely within public right-of-way.
Portland	<p>Portland started work on the city’s transportation system plan update. The city formed an inter-bureau/inter-agency/inter-jurisdictional Technical Advisory Committee (TAC) in January 2025 for input on key TSP elements prior to bringing them forward to the Community Advisory Committee (CAC). The CAC was recruited and selected through a process directly responsive to the equitable engagement requirements of Oregon’s transportation planning rules and appointed in June 2025 to inform key elements of the TSP, including the vision, goals and objectives, equitable engagement strategy, key destinations and the transportation options element. Both committees will continue to advise the director of the Portland Bureau of Transportation and project team throughout the process.</p> <p>Portland continued work on the TGM-funded <i>Green Loop Concept Plan</i> following grant contracting and consultant selection. During 2025, the effort focused on planning for public engagement and building technical understanding of the draft Green Loop alignment through mapping, existing conditions analysis, and review of previous plan documents. The project team engaged with the community through a Community Sounding Board, online survey, interviews, and multiple in-person and online events as part of a multi-day design charette in Fall 2025. 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>The city also completed the DLCD grant-funded <i>Inner East Infrastructure Assessment</i>. Guided by Portland’s Housing Production Strategy, the <i>Inner Eastside Infrastructure Assessment</i> is a technical analysis that evaluates the ability of existing infrastructure in Inner Eastside to accommodate growth and identifies possible further infrastructure planning and improvements to support different conceptual growth scenarios. This was a collaborative effort between the Bureau of Planning and Sustainability, the Bureau of Environmental Services, the Water Bureau, and the Bureau of Transportation. It establishes a foundation to guide future planning for the Inner Eastside and helps to prioritize planning efforts and capital improvement projects across City of Portland bureaus and provide clarity on available infrastructure capacity and constraints for consideration of future area planning and up-zoning to encourage housing production, expand housing options, and increase affordability levels in the city’s Inner East neighborhoods.</p>

Table 1. Land Use and Transportation Planning Activities in 2025

City or County	Activities
Sherwood	Sherwood continued work on the city's TSP update and <i>Old Town Strategic Action Plan</i> .
Tigard	Tigard continued work on the <i>River Terrace 2.0 Community Plan</i> , Tigard HOME (Housing, Opportunity, Mobility, and Enterprise) project, <i>Tigard Trails Master Plan Update</i> and <i>Downtown Reimagined</i> project. The city completed the <i>E-Go Transportation Plan</i> and capital design and construction projects to improve multimodal transportation.
Troutdale	Troutdale completed the <i>Downtown Troutdale Parking Study</i> , <i>Sandy River Shuttle Feasibility Study</i> , and <i>Urban East Multnomah County Transportation Safety Action Plan</i> . The city began work on the <i>2nd Street Pedestrian Bridge</i> project.
Tualatin	<p>Tualatin adopted Ordinance No. 1451-25, which adopted the <i>2045 Transportation System Plan</i> and related amendments to the <i>Tualatin Comprehensive Plan</i> and Development Code.</p> <p>Tualatin also adopted Ordinance No. 1454-25, which adopted Development Code amendments to implement CFEC Walkable Design Standards under OAR 660-012-0330 and DLCD guidance. This project was grant supported and led by the consulting firm, MIG.</p>
Washington County	<p>Washington County continued implementing CFEC rules, including adoption of planning boundaries for the Raleigh Hills Town Center, Sunset Transit Town Center, and Washington Square Regional Center areas, and scoping for a forthcoming TSP update to meet CFEC requirements.</p> <p>Washington County worked on a <i>Transportation Safety Action Plan (TSAP)</i> update through a federal Safe Streets for All grant, including an existing conditions safety and equity analysis. The TSAP is slated for adoption Spring 2026. In partnership with Ride Connection, the county conducted planning and robust community engagement to define and develop a service framework for a micro transit pilot project serving South Cooper Mountain, River Terrace, and Progress Ridge areas, which is set to launch in early 2026.</p> <p>The Board of County Commissioners approved the 2025-2027 Planning Work Program in July 2025, organized around housing production and affordability, natural resources and climate change, multimodal transportation planning, plan and development code updates, and fiscal responsibility. The Board also adopted the Capital Improvement Plan FY 2025-30 on May 6, 2025.</p> <p>The Washington County Department of Land Use and Transportation completed 22 public improvements in 2025 (13 of which occurred within the Portland metropolitan area's urban growth boundary), not accounting</p>

Table 1. Land Use and Transportation Planning Activities in 2025

City or County	Activities
	<p>for investments in transportation infrastructure made by the development community. These projects include significant investments in multimodal connectivity and safety, such as bicycle and pedestrian improvements to 139th Avenue, 188th Avenue, 193rd Avenue, 195th Avenue, Greenwood Drive, Hunting Avenue, Miller Hill Road, Park Way and Witch Hazel Road. Other roadway investments incorporated complete streets projects at the intersection of 25th Avenue and Cornell Road, Tualatin-Sherwood Road and along Walker Road, and a realignment of Thompson Road.</p> <p>The department also began conducting a comprehensive assessment of the Community Development Code (CDC) to examine barriers to housing development, opportunities to increase usability and streamline the CDC and assure legal compliance.</p> <p>The county completed the public engagement process for the <i>Farmington Road Concept Plan</i> to identify locally preferred facility alternatives and intersection improvement along the corridor. The plan was acknowledged by the Board of County Commissioners on Oct. 21, 2025.</p>
West Linn	<p>West Linn adopted the <i>West Linn Waterfront Vision Plan</i> in November and conducted engagement activities for the <i>Vision43</i> project, which is a collaboration between the City of West Linn and community members to reimagine Highway 43 as a safer, more accessible corridor.</p>
Wilsonville	<p>Wilsonville completed infrastructure planning and design work for implementation of the <i>Frog Pond East and South Master Plan</i>, and the city anticipates construction and a performance measures report. Wilsonville also began implementation of Oregon’s Senate Bill 974 and master planning for the Basalt Creek Planning Area.</p>
Wood Village	<p>Wood Village adopted the <i>Main Streets on Halsey Cross Section and Street Design Plan</i>. This effort included Fairview, Troutdale and Multnomah County. The plan is a 10 percent conceptual design plan that highlights potential improvements to transform Halsey Street into a safe, vibrant and attractive street that supports adjacent land uses and provides opportunities for transportation choices serving neighborhoods and businesses.</p> <p>Wood Village also participated in a regional <i>Transportation Safety Action Plan</i> with the cities of Gresham, Fairview and Troutdale, and Multnomah County.</p> <p>The city also completed an additional mid-block rectangular rapid flashing beacon in an area between residential uses and commercial uses.</p>

Local jurisdictions 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 or are in the process of developing climate action plans:

- Beaverton Climate Action Plan: 2035 (adopted February 2026)
- Clackamas County Climate Action Plan (adopted Fall 2023)
- Gresham Climate Action Plan (adopted Spring 2024)
- City of Hillsboro's Climate Action Plan (adopted February 2026)
- Sustainability and Climate Action Plan for Lake Oswego (adopted May 2020)
- Milwaukie Community Climate Action Plan (adopted October 2018)
- Multnomah County's Climate Justice Plan (currently underway)
- City of Portland's 2022-2025 Climate Emergency Workplan (adopted July 2022)
- City of Tigard Climate Action Report (adopted 2024)
- Tualatin's Community Climate Action Plan: A Path to Net Zero by 2050 (adopted May 2024)
- Washington County's Climate Action Plan (adopted in 2025)
- Sustainable West Linn Strategic Plan (updated 2021)
- City of Wilsonville Climate Action Plan (adopted September 2025)
- TriMet's Clean Corridors Plan (adopted March 2024)

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

This section provides the planning horizon dates of each jurisdiction's acknowledged TSP, a summary of any amendments made to each jurisdiction's TSP over the reporting year, and a forecast of planning activities over the near future for each jurisdiction that may include amendments to TSPs.

Metro Activities

The following section describes the planning horizon dates of the 2023 RTP and local TSPs and a summary of near-term regional land use and transportation planning activities.

The 2023 RTP was adopted by the Metro Council on November 30, 2023. The RTP was appealed to the Oregon Land Use Board of Appeals by No More Freeways and Joe Cortright and that appeal is still pending.

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

- Metro continued work on the Community Connector Transit (CCT) Study.** The study started in 2024 and is anticipated to be completed in Fall 2026. It is exploring how community connector transit, a type of public transportation that typically uses smaller vehicles like shuttles or vans, could expand the region’s transportation network and improve transit in areas with limited access. Through this study, Metro will identify local service and coordination gaps, recommend strategies for enhancing the public transit system with community connectors and identify opportunity areas for investment. The outcomes of the work will inform updates to the 2028 RTP.
- Review RTP project list development process, metrics and analysis.** Starting in 2026, Metro will work with cities, counties, community-based organizations and transportation agencies to improve the process of developing and evaluating the project list as part of the 2028 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.** Starting in 2026, 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, as identified in Chapter 8 of the 2023 RTP. This work will be informed by the Comprehensive Climate Action Plan described previously and address corrective actions approved by LCDC in January 2025.

Table 2. Transportation System Plan Amendments in 2025

City or County	Amendments
Cornelius	Cornelius moved one collector designation east approximately 150 feet as the original alignment was infeasible to construct.
Gresham	Gresham continued work on the city’s TSP update in 2025 and adopted the update in 2026. The update revised major parts of the TSP that were last adopted in 2013. It aligned the city’s transportation goals with the 2023 Regional Transportation Plan and created new transportation policies related to safety, equity, climate and micromobility. The update also reprioritized the city’s project lists based on these policies and created new financial projections to predict how many projects can be funded. The proposed changes

Table 2. Transportation System Plan Amendments in 2025

City or County	Amendments
	<p>include a new document layout and edited language to make the TSP easier to understand.</p> <p>Gresham proposed changes to the city’s Comprehensive Plan, including updating the TSP description and removing outdated information about electric vehicles in Volume 1, removing items that have been completed or are accounted for in the TSP in Volume 2, and aligning the transportation policies with the newly adopted policies in the TSP update and moving all transportation action items to the TSP.</p>
Happy Valley	Happy Valley adopted a minor TSP amendment, which revised the road alignment for connecting 162 nd Avenue to the terminus of 157 th Avenue.
Hillsboro	<p>In August 2025, Hillsboro adopted amendments to create consistency for street cross-sections in the city’s plan districts and procedures for when a transportation analysis is required.</p> <p>Hillsboro’s Planning Commission conducted a hearing on March 25, 2026, and approved an order recommending approval of a minor TSP amendment to the City Council as part of a package of amendments to align with state laws. The amendment would incorporate edits the TSP involving updates to the Transportation Safety Action Plan, future refinement plans and locally preferred alternatives.</p>
Milwaukie	Milwaukie adopted an update to the city’s TSP in March 2026.
Portland	Portland formally launched the public-facing process for a major update of the TSP for the 2045 horizon year to be compliant with CFEC rules.
Tualatin	<p>Tualatin adopted the city’s 2045 Transportation System Plan in 2025. The TSP update studied how the transportation system operates by documenting existing infrastructure while identifying gaps and deficiencies. Future transportation needs were then identified based on planned investments and anticipated population and employment growth. The overall assessment was informed by input from the community, the Community Advisory Committee, City Council, technical advice, and issues highlighted in other plans and studies. Many of the roadway policies and projects from the previous 2014 TSP were carried over into the 2045 TSP with updates such as changes to road types and travel speeds. A major focus of the 2045 TSP is to enhance facilities for active transportation modes and improving connections to transit.</p>

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 TSPs. Most alternate dates were for updates to performance standards and parking codes. The alternate dates are summarized below.

- **Performance standards alternate dates:** Clackamas County (12/31/25), Washington County (6/30/27), 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)²
- **Parking Reform Part B alternate dates:** Gresham (12/31/25), Portland (12/31/25), Troutdale (6/30/25), Wilsonville (6/30/25), and Wood Village (6/30/25)
- **Land use (4)(e) alternate dates:** Cornelius (6/30/25) and Gresham (12/31/25)
- **Parking Pricing (4)(g)(A) and (4)(g)(B) alternate dates:** Gresham (12/31/25 and 12/31/27, respectively)

Updates to local parking codes: Clackamas and Washington counties and several cities adopted state-required parking reforms in 2024 and 2025, including Cornelius, Fairview, Forest Grove, Gladstone, Gresham, Happy Valley, Hillsboro, Lake Oswego, Milwaukie, Oregon City, Sherwood, Tualatin and West Linn.

Local Activities

In coordination with local jurisdictions, Metro compiled information on TSP amendments in 2025 (shown in **Table 2**), a forecast of local land use and transportation planning activities across jurisdictions (shown in **Table 3**), and the planning horizon years of each jurisdiction's acknowledged TSP (shown in **Exhibit B**).

Table 3. Forecast of Land Use and Transportation Planning Activities

City or County	Activities
Beaverton	In February 2026, Beaverton adopted new street designs in the city's Engineering Design Manual for Cooper Mountain to support upcoming development in the growth area. The designs further the <i>Cooper Mountain Community Plan's</i> goals of providing safe, convenient access to important destinations and providing diverse transportation options, including walking, biking, rolling and driving. Higher-volume streets will include center medians and wide landscape strips to separate bike lanes

² After the director approved this alternative date, the commission amended the rule to change the deadline to coincide with adoption of a major TSP update.

Table 3. Forecast of Land Use and Transportation Planning Activities

City or County	Activities
	<p>and sidewalks from vehicle travel lanes, and the wide landscape strips will support larger trees.</p> <p>In March 2026, Beaverton amended the city's Comprehensive Plan and Development Code for the <i>Designing Walkable Places</i> project.</p> <p>Beaverton will continue work on the city's TSP update through 2026.</p>
Clackamas County	Clackamas County anticipates the following planning activities to occur that may result in amendments to the TSP or be incorporated into the county's upcoming TSP update: Travel Options Plan adoption (expected Spring 2026), Transit Development and Transportation Services Plan (beginning Summer 2026), and 2045 TSP Update adoption (expected Spring 2027).
Cornelius	In early 2026, Cornelius adopted one TSP collector change, moving the designation from the existing street eastward to a different street that provides for better connectivity and more development. The change became effective April 1, 2026.
Fairview	Fairview is planning to begin work on the city's next TSP in 2029.
Forest Grove	Forest Grove anticipates the following planning activities that may include amendments to the city's TSP: revisions to the collector street system in north-central Forest Grove to support residential and mixed use development, and revisions to access management goals, objectives and policies for the TV Highway corridor resulting from the TV Highway Access Management Strategy Project. Anticipated timing for both projects is 2026-2027.
Gladstone	According to ODOT's 2026 TSP assessment, Gladstone is primarily interested in undertaking pedestrian, bicycle and safety operational projects, which do not trigger a minor or major TSP update.
Gresham	Gresham does not anticipate land use and transportation planning activities or TSP amendments in the near term.
Happy Valley	Happy Valley anticipates the following projects for minor amendments to the TSP: realignment of a future collector road from 177 th Avenue to Foster Road, removal of I1, addition of a traffic signal at Rock Creek Boulevard and Parklane Drive, updated alignment of R25 to match planned alignment in development site plan, separation of W2 into the 172 nd portion that is planned for construction as well as an updated description and funding/cost estimates, updated R3 to show segments that are existing and modified descriptions and cost estimates, removal of trails T35, T36, and T37, shift T44 to avoid Metro's Mitchell Creek

Table 3. Forecast of Land Use and Transportation Planning Activities

City or County	Activities
	property, removal of T39, T40, and T12 in sensitive areas, and updated existing trail alignments in the Scouters Mountain Nature Park.
Hillsboro	<p>Hillsboro is currently conducting a re-evaluation of roads in the southern “South Hillsboro” area to determine if Murphy Road and Rosedale Road on some segments can be reduced from three lanes to two lanes. A similar approach is occurring on Cornelius Pass Road to see if the segment south of Murphy Road can be reduced from five lanes to three lanes.</p> <p>The city’s next TSP minor update will include locally preferred alternative alignments for Century Boulevard (229th Avenue) from Butternut Creek to Rosedale Road, Rosedale Road from 229th Avenue to Cornelius Pass Road, Murphy Road from 229th Avenue to Cornelius Pass Road, and Cornelius Pass Road from Murphy Road to Rosedale Road.</p>
King City	King City is currently working towards a minor TSP amendment at the request of King City’s City Council. The City is currently negotiating a contract with a consultant for the amendment. This process is projected to take one year with adoption of the amendments in 2027.
Lake Oswego	Lake Oswego does not anticipate land use and transportation planning activities or TSP amendments in the near term.
Milwaukie	Milwaukie adopted a new TSP in March 2026, and there are no further amendments planned at this time.
Multnomah County	Multnomah County does not anticipate land use and transportation planning activities or TSP amendments in the near term.
Oregon City	Oregon City does not anticipate land use and transportation planning activities or TSP amendments in the near term.
Portland	<p>Portland’s 2045 TSP update process will continue to work with both the TAC and CAC throughout 2026 to inform and review the development of a draft TSP by the end of 2026, prior to its entry into the formal legislation adoption process anticipated to occur during 2027.</p> <p>In March 2026, Portland’s City Council directed the City Administrator by resolution to provide Council with an expedited report within 90 days on the <i>Inner Eastside Area Planning</i> project and <i>Housing Production Strategy C2</i>, “Increase Housing Capacity in Inner Centers & Corridors,” with the purpose of identifying how Portland can shorten the overall timeline to Council consideration of zoning changes to no later than June 30, 2027. It is possible that necessary infrastructure improvements that would be considered for addition to the 2045 TSP may also be identified through this process.</p>

Table 3. Forecast of Land Use and Transportation Planning Activities

City or County	Activities
Sherwood	Sherwood anticipates TSP amendments to the Dahlke Road alignment study and Elwert/Edy Road alignment study in 2026. A full update of the TSP is currently in progress and is not expected to be completed until 2027.
Tigard	Tigard anticipates completing the <i>River Terrace 2.0 Community Plan</i> in December 2026. The city expects the <i>Downtown Reimagined</i> project to most likely amend the TSP; however, the city is looking to begin a TSP update next fiscal year.
Troutdale	Troutdale does not anticipate land use and transportation planning activities or TSP amendments in the near term.
Tualatin	Tualatin is embarking on a project to identify an urban design framework for the city's downtown area that is supported by updated development standards. Updated streetscapes and cross sections are anticipated as part of this project. Future TSP updates will incorporate this streetscape information.
Washington County	<p>Washington County has several active efforts that will result in TSP amendments in the upcoming years, including an update to the county's TSP starting in 2026 to meet CFEC requirements.</p> <p>Washington County was awarded a \$300,000 Transportation Growth Management planning grant awarded in 2024 to fund an Active Transportation Plan update, which will inform the county's TSP update. The Active Transportation Plan update will address pedestrian and bicycle modal plans, on-road bicycle facility standards and guidelines, protected bicycle design options and an operation and maintenance plan for on-road active transportation facilities.</p> <p>The county is currently developing the Transportation Safety Action Plan (TSAP), which is anticipated to be adopted in 2026. The TSAP will establish goals and strategies for reducing fatal and serious injury crashes countywide.</p> <p>The county's <i>Elwert Road and Edy Road Realignment Feasibility Study</i> is evaluating options to realign these two roads to improve safety and operations in the Sherwood West urban growth boundary expansion area. The results of the study may inform future TSP amendments related to the road network.</p> <p>The county's <i>Transit Development Plan</i> (TDP) is being updated for FY 2026 to guide transit investment priorities for FY 2027-2028, continuing Washington County's biennial TDP cycle required by the Statewide Transportation Improvement Fund program.</p>

Table 3. Forecast of Land Use and Transportation Planning Activities

City or County	Activities
West Linn	West Linn does not anticipate land use and transportation planning activities or TSP amendments in the near term.
Wilsonville	Wilsonville anticipates a TSP update in 2028-2029.
Wood Village	Wood Village anticipates that the <i>East Metro Connections Plan</i> is likely to be updated in 2027 or 2028, which would feed into a TSP update around 2030.

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

The following section identifies equity analyses or work that centered the voices of underserved populations conducted by Metro in 2025.

Metro’s planning and investment decisions continue to put into practice Metro’s agency-wide *Strategic Plan to Advance Racial Equity, Diversity and Inclusion*.³

The Equity Program Manager for Metro’s Planning, Development and Research Department continues 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.

Metro supported development of a community-led equitable development strategy for the TV Highway Transit and Safety Project. Led by Unite Oregon, this effort brought together a coalition local residents, businesses and organizations, including Adelante Mujeres, APANO, Bienestar, Centro Cultural, the Muslim Educational Trust, the Community Housing Fund and the Street Trust, to plan for community stability and equitable development.

³ 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.

Metro analyzed heat-vulnerable areas in greater Portland and engaged vulnerable populations for the Cooling Corridors Study. The study evaluated areas in the region that are more vulnerable to heat based on a variety of factors including socio-economic demographics like age, income, race and ethnicity, and disability status. The project team engaged with people who are disproportionately impacted by heat, namely unhoused people and older adults living in income-restricted housing, to learn what challenges they face during heatwaves and what resources would be most helpful when the weather is hot.

Metro updated the Social Vulnerability Explorer. The update includes disaster specific vulnerability indices for the Portland region, including earthquake, flood, wildfire, and extreme heat. Building on the first release, which summarized generalized social vulnerability at the Census tract level, the new version lets you explore conditions by neighborhoods, ZIP codes, and block groups. Additionally, indicators are included at different geographic scales based on their reliability (e.g., less indicators at block group level, more indicators at tract level).

Metro completed an equity analysis for the Safe Streets for All program to assess the disproportionate impacts and inequitable outcomes of serious traffic crashes on different populations in the greater Portland region. The analysis evaluated traffic death rates across Census tracts, the racial demographics of people killed, and the overlap between equity focus areas with regional high injury corridors and safety emphasis areas.

Metro's Community Placemaking grant program provided \$450,000 to fund community-led, equity-focused, arts and culture-based efforts across the region in places such as Portland, Gresham, Troutdale, Fairview, Lake Oswego, West Linn, Oregon City, Forest Grove, Hillsboro, Beaverton and other locations in Washington County. The grants will be led by and benefit the following groups.

- Teens impacted by incarceration, deportation and detention
- Asian and Southeast Asian communities
- Ukrainian community
- Black and Brown youth
- Iu-Mien youth and families (Chinese ethnic minority)
- Arab American community
- Hawaiian community
- Khmer community
- Cambodian-American community
- Indigenous community
- Chamorro and Refaluwasch communities (Indigenous people of the Marianas Islands)
- Black artists, Indigenous artists and other artists of color
- Clackamas County residents of color
- BIPOC, queer and trans community

- Unhoused East Portland neighbors
- Filipino community
- Foster and at-risk youth
- Arab and Muslim community
- Latine community
- Tigray community (Ethiopian group fleeing ethnic cleansing)
- Indigenous, Black and Latinx youth aged 13-21
- BIPOC community in St. Johns

Metro's 2040 Planning and Development grant program provided \$350,000 to the Eastport Plaza project. The project will conduct feasibility assessments and community visioning to prepare a redevelopment concept for Eastport Plaza. The intent is to redevelop the plaza over time into a mixed-use community hub with culturally specific spaces to serve communities along the 82nd Ave corridor, a historically underserved corridor.

Metro's Transit Oriented Development Program assessed the effectiveness of its focus on funding affordable housing by surveying residents at all of the buildings that received TOD program funding over the previous five years. Survey results demonstrated significantly higher transit ridership in affordable housing buildings funded by the program than in similar market rate buildings. The results of the survey confirmed the climate and equity impacts of the program's shift toward mainly supporting lower income household's ability to live near the region's high capacity transit investments.

Metro continued implementation of the voter-approved 2018 affordable housing bond. As of December 2025, the program has committed funding to 64 affordable housing projects, representing 5,379 new affordable homes, including deeply affordable, family-sized, and permanent supportive housing for individuals and families living with a disability who have experienced prolonged homelessness. Metro's bond work plan requires consideration of geographic distribution of new affordable homes in areas with access to transit, amenities, and services. In 2025, Metro approved the allocation of \$29 million in interest earnings from the bond fund to help stabilize affordable housing projects facing financial volatility including rising costs and lease-up challenges.

Local Activities

Some cities and counties conducted equity analyses or prepared reports documenting equity analyses or planning and involvement activities centering underserved populations in 2025. In coordination with local jurisdictions, Metro compiled information

on equity analyses and planning and engagement activities. A summary is provided in **Table 4.**

Table 4. Equity Analysis, Planning, and Engagement Activities in 2025

City or County	Analyses and Activities
Beaverton	<p>As part of Beaverton’s TSP update, the city conducted an equity analysis and identified socially vulnerable census tracts in Beaverton that will be carried forward for the remainder of the planning process. Alongside project volunteers, the city also conducted extensive community outreach, emphasizing underserved populations.</p> <p>Beaverton engaged community and centered underserved populations during the <i>Designing Walkable Places</i> project.</p>
Clackamas County	<p>Clackamas County completed a community profile and equity analysis. The county’s Department of Transportation and Development partnered with the Public Health Division to create the <i>Framework for Engagement and Decision Making with Underserved Populations</i>. This document outlines specific steps that can be taken to strengthen community engagement activities, increase participation, and provide tips and considerations to support engagement and decision-making with underserved populations.</p>
Gresham	<p>Gresham updated policies in the TSP update to include equity and centered the voices of underserved populations during engagement. The criteria for projects now include an equity criterion which helps to focus future projects in areas with underserved populations.</p>
Happy Valley	<p>Happy Valley conducted an equity analysis as part of implementation of the city’s housing production strategy.</p>
Hillsboro	<p>Hillsboro staff did not have a project that required an equity analysis as required in OAR 660-012-0130, but the city does have its own requirements that an equity analysis and community engagement framework are utilized for all plan amendments and projects.</p>
Milwaukie	<p>Milwaukie conducted an equity analysis as part of the TSP update.</p>
Multnomah County	<p>Multnomah County conducted an equity analysis and included a report of public engagement centering underserved communities for the Transportation Safety Action Plan.</p>
Portland	<p>Portland published a draft version of the 2045 Transportation System Plan Engagement Plan, which describes how the City will involve the public and partners in shaping the updated plan. It outlines strategies to reach a broad and representative range of Portlanders, with an emphasis on inclusive, equitable, and accessible engagement. The plan explains when and how people can participate, how feedback will be gathered and</p>

Table 4. Equity Analysis, Planning, and Engagement Activities in 2025

City or County	Analyses and Activities
	shared, and how community input will inform decisions throughout the 2045 TSP update.
Tigard	Tigard completed the <i>Equitable Engagement Assessment Report</i> . The assessment was comprised of months of listening sessions and focused outreach. The study used the CDC's social vulnerability index to ensure a diverse subset of lived experiences were included.
Tualatin	Tualatin's 2045 TSP included extensive community engagement to understand the community's needs, desires and values. Surveys conducted as part of the engagement included a question on race and ethnicity. The City found that the makeup of survey respondents was consistent with the demographics of Tualatin, including underserved populations, as reflected in the existing conditions report that studied the demographics of the people living in the city using 2021 census data.
Washington County	<p>Washington County conducted equity-focused planning work through two efforts, the <i>Transportation Safety Action Plan (TSAP) Existing Condition Safety and Equity Analysis</i> and the <i>Farmington Road Concept Plan</i>.</p> <p>The TSAP equity analysis used four composite indices (Climate and Economic Justice Screening Tool, U.S. Department of Transportation Equitable Transportation Community Explorer, Oregon Social Equity Index, and the Washington County Major Street Transportation Improvement Program Equity Index) to identify disadvantaged census tracts and map their overlap with the High Injury and High Risk Networks. Communities with the greatest equity need are Forest Grove, Hillsboro, Beaverton, Tigard and Tualatin. High Injury Network corridors in high-need areas include OR 8 and OR 10 in Beaverton, OR 8 through Hillsboro, Cornelius, and Forest Grove and OR 99W in Tigard.</p> <p>An equity analysis for the Farmington Road Concept Plan found that the Aloha corridor has a 50-78% Indigenous, Black and People of Color population, 11% limited English proficiency households, incomes in the 50th-80th low-income percentile, and ranks in the 95th percentile of pedestrian and bicycle deficiencies statewide. Engagement for this plan included an in-person workshop, online open house, and paper surveys to reach residents without internet access. The plan's Project Advisory Committee included representation from Unite Oregon, Centro Cultural, American Association of Retired Persons, Oregon Walks, and community members. All materials were translated into Spanish, and the Washington County Office of Access and Opportunity provided feedback on project communications.</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. Only two jurisdictions reported alternatives reviews.

The City of King City is reviewing alternatives for an east-west collector road in relation to a Columbia Land Trust conservation easement and locally significant wetlands within the easement.

The City of Portland and agency partners began scoping for alternatives reviews on two projects identified by ODOT and one project identified by the Port of Portland as part of the city's 2045 Transportation System Plan update. ODOT identified these projects: (1) I-5 Southbound Trucking Climbing Lane (RTP ID 11984), and (2) corridor bottleneck improvements for US 26/I-405 (as identified in Table 7-2 of the Westside Multimodal Improvement Study). The Port of Portland identified the 82nd Avenue and Airport Grade Separation project (RTP ID 10362).

Exhibit B: Local Transportation System Plan Status Report

In coordination with local jurisdictions, Metro compiled information on each city and county's adoption year of their last TSP update or amendment, anticipated adoption year of their next TSP update, acknowledged TSP horizon year, and population size in 2025.

Jurisdiction	Adoption Year of Last Transportation System Plan (TSP) Update or Amendment	Anticipated Adoption Year of Next TSP Update	Acknowledged TSP Horizon Year	2025 Population
Beaverton	2010	2027	2035*	100,778
Clackamas County	2022 (amendment) ^a	2027	2045*	432,473
Cornelius	2020 (amendment) ^b	2029	2040	14,763
Durham	<i>Exemption granted through 2032</i>		<i>N/A</i>	<i>1,964</i>
Fairview	2022 (amendment) ^c	2031	2035	11,046
Forest Grove	2014	2029	2035	27,241
Gladstone	2017	2027	2040	11,992
Gresham	2013	2026	2035*	115,739
Happy Valley	2025	-	2040	28,291
Hillsboro	2022	2029	2040	112,735
Johnson City	<i>Exemption granted through 2032</i>		<i>N/A</i>	<i>535</i>
King City	2023	2035	2045	5,183
Lake Oswego	2017 (amendment) ^d	2029	2035	41,474
Maywood Park	<i>Exemption granted through 2032</i>		<i>N/A</i>	<i>830</i>
Milwaukie	2026	-	2045	21,361
Multnomah County	2016	-	2035	805,583
Oregon City	2022 (amendment) ^a	2028	2035	38,387

Jurisdiction	Adoption Year of Last Transportation System Plan (TSP) Update or Amendment	Anticipated Adoption Year of Next TSP Update	Acknowledged TSP Horizon Year	2025 Population
Portland	2020	2027	2035*	640,623
Rivergrove	<i>Exemption granted through 2032</i>		<i>N/A</i>	<i>575</i>
Sherwood	2014	2027	2035*	20,871
Tigard	2022	2028	2040	57,091
Troutdale	2022 (amendment) ^d	2029	2035	16,484
Tualatin	2025	-	2045	28,318
Washington County	2024 (amendment) ^d	2028 or 2029	2040	618,737
West Linn	2016	2029	2040	27,601
Wilsonville	2023 (amendment) ^a	2028	2035	27,371
Wood Village	2017	2027	2040	5,220
<p>Notes:</p> <p>Updated as of May 11, 2026. Population data is Portland State University certified as of July 1, 2025.</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. b. Last full TSP update adopted in 2018. c. Last full TSP update adopted in 2017 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 completed development of a Comprehensive Climate Action Plan (CCAP) for the Portland-Vancouver metropolitan area in December 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 Spring 2026. 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 Spring 2026. 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 2025 Comprehensive Climate Action Plan (CCAP).</p>

Topic Area	Corrective Action	Status
		The state is tracking implementation of the Statewide Transportation Strategy and greenhouse gas emissions on its website. ⁴
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 also participated in the update to the Oregon Travel Study, 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 in the 2028 RTP update.</p>
TDM planning	Metro will update the Regional Travel Options (RTO) Strategic Plan and develop a Regional Transportation Demand Management (TDM) strategy.	<p>Completed.</p> <p>This work began in fall 2024 and was completed in April 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>Completed.</p> <p>Completed in December 2025, the CCAP identified actions to advance transportation electrification in the greater Portland region that complement existing federal and state policies and programs. The</p>

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

Topic Area	Corrective Action	Status
		CCAP will inform the Climate Smart Strategy update.
<p>Improve process for prioritization of climate-friendly investments</p>	<p>Metro will work with cities, counties, community-based organizations and transportation agencies to improve the process of developing and evaluating the RTP project list.</p>	<p>In progress.</p> <p>Scoping for the RTP update began in 2026. This work will be completed as part of the 2028 RTP update.</p>
<p>Funding Climate Smart Strategy investments</p>	<p>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.</p>	<p>In progress.</p> <p>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.</p> <p>In 2025, Metro’s grant programs funded climate smart investments, including:</p> <p>The 2028-30 Regional Flexible Funding Allocation Process concluded in July 2025, awarding around \$57 million to local and regional climate smart transportation projects across the region, including trails, new pedestrian crossings and other designs to improve safety and make it easier to walk, bike and use transit, and technology upgrades to improve traveler information and reliability of the road and transit systems.</p> <p>The Transit-Oriented Development (TOD) Program completed and funded 9 projects in 2025 that produced 600 new housing units, and approved funding for 10 projects that will produce 718 new housing units. Projects were located in transit station areas and along major transit routes in the cities of Beaverton, Gresham, Milwaukie and Portland. The projects included regulated affordable housing units.</p>

Topic Area	Corrective Action	Status
		<p>The Regional Travel Options (RTO) Program funded projects and programs in 2025 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 2025, RTO awarded approximately \$391,000 across 43 projects, including 39 RTO Small Grants that support materials and services for small-scale events and activities, and 6 RTO General Grants and Safe Routes to School grants. Programming in 2025 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 implements projects that increase transit reliability, reduce idling at signalized intersections and improve multimodal travel. Metro’s partners are increasing system management capabilities using digital infrastructure, including Beaverton, Gresham, Portland and all three counties (Clackamas, Multnomah and Washington). Agencies are rolling out pedestrian head starts (also called leading pedestrian intervals) to improve safety and encourage more trips walking an rolling. More intersections also support bike detection and signals. Partners are upgrading outer East</p>

Topic Area	Corrective Action	Status
		<p>Burnside, outer SE Stark, and more than 800 intersections all over the region. TriMet is working with Clackamas County, City of Milwaukie, City of Oregon City and ODOT to improve access and reliability to bus line 33 using Carbon Reduction Program funds. These projects are made possible by Metro’s leadership to implement the 2021 TSMO Strategy through funding processes and committee recommendations. Funding awarded includes \$12 million in 2023, \$4 million in 2024, \$3 million in 2025 and \$7.3 million in 2026. Also in 2026, TriMet began work to upgrade technology onboard MAX that will improve reliability, traveler information and test methods to reduce congestion at rail crossings. This project is made possible by \$2 million in Advanced Transportation Technologies and Innovation (ATTAIN) funds.</p>

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Exhibit D:

2025 Compliance Report

January 7, 2026

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.

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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 2025 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.

Most 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).

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 2025, 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. In 2025, there were no requests for exemptions for the RTFP. All jurisdictions are in compliance with their respective RTFP requirements.

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, 2025.

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, 2025.

Appendix C summarizes local jurisdictions' compliance with the RTFP, as of December 31, 2025.

Appendix D is the report required by Metro Code subsection 3.07.450(k) on amendments made in 2025 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, 2025

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

APPENDIX B
Status of Compliance with UGMFP TITLE 11, *Planning for New Urban Areas,*
as of December 31, 2025

Project	Lead Government(s)	Title 11 Compliant?	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 development ongoing
1999 UGB Expansion			
Witch Hazel Village	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 for a large portion (see below); 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 under development
Beavercreek Rd	Oregon City	Yes	Planning completed; portion annexed with development applications under review
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; limited annexation and development
Brookman Rd	Sherwood	Yes	Planning completed; nearly half annexed and developing
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 (Elwert Rd)	Sherwood	Yes	Planning and annexation completed; development almost complete
Study Area 61 (Cipole Rd)	Sherwood	No	Awaiting planning and annexation
Adams Rd / Langer Farms Pkwy	Sherwood	Yes	Planning and annexation complete; fully developed
West of 99W (north of Roy Rogers Rd)	Sherwood	No	Awaiting planning and annexation

APPENDIX B (continued)
Status of Compliance with UGMFP TITLE 11, *Planning for New Urban Areas,*
as of December 31, 2025

Project	Lead Government(s)	Title 11 Compliant?	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 (Baseline St)	Cornelius	Yes	Planning and annexation completed; development ongoing
Forest Grove Swap	Forest Grove	Yes	Planned, annexed, and developed
Shute Road	Hillsboro	Yes	Planning and annexation completed; 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; majority annexed, with development ongoing
Basalt Creek / West RR Area	Tualatin, Wilsonville	Yes	Planning completed; approximately 30-45% of Tualatin portion annexed, with development almost complete east of Boones Ferry
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, 2025

Project	Lead Government(s)	Title 11 Compliant?	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 and developed
Forest Grove (Purdin Rd)	Forest Grove	Yes	Planning completed; about half annexed and developed
Forest Grove (Elm St)	Forest Grove	Yes	Planning and annexation completed; waiting development
Hillsboro (Jackson East)	Hillsboro	Yes	Planning completed; majority annexed, with development ongoing
2017 UGB Expansion			
Sherwood High School	Sherwood	Yes	Planning and annexation completed; fully developed
2018 UGB Expansion			
Cooper Mountain	Beaverton	Yes	Planning completed; waiting annexation and development
Witch Hazel Village South	Hillsboro	Yes	Planning completed; about half annexed, with development ongoing
Beef Bend South (Kingston Terrace)	King City	Yes	Planning completed; about half annexed, with development ongoing
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 early 2027
2024 UGB Expansion			
Sherwood West	Sherwood	No	Awaiting planning and annexation

APPENDIX C
Summary of Regional Transportation Functional Plan (RTFP)
Compliance Status as of December 31, 2025

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

APPENDIX D

Date: January 7, 2026
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").

The UGMFP 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 2025

In December 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 amended the Title 4 Map to apply an 'Industrial Area' designation to approximately 275 acres of the expansion area. When Ordinance No. 24-1520 became effective in 2025, the Title 4 Map was amended to include the additional Industrial Area in Sherwood West.

In January 2025, the Metro Council adopted Ordinance No. 25-1522. The ordinance amended the Title 4 Map in order to advance policies of Metro's Regional Framework Plan by removing approximately 59 acres of Title 4 designations from the Montgomery Park neighborhood of the City of Portland, consistent with the City's Montgomery Park Area Plan.

The 'Future Vision' update, currently in progress, will lead to an opportunity for Metro Council consideration of industrial land policy and regulatory changes, including changes to the Title 4 program and the Title 4 Map.