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**Wednesday, October 15, 2025**

**7:30 AM – 9:00 AM**

**Virtual Meeting:**

<https://clackamascounty.zoom.us/j/89504019149?pwd=fApvbqKlfA2vdalEZvM34bB7mUG8TK.1>

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## **Agenda**

**7:30 a.m. Welcome & Introductions**

**7:35 a.m. MPAC Updates ([MPAC Materials](#))**

- Upcoming MPAC Agenda  
*Presenting: Mayor Joe Buck, Lake Oswego*
- Metro Regional Housing Coordination Strategy (RHCS)  
*Presenting: Laura Combs, Metro*
- MTAC Updates  
*Presenting: Jamie Stasny, Clackamas; Laura Terway, Happy Valley*

**8:10 a.m. JPACT Updates ([JPACT Materials](#))**

- Upcoming JPACT Agenda  
*Presenting: Mayor Joe Buck, Lake Oswego*
- Metro Cooling Corridors Study  
*Presenting: André Lightsey-Walker & Joe Gordon, Metro*
- TPAC Updates  
*Presenting: Jeff Owen, Clackamas; Will Farley, Lake Oswego*

## **Attachments:**

JPACT and MPAC Work Programs	Page 02
Regional Housing Coordination Strategy	Page 05
Cooling Corridors Study	Page 18
Team TPAC & MTAC Reports	Page 26

*Note: Packet to be updated 10/13 for Cooling Corridors Study presentation and link to JPACT materials.*

## 2025 JPACT Work Program

**As of 9/10/25**

*Items in italics are tentative*

<p><b><u>July 17, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• JPACT Trip update (Comment from the chair)</li> <li>• Annual Transit Budget updates (comment)</li> <li>• Title VI Plan Adoption (<b>consent</b>)</li> <li>• IBR MTIP Amendment (<b>action</b>)</li> <li>• RFFA Step 2 (<b>action</b>)</li> <li>• RFFA Step 1A Bond (<b>action</b>)</li> </ul>	<p><b><u>August- cancelled</u></b></p>
<p><b><u>September 18, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• Consideration of the July 17, 2025 JPACT Meeting Minutes (consent)</li> <li>• Res no. 25-5519 For The Purpose Of Adding, Amending, Or Canceling Twelve Projects To The 2024-27 Mtip To Meet Federal Project Delivery Requirements (consent)</li> <li>• JPACT trip report back (10 min, Betsy Emery)</li> <li>• Special session recap (20 min, Anneliese Koehler)</li> <li>• CCAP Recommendations (30 min, Eliot Rose))</li> </ul>	<p><b><u>October 16, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• Regional Rail Study: Findings and Recommendations (Elizabeth Mros-O'Hara, Metro; 20 min)</li> <li>• <b><i>Regional Emergency Transportation Routes (RETR) update (20 min)</i></b></li> <li>• CCT Study: Priorities</li> <li>• Cooling Corridors</li> <li>• <b>HOLD</b> for Sunrise Vision Plan</li> </ul> <p>MPACT- October 25<sup>th</sup></p>
<p><b><u>November 20, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>- MTIP Information Update/Timeline (Blake Perez, Metro; 20 min)</li> <li>- RTO Program update (30 min, Noel Mickelberry)</li> <li>- Future Vision Project (30 min, Jess Zdeb)</li> </ul>	<p><b><u>December 18, 2025-online</u></b></p> <ul style="list-style-type: none"> <li>• SS4A Annual update</li> <li>•</li> </ul>

### ***Holding Tank:***

- Better Bus Program update
- Mayor Lueb on Mayors Institute on Pedestrian Safety program

2026

- RTO Program adoption, February 19th (Metro Council, March 5th)

# 2025 MPAC Work Plan

Updated 08/27/25

<b><u>May 28, 2025- online</u></b> <ul style="list-style-type: none"> <li>Resolution no. 25-5495 For the Purpose of Endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project <b>(action)</b></li> <li>Regional Housing Coordination Strategy - engagement themes; categories of preliminary list of strategies (Emily Lieb and Eryn Kehe, Metro; 45 min)</li> <li>Montgomery Park Streetcar LPA update (Alex Oreschak, Metro; 20 min)</li> <li>Comprehensive Climate Action Plan: greenhouse gas inventory and targets (Eliot Rose, Metro; 20 min)</li> </ul>	<b><u>June 25, 2025- in person</u></b> <ul style="list-style-type: none"> <li>Consideration of the May 28, 2025 MPAC meeting minutes</li> <li>MTAC nominations <b>(consent)</b></li> <li>Montgomery Park Streetcar LPA adoption <b>(action)</b> (15 min)</li> <li>TV Highway LPA adoption <b>(action)</b> (15 min)</li> <li>Placemaking Grants Update (Dana Lucero, Metro; 30 min)</li> <li>Future Vision Commission update (Malu Wilkinson &amp; Molly Cooney-Mesker; 30 min)</li> </ul>
<b><u>July 23, 2025- online</u></b> <ul style="list-style-type: none"> <li>State Legislative Update (20 minutes)</li> <li>Regional Housing Coordination Strategy - evaluation framework and draft RHCS (Emily Lieb and Eryn Kehe, Metro; 30 min)</li> </ul>	<b><u>August 27, 2025 cancelled</u></b>
<b><u>September 24, 2025- in person</u></b> <ul style="list-style-type: none"> <li>Consideration of the July 23, 2025 MPAC meeting <b>(consent)</b></li> <li>Future Vision (Jess Zdeb, 15 minutes)</li> <li>Comprehensive Climate Action Plan Draft (Eliot Rose)(30 mins)</li> <li>Dr. King (45 minutes)</li> </ul>	<b><u>October 22, 2025- online</u></b> <ul style="list-style-type: none"> <li>Consideration of the September 24, 2025 MPAC meeting minutes <b>(consent)</b></li> <li><i>Metro Code housekeeping amendments - presentation (Glen Hamburg; 10 minutes)</i></li> <li>Future Vision (Jess Zdeb, 15 minutes)</li> <li>Regional Housing Coordination Strategy - evaluation framework and draft RHCS (Emily Lieb and Eryn Kehe, Metro; 45 min)</li> <li><i>2040 Grants update (Malu Wilkinson, 20 minutes)</i></li> <li>Happy Valley presentation on downtown development (30 minutes)</li> </ul>
<b><u>November 19, 2025- online</u></b> <ul style="list-style-type: none"> <li>Future Vision (Jess Zdeb, 15 minutes)</li> <li>Metro Code housekeeping amendments - action (Glen Hamburg) <b>(consent?)</b></li> </ul>	<b><u>December 17, 2025- in person</u></b> <ul style="list-style-type: none"> <li>Future Vision (Jess Zdeb, 15 minutes)</li> <li>Economic Development Workgroup (Jaye Cromwell and Malu Wilkinson, 30 minutes)</li> </ul>

<ul style="list-style-type: none"> <li>• Regional Housing Coordination Strategy – action (30 minutes)</li> <li>• Cooling Corridors (Ande Lightsey Walker and Joe Gordon, 20 minutes)</li> </ul>	<ul style="list-style-type: none"> <li>• <i>2040 Grants update (Malu Wilkinson, 20 minutes)</i></li> <li>• <i>SHS update</i></li> </ul>
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Holding Tank:

- Happy Valley downtown development and/or parking requirements
- How cities are responding to housing analysis/production
- How are cities providing affordable housing and other services – nexus with SHS work/reform – maybe July?
- 2040 grant presentations by grant recipients
- Housing Bond Update





# Metro's Regional Housing Coordination Strategy

C4 Metro Subcommittee  
October 15, 2025

[oregonmetro.gov/housingstrategy](https://oregonmetro.gov/housingstrategy)

## Reminder: What is the RHCS?

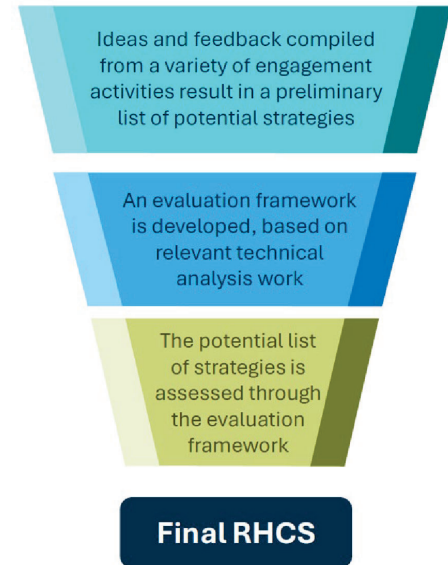
Required by the State as a part of the Oregon Housing Needs Analysis (OHNA) framework

List of actions Metro will take to promote housing development, affordability, and choice

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

# Where are we?

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



# Creating the list of actions

Implementers Work Group

Focus groups and coalition member meetings

Internal staff meetings

Metro committees

Research and interviews



# Refining the actions for evaluation

## Potential Actions for Inclusion in Metro's Regional Housing Coordination Strategy (RHCS)

### Best Practices and Research

- Research innovative building practices and strategies for effective implementation
- Research best practices for preserving affordable housing with expiring regulatory agreements
- Study cost-effective approaches to preserve and rehabilitate naturally occurring affordable housing (NOAH)
- Provide input on statewide model home legislation to ensure alignment with planning and building best practices
- Integrate housing data with lived experiences to present a fuller picture of regional housing needs
- Conduct an analysis of existing affordable housing resources and equity
- Identify strategies for increasing the use of local jurisdictions, not just state and federal
- Provide regional research and data to inform policy and practice
- Explore modular housing implementation
- Develop and promote low-carbon building policies
- Research and share best practices on mass timber construction
- Research and share best practices for non-market social housing models to prevent commodification
- Promote trauma-informed design strategies for transitional and permanent housing

### Communication and Public Engagement

- Develop public service announcements highlighting the benefits of affordable housing
- Act as a central regional and statewide source to explain housing market dynamics and the role of local, county, and regional governments
- Create a regional website/resource hub to connect people experiencing or at risk of homelessness with services and support

100+ actions

Combined,  
refined,  
removed

## Revised List of Actions

- Housing pre-development and technical assistance
- Local HPS implementation funding and support
- New affordable housing bond
- Expand funding for the brownfield grant program
- Regionally available pool of housing professionals for technical assistance
- Community research of fair housing planning
- Regional affordable housing listing service
- Voucher portability
- Convene public funders and philanthropy
- Coordinated housing legislative agenda
- Evaluate alternative models
- Community collaboration
- Density minimums in new urban areas
- Regional land bank pilot
- Prevailing wage exemption
- Displacement impact study
- Alternative home ownership
- Eviction prevention funding
- Messaging and storytelling
- Metro Urban Growth Management Functional Plan housing audit
- Mapping parcels for development
- Best practices guides, innovation, research; opportunities to accelerate innovative building techniques
- Convene implementers and subject matter experts
- UDM process review
- Proposal for consortium for buying housing materials and services
- Recruitment of developers and capital
- SDC assistance fund
- Convene partners to understand opportunities for Metro to advance 'naturally occurring affordable housing' preservation
- Risk pool for maintenance
- Landlord liaison program
- Tech support on capacity analysis
- ADU Informational Program for Homeowners
- Construction workforce

44 actions

# Evaluation approach

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

Operational  
Considerations  
+ Impact

Impact on  
Housing Stock

Advancement of  
Fair Housing  
(AFFH)  
Principles

# Proposed actions

## Accelerate housing production

1. Housing pre-development and technical assistance
2. Expand funding for the brownfield grant program
3. Local HPS implementation funding and support
4. Regional pool of housing professionals for technical assistance

# Proposed actions

## Research and assessment

5. Equitable access to regulated affordable housing
6. Community co-design
7. Innovative approaches
8. Middle housing assessment

# Proposed actions

## Convene and coordinate

- 9. Affordable housing operational stabilization strategy
- 10. Improvements to Metro SHS funded Regional Long-term Rental Assistance (RLRA) policies and implementation

## New tools

- 11. Regional affordable housing listing service
- 12. Regional land bank plan
- 13. Permitting and production dashboard

# Proposed actions

## Policy

- 14. Urban Growth Management Functional Plan housing audit

## Funding and cross-sector collaboration

- 15. Coordinated legislative agenda
- 16. Affordable housing funding feasibility

# Next steps

- Draft RHCS and appendices available for public comment
- Survey open until October 15<sup>th</sup>

Email: [RHCSfeedback@oregonmetro.gov](mailto:RHCSfeedback@oregonmetro.gov)

Project website: [oregonmetro.gov/housingstrategy](https://oregonmetro.gov/housingstrategy)

# Next steps

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

 MTAC & MPAC meeting
  Council meeting

**oregonmetro.gov**





# Regional Housing Coordination Strategy: Executive Summary

*The causes of the housing crisis that greater Portland faces are entrenched and complex, requiring a response that is both urgent and robust. Market conditions, zoning limitations and other obstacles have resulted in years of underproduction across both regulated affordable housing and market-rate housing. The result is a severe housing shortage that has driven up consumer costs and pushed more people into unstable living situations. Direct consequences of this housing shortage have become ubiquitous: more than a thousand evictions are filed each month, homelessness is rising and highly visible across many communities, and disparities among who can and cannot afford housing continue to grow. But with a collaborative regional approach, Metro has identified pathways to creating more housing of all types and at all price points.*

Demographic shifts such as an aging population, an increase in smaller, one-and-two-person households, and an increase in rent-burdened households mean that a broader variety of homes is needed. More deeply affordable, accessible and family-sized rental units are needed, as is a broader range of homeownership opportunities. Additionally, coordination and alignment across housing and homeless services systems must improve to ensure that individuals and families exiting homelessness are able to access housing that is designed and operated to meet their needs.

While housing production in greater Portland picked up after the Great Recession, it never fully caught up with population growth and today it is slowing again. Market conditions, including high costs for labor, materials, land and borrowing, as well as negative perceptions of the region among outside investors, continue to depress housing production. These dynamics have particularly hampered the production of large, complex projects like apartment developments. Additionally, the new pipes, roads, parks and schools that are needed to support housing growth push housing prices up even more.

Local governments have responded. Some have reformed zoning to allow for a greater variety of housing types and these changes have begun to show results. But more work is needed to overcome the unprecedented challenges facing the housing market and to ensure that good intentions translate into real housing outcomes.

The regional affordable housing bond voters passed in 2018 serves as an example of where coordination has been effective. On track to provide 5,600 new affordable homes—1,700 more than initially projected—the bond has supported housing investments that are distributed evenly across the region rather than concentrated in the urban core. These homes are also designed and operated in partnership with community organizations. In many cases, wraparound services funded through another regional measure, the supportive housing services tax, help to meet a range of needs. More than half of the bond-funded homes are sized for families, and about 40 percent are deeply affordable for households earning a third or less of the area's median income.

However, with these bond dollars—and the Portland affordable housing bond dollars—almost completely spent, greater Portland is approaching an affordable housing production cliff. Metro's current estimates show that greater Portland still needs 27,000 more homes to support its existing population and an additional 151,000 homes to keep up with forecasted population growth over the next 20 years.



Meeting that overall need for 178,000 more homes will require the construction of an average of about 9,000 more homes every year. About two-thirds of those homes need to be affordable for households with low or very low incomes. Overcoming these challenges will require sustained leadership, collaboration among every level of government, and a collective commitment to building more homes of all types and at all income levels.

The Regional Housing Coordination Strategy provides an overview of the region's housing shortage and the barriers that are impacting housing production. It also provides a summary of results from engagement and the evaluation that Metro conducted to identify and prioritize recommended actions that Metro will undertake to address the shortage.

### **Regional Housing Coordination Strategy background**

Directed by new requirements under the Oregon Housing Needs Analysis (OHNA) program, jurisdictions around Oregon are developing Housing Production Strategies that are intended to address housing production targets set by the state.<sup>1</sup> Metro, with its unique role as an elected regional government, has a new responsibility under the OHNA program to adopt a Regional Housing Coordination Strategy (RHCS) every six years. This RHCS identifies the actions that Metro will take over the next six years to advance housing production, access to opportunity, affordability, and choice in greater Portland. These new actions build on Metro's long history of working to create thriving communities, and more recently, its success in large-scale affordable housing development and supportive housing services investments.

Consistent with the theme of coordination, two Metro departments—the Housing Department and the Planning, Development, and Research Department—collaborated to develop the RHCS. The actions identified in this RHCS reflect the diverse expertise and areas of focus of those two departments, the Metro Council's leadership, and extensive input from local jurisdictions, housing developers, owner/operators, and industry leaders, as well as coalitions and organizations engaged in housing advocacy.

### **Purpose of the RHCS**

This strategy emphasizes Metro's critical role in advancing regional solutions and supporting the efforts of cities and counties in accelerating housing production. Though Metro does not zone land or build homes, Metro plays an important part in helping to create the conditions for success, addressing gaps in capacity and resources, and supporting coordination and alignment at the state and local level and across public, private and nonprofit sectors. This RHCS aims to encourage the production and preservation of housing that addresses the following goals, as defined in statutory language related to the OHNA:

- Diversity of housing types and affordability levels
- Housing that is high quality and physically accessible
- Housing with access to economic opportunities, services, and amenities
- Promotion of fair housing

### **Equity considerations**

Equitable access to affordable, accessible, well-located housing is central to people's prosperity, stability and quality of life. This project worked to keep racial equity front and center throughout by applying Metro's Racial Equity Framework, in alignment with Metro's Strategic Plan to Advance Racial Equity, Diversity, and Inclusion. The Framework guided project scoping, data collection, engagement, identification of actions in this RHCS, and evaluation of those actions.

### **Engagement**

Because this RHCS is intended to coordinate and support the work of other jurisdictions and partners, the actions included in this document were identified in close collaboration with an

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<sup>1</sup> The state referenced Metro's 2024 Urban Growth Report assessment of housing needs when setting these targets for Metro area jurisdictions.

Implementers Work Group consisting of local planning and housing staff, focus groups with industry and community leaders, and Metro's standing committees, including the Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC), and the Metro Committee on Racial Equity (CORE).

### **Types of actions in this RHCS**

Actions included in this RHCS fall into several general categories, including:

- Communications and engagement
- Convening
- Data and analysis
- Emerging best practices and innovation
- Funding and investments
- Legislative advocacy
- Partnerships and collaboration
- Regulation and regional policies
- Technical assistance and capacity building

### **Next steps**

The challenge of creating and sustaining housing options that meet the diverse needs, household configurations, and income levels of people in our region is too big for any single jurisdiction. Collective efforts are needed now more than ever. This RHCS provides a framework for regional coordination and collaboration to guide progress toward a future where all people have access to safe, affordable and stable housing. Once adopted by Metro Council, the RHCS will guide Metro's actions over the next six years (2026-2031). It will be followed by the development of more detailed work plans and continued engagement to further shape the work and ensure responsiveness to needs, opportunities and shared values.

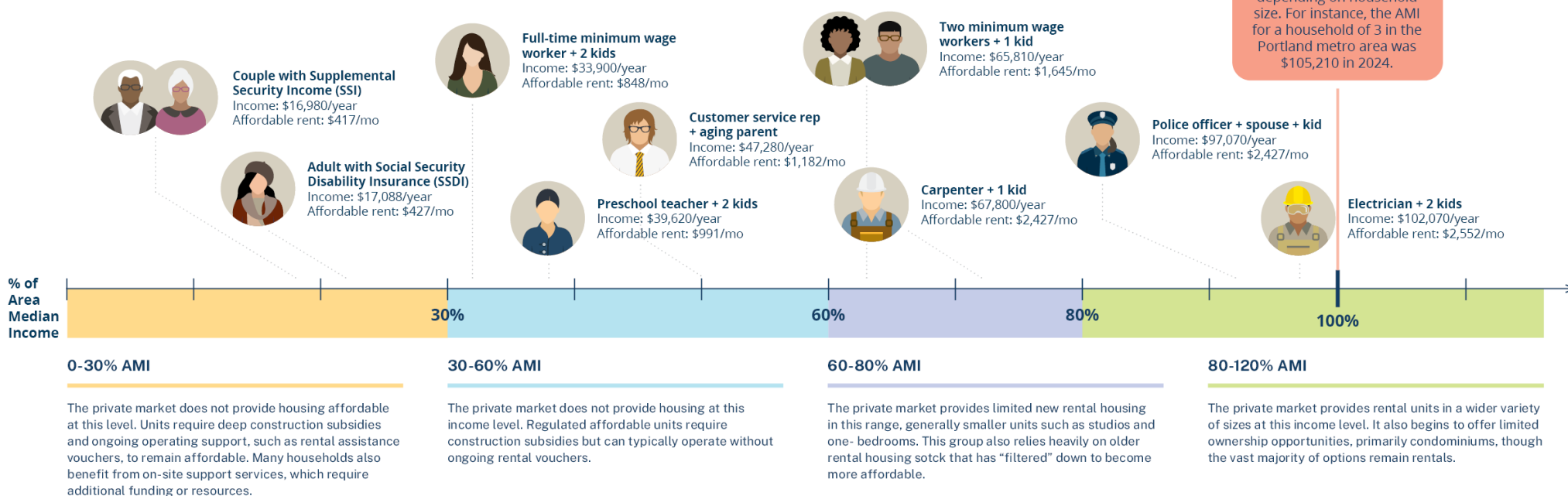
## New actions to be taken by Metro

	ID	Action	Impact on development of needed housing	Impact on housing affordability or choice
Accelerate housing production	1	Create new housing <b>pre-development and technical assistance</b> funding for site specific housing development.	Low	Low
	2	Explore opportunities to expand <b>resources available for brownfield cleanup.</b>	Medium	Medium
	3	Funding and support for <b>local Housing Production Strategy implementation</b>	Medium	Low
	4	Consider developing a <b>regionally available pool of housing professionals for technical assistance</b> to smaller jurisdictions to support planning and implementation related to housing production, affordability and choice.	Medium	Low
Research and assessment	5	Evaluate lessons learned and effective practices from implementation of the 2018 Affordable Housing Bond; research models and best practices and develop and share recommendations to <b>strengthen fair housing and equitable access to affordable housing.</b>	Low	Medium
	6	Building upon lessons learned and best practices from the 2018 bond and TOD grant program, <b>strengthen requirements and incentives for community participation and co-design in the development and operations of affordable housing.</b> Identify opportunities for Metro to support capacity building for community based and culturally specific organizations to participate in affordable housing development and operations.	Low to none	Medium
	7	Research, evaluate and identify opportunities to advance <b>innovative and non-LIHTC approaches to housing</b> development/construction, financing, and ownership, including: <ul style="list-style-type: none"> <li>Modular and manufactured housing and cross-laminated timber and smaller or expandable designs</li> <li>Social housing and alternative homeownership models, including CLT and resident-owned multi-family housing models</li> <li>Innovative financing approaches to support development of smaller scale (&lt;20 unit) building types, including PSH</li> </ul> Assess barriers and opportunities and identify opportunities to pilot or scale up innovative approaches; approach would include market analysis, best practice research and engagement with public, private, and philanthropic partners to support coordinated research, development and investment strategies.	Medium	Medium
	8	Conduct an <b>assessment of middle housing</b> in the region to identify best practices and common barriers.	Low	Low

Convene and coordinate	9	Develop an <b>affordable housing stabilization strategy</b> to respond to industry-wide challenges due to rising operational costs, increased resident needs, and lack of coordination/alignment with homeless and supportive services.	Medium	Medium
	10	<b>Evaluate and improve Metro SHS funded Regional Long Term Rent Assistance (RLRA) policies and implementation</b> to address portability and to connect available vouchers with vacant regulated affordable housing units.	Low	Medium
New tools	11	Develop a centralized <b>regional affordable housing listing service</b> to support housing navigators and seekers in connecting with information about available units that meet their needs, with an initial focus on building out a portal to assist housing navigators working with households in the homeless services system.	Low	Medium
	12	Develop a proposed plan for a <b>regional land bank</b> that outlines the necessary legal framework, governance structures, and operational guidelines. Define clear policy priorities, including considerations related to Affirmatively Furthering Fair Housing, market conditions and funding opportunities.	Low	Low
	13	Explore how to create a <b>permitting and production dashboard</b> to track production trends across the region.	Low	Low
Policy	14	Begin a Metro <b>Urban Growth Management Functional Plan audit and cleanup</b> of housing-related titles to align with new State requirements and regional priorities as identified in the 2027 Future Vision.	Low	Low
Funding and cross-sector collaboration	15	Convene jurisdictional partners to develop a <b>coordinated legislative agenda for state and federal housing/homelessness resources</b> , including a regional priority to identify funding for infrastructure. The agenda would be updated as needed to meet changing regional needs (or every six years) and guided by appropriate Metro advisory committees for land use, housing and homelessness. Convene with Tribes that are interested in housing development to support urban Native populations to learn about their tribal priorities that can be addressed through Metro's work.	Medium	Medium
	16	Consider the viability and feasibility of <b>new funding for affordable housing development and preservation</b> .  Ensure that any new funding framework is informed by public opinion research and engagement with public, private and nonprofit leaders as well as analysis of housing needs and market conditions, and lessons learned from the 2018 regional housing bond and best practices from other regions, including evaluating opportunities to strengthen racial equity, fair housing and community resilience outcomes and alignment/integration with homeless and supportive housing services.	High	High

## Connecting equitable housing strategies to resident needs

Metro is collaborating with regional partners to take new actions to advance housing production, affordability, and choice for families at different income levels.



### The RHCS actions listed here will be advanced over the next six years (2026-2031)

#### 0-30% AMI

**ACTION #10:** Improvements to Metro SHS-funded RLRA policies and implementation.

#### 0-80% AMI

**ACTION #16:** Affordable housing funding feasibility

**ACTION #9:** Affordable housing operational stabilization strategy

**ACTION #11:** Regional affordable housing listing service

**ACTION #5:** Equitable access to regulated affordable housing

**ACTION #6:** Community co-design

**ACTION #7:** Innovative approaches

#### 0-120% AMI

**ACTION #1:** Housing pre-development and technical assistance

**ACTION #3:** Local HPS implementation funding and support

**ACTION #12:** Regional land bank plan

#### 60-120% AMI

**ACTION #8:** Middle housing assessment

#### ALL INCOMES

**ACTION #2:** Expand funding for the brownfield grant program

**ACTION #4:** Regionally available pool of housing professionals for technical assistance

**ACTION #13:** Permitting and production dashboard program

**ACTION #14:** Urban growth management plan housing audit

**ACTION #15:** Coordinated legislative agenda



# Cooling Corridors Study

In 2024, Metro launched this study to understand ways to prevent heat-related illness and death, assess regional heat risks, identify priority areas and recommend cooling strategies.

Extreme heat is not a distant or abstract threat but a present and pressing regional challenge. Lives, infrastructure and ecosystems are already at risk, and the burden falls most heavily on our most vulnerable neighbors including older adults, people with housing insecurity, people earning low incomes and people living in urban heat islands.

The severity and reality of the changing climate conditions were made apparent in 2021 when the greater Portland region experienced a multi-day heat dome that killed more than 80 people in the tri-county area, with more than 70 deaths in Multnomah County alone.

The Cooling Corridors Study was guided by four primary goals:

- Reducing annual heat-related deaths in the region to zero
- Reducing heat-related illnesses
- Reducing outdoor temperatures in public rights-of-way, especially in hotter, underserved areas
- Increasing access to cooling resources for vulnerable communities during extreme heat events

The study builds on the growing number of heat-related research projects and initiatives in greater Portland.

[oregonmetro.gov/  
tools-partners/grants-  
and-resources/cooling-  
corridors-study](https://oregonmetro.gov/tools-partners/grants-and-resources/cooling-corridors-study)



## Metro's commitment to climate action

The Cooling Corridors Study advances Metro's greater climate objectives and provides a blueprint for integrating climate resilience into everyday planning and investment decisions.

Metro's Climate Smart Strategy, Regional Transportation Plan and policies for long-range land use and natural areas all emphasize reducing greenhouse gas emissions, adapting to climate change and protecting the most vulnerable from climate-related risks.

Focusing on extreme heat through targeted cooling strategies in streets, parks, natural areas and public facilities can reduce risk, improve equity and align with the region's vision for a more sustainable, resilient and thriving region.

## Engagement process

The study recommendations were shaped by direct engagement with people who have experienced the impacts of extreme heat and professional experts paired with thorough background research. The recommended strategies respond to community priorities, while being grounded in scientific research and best practices from other places.

Throughout the study, Metro conducted focus groups, convened an expert panel and held technical advisory meetings with both internal and external partners.

During the engagement process, the project team spoke with:

- Community-based organizations, climate advocates and resilience groups
- Vulnerable regional residents, including unhoused residents and older adults living in high-heat areas
- Heat, climate and public health experts
- Public agencies and private partners

## Project timeline

- **July to Oct. 2024:** Project kick-off and data collection
- **Oct. 2024 to April 2025:** Research, engagement and analysis
- **April to July 2025:** Draft findings and recommendations
- **Aug. to Nov. 2025:** Final report and recommendations

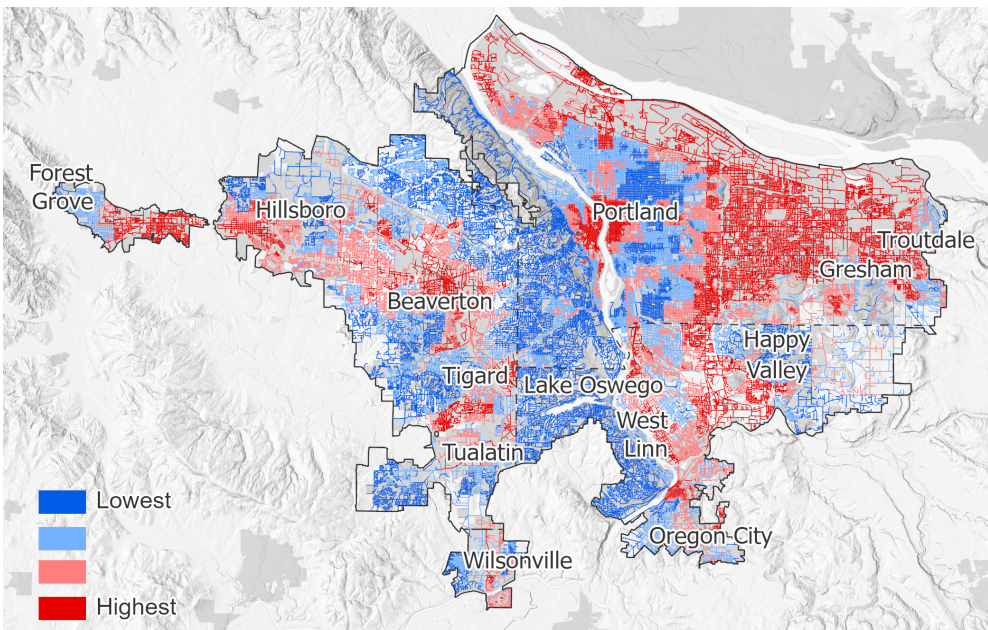
## Key research findings

The Cooling Corridors Study produced several important findings that highlight both the scale of the region's heat challenges and opportunities for local and regional action.

### Finding 1: Uneven vulnerability across the region

Extreme heat does not affect all communities equally. The study found that neighborhoods with higher concentrations of older adults, people of color, unhoused individuals and low-income households experience greater risks during heat events. Many of these communities are located in areas with more pavement and fewer trees, parks or natural spaces. These environmental and social inequities overlap to create "hot spots" where residents face compounded risks to their health and safety.





Map showing **priority streets for cooling**, which are streets in the region that have (1) the most people and jobs within 500 feet, (2) the least canopy and highest surface and air temperatures within 50 feet and (3) the highest neighborhood-level demographic vulnerability

## Finding 2: Infrastructure and urban design impact heat exposure

Areas of non-reflective pavement, dense urban development without shade and limited access to natural cooling features like water or green space create unsafe conditions during extreme heat events. Without immediate intervention and strategic investment in alternative cooling strategies, these design patterns will continue to put vulnerable communities at heightened risk of illness and death.

## Finding 3: Nature-based solutions provide the strongest long-term cooling

Trees, green spaces and water features emerged as some of the most effective tools for reducing outdoor temperatures and providing affordable cooling options for residents in the region. Expanding tree canopy, especially in historically underserved neighborhoods, not only lowers air and surface temperatures but also improves air quality, reduces energy demand and enhances mental health and community livability. Similarly, preserving and expanding parks, restoring habitats and incorporating water features such as splash pads or fountains create cooler environments while delivering multiple social and ecological benefits.

## Finding 4: Community resilience strategies save lives

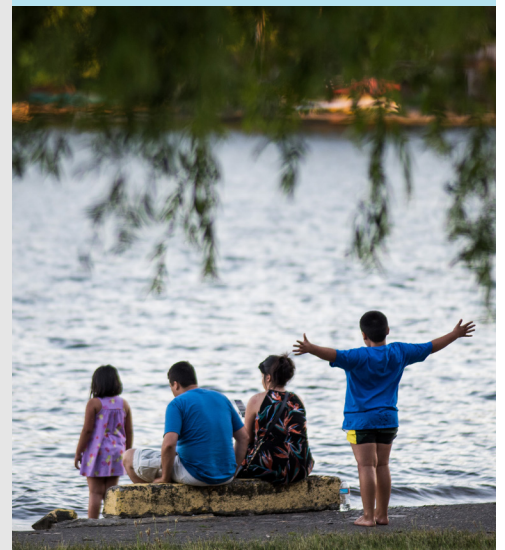
Physical cooling strategies must be paired with community-centered interventions. Public awareness campaigns, resilience hubs and cooling centers provide critical lifelines during extreme heat events. Training programs in schools and workplaces can build a culture of preparedness, while coordinated emergency response ensures resources are deployed quickly and equitably. Community-based organizations and trusted local partners play a central role in ensuring that messaging and resources reach those most at risk.

## Implementation opportunities

The Cooling Corridors Study provides a framework for immediate local and regional action but also an opportunity for the region to become an international leader in community-centered climate resilience and “de-pave” the way for partners across the globe.

Options to consider:

- Strategic funding and political commitment
- Strong, enduring partnerships between community organizations, public agencies and regional leaders
- Weaving resilience, equity, community care and reverence for our places





## No single strategy is sufficient

The study reinforces that there is no single action that can address the impacts of extreme heat across the region.

The most effective course of action is a layered approach that combines immediate relief measures with long-term cooling strategies.

For example, a corridor may integrate reflective pavement, tree planting, shaded transit stops and nearby resilience hubs.

Together, these strategies create safer, healthier environments that protect the region's most vulnerable residents while building resilience across entire neighborhoods.

## Opportunities for local and regional action

The study identifies **nine overarching recommendations** that could provide a multifaceted framework for addressing extreme heat risk in the greater Portland region. These recommendations are broad priority areas that identify **what needs to be done**, while the potential supporting actions within each describe **how they could be accomplished**. *The recommendations and actions are not directive to Metro or local partners; they are intended to be a resource to inform future action and collaboration at the local and regional levels.*

Some recommendations focus on changing policies and practices, others emphasize protecting people directly by raising awareness, supporting community-led efforts and strengthening emergency response, and others call for the urgent transformation of the built and natural environment through investment in streets, trees, parks and other climate-resilient infrastructure that will provide lasting cooling benefits.

### Recommendation 1: Elevate extreme heat as an issue of regional concern

Extreme heat should be treated as a top-tier regional concern that intersects with climate, health, housing and transportation. Recognizing heat as a regional priority ensures resources, leadership and accountability are directed toward preventing death caused by extreme heat. Potential actions include:

- Declaring extreme heat an issue of regional concern and designating a regionwide heat season
- Establishing a Chief Climate and Resilience Officer at Metro
- Tracking progress on implementing study recommendations

### Recommendation 2: Apply a heat-resilience lens to planning and policy

Planning and investment decisions should be made with heat resilience in mind, using the best available data and practices. This ensures that projects being scoped today have a meaningful impact on the heat-resilience of the future. Potential actions include:

- Establishing a centralized hub for heat and climate data
- Integrating extreme heat considerations into relevant plans, policies, project designs and investment decisions
- Identifying opportunities to use public facilities as demonstration projects for heat-resilient design and practices



### Recommendation 3: Raise public awareness of heat risks

Public awareness and preparedness save lives. By educating residents, workers, and agencies, the region can reduce illness and mortality during extreme heat events. Potential actions include:

- Creating and maintaining a regionwide map of cooling resources
- Exploring opportunities to leverage transit stops and vehicles to share heat safety information and connect riders with resources
- Expanding Metro education programs and curricula to include extreme heat

### Recommendation 4: Support and coordinate community-led and government actions

Community-based organizations and local governments are on the front lines of heat resilience. Coordinating their efforts ensures that resources are used effectively and equitably. Potential actions include:

- Convening a regional work group on heat and climate resilience
- Creating a community-based work group to coordinate grassroots efforts
- Offering technical assistance for local climate adaptation projects

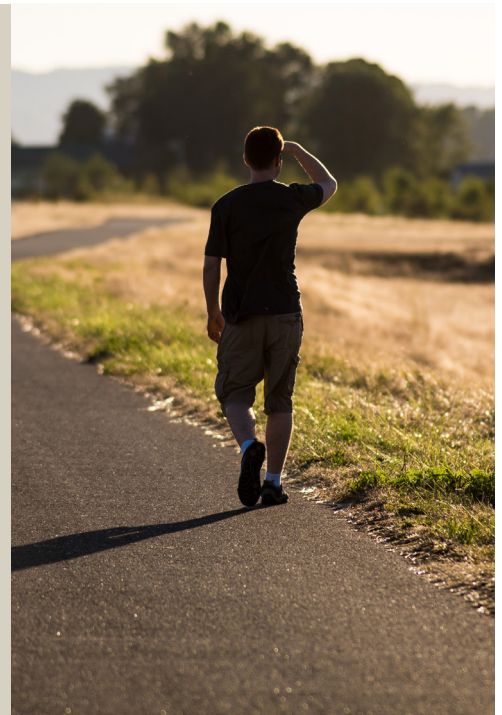
### Recommendation 5: Strengthen emergency response system

Managing extreme heat events requires rapid, well-coordinated action. Expanding emergency systems protects the most vulnerable and ensures critical services reach people when they need them most. Potential actions include:

- Identifying and equipping resilience hubs, or trusted local places (like community centers, libraries, or schools) enhanced with resources to help people before, during and after heat emergencies
- Expanding the use of public facilities as cooling centers
- Identifying partnerships and funding to support providing free transit service during heat emergencies

### Recommendation 6: Improve access to home weatherization and indoor cooling

Safe indoor cooling is often the difference between life and death during extreme heat. Expanding access to air conditioning, especially for vulnerable populations, is one of the most direct ways to save lives.







Potential actions include:

- Seeking funding to expand cooling programs
- Better equipping schools that do not have air conditioning
- Expanding weatherization and utility bill assistance programs for low-income households

## **Recommendation 7: Invest in green infrastructure and climate-resilient streetscapes**

Streets, public spaces and private developments must be designed with cooling in mind. Green and engineered infrastructure can significantly reduce heat exposure in daily life. Potential actions include:

- Incentivizing reflective and permeable pavement
- Educating developers on the cost and benefits of cooling design features
- Identifying opportunities and funding to make transit stops and public spaces cooler and more comfortable during hot weather

## **Recommendation 8: Expand and maintain the region's tree canopy**

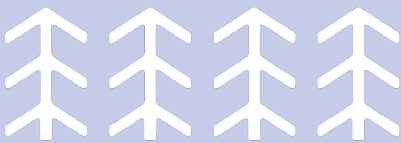
Trees are among the most effective and affordable cooling strategies, but their benefits depend on equitable planting and long-term care. Expanding canopy cover also improves air quality and community livability. Potential actions include:

- Setting equity-focused tree canopy goals
- Implementing street tree planting pilots in the neighborhoods most vulnerable to extreme heat
- Partnering with community-based organizations for tree care and habitat restoration workforce programs

## **Recommendation 9: Preserve and enhance access to parks and open spaces**

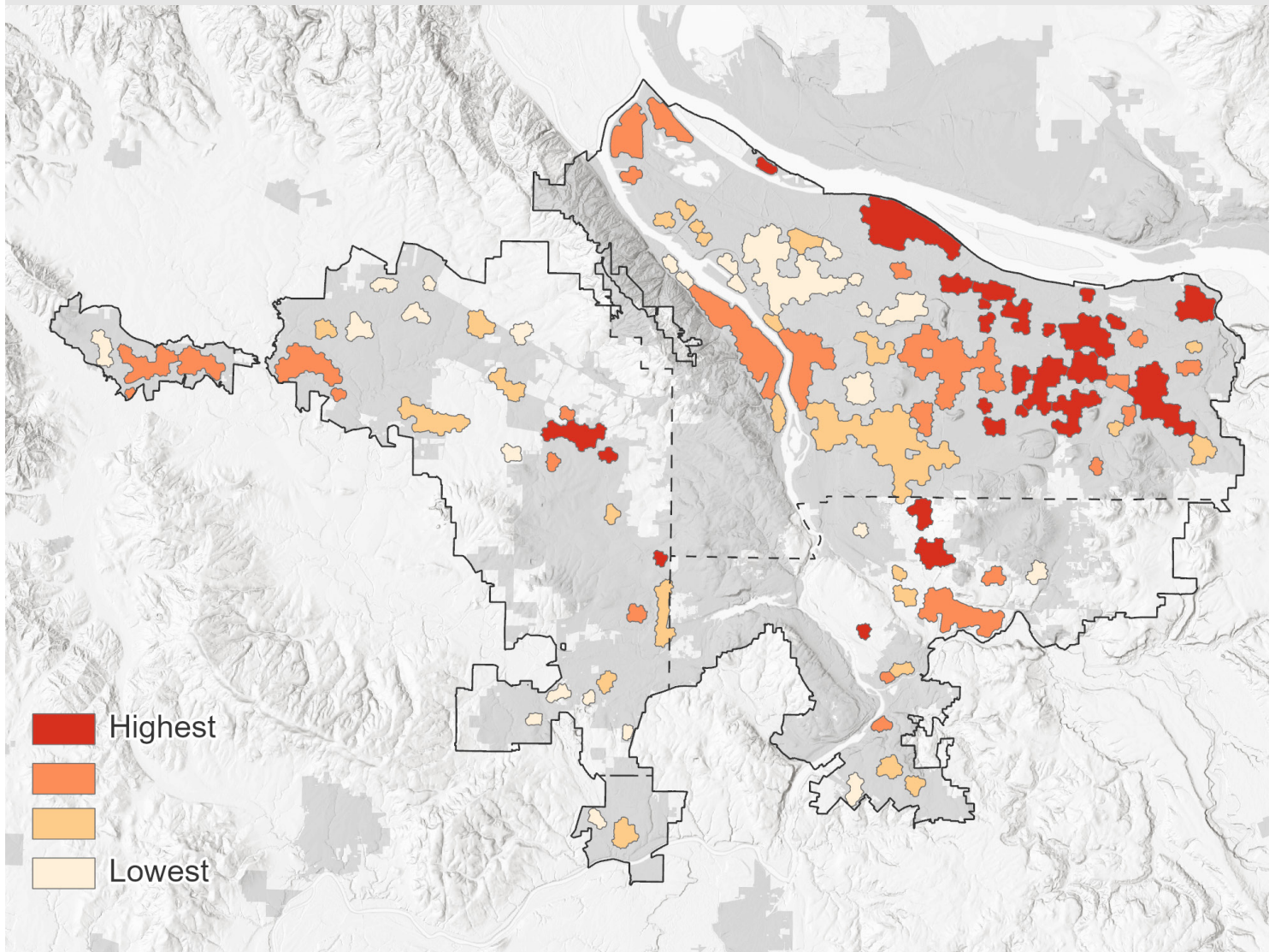
Parks and natural areas double as critical cooling refuges while delivering ecological and social benefits. Preserving and expanding access ensures everyone has a safe place to escape dangerous heat. Potential actions include:

- Continuing and expanding programs that preserve existing parks, acquire land for conservation and support habitat restoration
- Exploring opportunities to extend hours of access to local and regional parks during extreme heat events
- Expanding safe, pedestrian-friendly public access to rivers



# Priority cooling corridor gaps

This map shows areas that (1) lack existing cooling corridors, which are defined as neighboring natural areas of vegetation or water greater than about 10 acres and (2) include a portion that is more than 1,000 feet from existing cooling corridors. These areas were then ranked by averaging the intersecting scores from the priority streets for cooling and neighborhood level vulnerability.



## Priority areas for local and regional action

East Portland, Gresham and areas near the Columbia River have the largest gaps in Multnomah County. 82nd Avenue, Clackamas Town Center, McLoughlin Boulevard and areas east of Johnson City have the largest gaps in Clackamas County. Areas in Tigard, Beaverton, Cornelius, Forest Grove and Hillsboro have the largest gaps in Washington County.

Investing in the streets with the largest gaps can provide short- to medium-term benefits for people living and travelling in these corridors. Identifying these areas can help the region build on and support existing efforts, identify opportunities to coordinate efforts and fill gaps that will lead to longer term neighborhood-level cooling and resilience.



## About Metro

Metro is the regional government in greater Portland. Metro manages public services and regional systems that protect the environment, support the local economy and ensure every community can thrive.

Metro coordinates regional planning and funds new affordable homes and supportive housing services. It manages 19,000 acres of parks and natural areas and the region's garbage and recycling system. Metro also runs the Oregon Convention Center, Portland's 5 Centers for the Arts, the Portland Expo Center and the Oregon Zoo.

Metro is led by a nonpartisan elected council. It serves 1.7 million people in 24 cities across Clackamas, Multnomah and Washington counties.

[oregonmetro.gov/tools-partners/grants-and-resources/cooling-corridors-study](https://oregonmetro.gov/tools-partners/grants-and-resources/cooling-corridors-study)



## A foundation for future work

The findings and recommendations provide a roadmap that can inform updates to Metro's broader climate and land use policies, guide future investments in transportation and infrastructure and shape partnerships with cities, counties and community based organizations.

## Charting a path forward

At its core, this work is about more than cooling streets or planting trees. It is about building a healthier, more resilient and connected region where every resident has access to safe refuge today and 100 years into the future.

The study provides a comprehensive framework for local and regional action that combines recommendations for immediate protections, future planning, partnerships and investment to help prevent heat-related illnesses and deaths. The potential actions outlined here recognize that no single solution is sufficient, but together they chart a path forward. As climate impacts intensify, the findings here can inform other areas of climate resilience planning, from wildfire smoke preparedness to flood mitigation.

Realizing these opportunities will depend on strong and enduring partnerships between community organizations, public agencies and regional leaders. By working together, the region can ensure that investments in cooling corridors do more than respond to extreme heat. These investments can weave resilience, equity and care for place into the fabric of the region, leaving a legacy of innovation and community care for the generations that follow.

## Memorandum

**To:** C4 Metro Subcommittee  
**From:** **Team TPAC, Representing Clackamas County & Clackamas Cities**  
**Re:** TPAC Highlights from October 3, 2025  
**Date:** October 6, 2025

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### Overview

Following is a summary of the October TPAC Meeting. Meeting materials can be found [here](#).

### General Updates & Committee Updates from around the Region

- Fatal Crash Update: According to recent data available, there were approximately eight traffic deaths from September 1 through September 30 across Clackamas, Multnomah, and Washington counties. Of this total, two died while walking, four people died while driving a motor vehicle, and two died while operating a motorcycle. Three fatalities occurred in Clackamas County. Metro continues their commitment to a safe systems approach, advocating for safe streets, speeds, and people. Some actions regional partners are taking for safer streets included efforts by [ODOT](#), [PSU/TREC](#), the [City of Tigard](#), and Metro's [fatal crash dashboard](#) and [Safe Streets Hub](#).
- ODOT 10-year Capital Improvement Program: ODOT is developing a new process for a 10-year CIP. A recent update on this effort was scheduled for the Oregon Transportation Commission, but the meeting was cancelled. Metro plans to submit comments once materials are available.
- Metro Regional TDM Strategy Update: Metro is developing a 10-year strategy to improve residents' access to transportation demand management programs and services. A [region-wide survey](#) is open through October 17, with results expected in December.
- Proposed RTP Amendments Update: Proposed amendments will incorporate recently adopted LPAs (82<sup>nd</sup> Ave., TV Hwy, Montgomery Park Streetcar); public comment opens November 3.
- Clackamas County TSP Update: Clackamas County's TSP Public Advisory Committee (PAC) applications [are open through October 10](#); the first PAC meeting is planned for early/mid-November, with five meetings running into early 2027.
- Minutes Approved: The September 5 TPAC minutes were approved with no significant changes, with two committee members offering revisions on attendance and specific quotation considerations.
- MTIP Amendments: Metro introduced Gabriela Lopez as the new MTIP data coordinator and noted the October MTIP amendments status report in the [packet](#).

### Metro Cooling Corridor Study – Draft Report

Overview: Extreme heat poses a growing risk to public health and infrastructure in greater Portland, with the 2021 heat dome underscoring the urgent need for regional coordination. The Cooling Corridors Study, launched in 2024, identifies priority areas most vulnerable to heat exposure and provides nine overarching recommendations supported by specific actions. Findings emphasize that nature-based solutions such as expanding tree canopy and parks offer the strongest long-term cooling benefits, while immediate interventions like shaded bus stops and resilience hubs can save lives during emergencies. The study was informed by extensive engagement with community-based organizations, older adults, renters, and unhoused residents,

ensuring the needs of those most at risk were central to the recommendations. TPAC was asked to provide feedback on the draft report and recommendations before they are finalized later this year.

Discussion Highlights:

- Mapping identifies priority streets and cooling corridor gaps throughout the region. Within Clackamas County, clusters include Milwaukie, Gladstone, Oregon City, and unincorporated areas between Happy Valley and Johnson City.
- Engagement emphasized practical tools and return on investment (e.g., Smart Surfaces Coalition modeling) and the importance of near-term, street-level shade/cooling alongside long-term canopy.
- Members urged plain-language guidance for businesses, and flagged items already “doable today” (e.g., curb-zone tree planting) to avoid mislabeling near-term actions as long-term.
- Commenters requested clarity on how the findings might be used as a lens in the Future Vision Update, RTP Update, and Climate Smart Strategy, while not yet pre-determining policy direction.

Next Steps:

- Metro will share data products and bring this work back as part of the 2028 RTP Update.
- Briefings will continue this fall to regional bodies, public-facing tools will be shared, and concise recommendations will be finalized.

**FOOD FOR THOUGHT**

- Within Clackamas County gaps identified, how can we begin to cool the hottest corridors while larger tree canopies continue to grow? Can we make use of engineered shade at bus stops, reflective surfaces, or use water misting in the hottest periods to provide temporary and immediate relief?
- How can private-sector partners contribute to cooling, especially along commercial corridors where destinations and storefronts exist?
- As this work effort finalizes and begins to influence other efforts, how can we ensure that local jurisdictions take the lead on cooling strategies that work and can be implemented in the near-term?

## **Regional Emergency Transportation Routes (RETR): Phase 2**

Overview: Phase 2 of the Emergency Transportation Routes (RETR) project builds on earlier work that designated priority lifeline routes across the five-county Portland-Vancouver region. This phase is developing a tiering framework to help prioritize which routes should be cleared and reopened first during a catastrophic emergency. Metro and the Regional Disaster Preparedness Organization (RDPO) have convened technical, jurisdictional, and community-based stakeholders to refine evaluation criteria, including connections to hospitals, public works, fueling centers, and emergency transportation hubs. Draft tiering results are now available, along with feedback from workshops highlighting the need to integrate equity and community resilience hubs into the framework. In the near term, there will be additional stakeholder review this fall, leading to final recommendations that will be incorporated into the next RTP Update. A draft map can be viewed here: <https://drcmetro.maps.arcgis.com/apps/instant/media/index.html?appid=4126b76822194ff8b88c97cd5e9c0e0b>

Discussion Highlights:

- Phase 2 tiers the five-county network to clarify which routes are checked, cleared, and reopened first after major events; Existing criteria and discussion to-date has emphasized life-safety access to

hospitals, police and fire, connectivity to state seismic routes, public works and fueling, airports and emergency operations centers.

- Feedback priorities include to ensure Tier 1 forms a connected, region-wide grid supporting the statewide seismic routes and to apply a qualitative screen to address large distance gaps for vulnerable and isolated areas.
- Bridges will be noted in a separate, dedicated table to highlight owner, condition, and vulnerability.
- Members highlighted lessons learned from recent fires and flooding events.

#### Next Steps:

- Final technical workshops will occur into early November. Attendance at an interactive, map-based November 12 TPAC Workshop will be crucial to give final input into the project team and finalize edits.
- Two additional workgroup meetings in winter will be followed by a spring endorsement period.

#### **FOOD FOR THOUGHT**

- Based upon review of the draft Tier 1 corridors, are there any edits needed?
- How does a regional ETR Tier 1 designation impact local planning decisions to prepare for an emergency? Are capital and maintenance plans supportive of these Tier 1 routes?
- Are there vulnerable links in emergency routes where this study could help make the case for investment, such as in bridges, chokepoints, or missing connections?
- Given wildfire and flooding, are there alternate routes that should be flagged for temporary emergency use, even if not in Tier 1?

### **TriMet Service Cuts: Outreach Update**

Overview: TriMet staff provided an update on community outreach regarding planned service reductions necessitated by ongoing budget shortfalls. The update included a summary of recent public engagement activities, key themes raised during comment period, and early findings about potential impacts on riders. TPAC members heard how TriMet is considering the effects on groups most dependent on transit for essential trips, particularly those with fewer alternatives. This discussion offered an opportunity for committee members to understand the scope of proposed changes and to provide feedback on the outreach process as TriMet refines its plans.

#### Discussion Highlights:

- TriMet outlined steep operating cost growth, stagnant post-pandemic fares, and a nearly \$300 million dollar gap, leading to at least a 10% service reduction by the end of 2027. Long-range planning is now consolidated under the framing of Forward Together: The Road Ahead.
- Members flagged risks to community shuttle lifelines and the potential for taxation without service concerns. Members discussed options to reset planning assumptions related to mode shift goals.
- Several speakers highlighted transit's economic and community value and called for more realistic stair-step pathways towards reaching the longer-term policy goals to track progress near-term.

#### Next Steps:

- Survey inputs will feed into the January 2026 proposal for cuts and likely repeat into 2027.
- Continue coordinating and focus on the implications of any transit route cuts that impact service in Clackamas County; Share engagement opportunities through local jurisdiction channels.



## FOOD FOR THOUGHT

- How best can we strategize to maintain vital transit service and shuttle service funding?
- If transit service cuts do occur that strand riders and impact access to key destinations including employment, healthcare and schools, are there other partnerships or pilots that local partners and jurisdictions could provide?
- What is the message to constituents paying the payroll tax but seeing very little transit service where they live, and how do we pair that message with concrete near-term mitigations?
- How can we reframe transit service needs and most efficiently deliver them within the county?

## Upcoming Agenda Highlights

NOVEMBER 7	NOVEMBER 12 – WORKSHOP (HYBRID)
<ul style="list-style-type: none"><li>• MTIP Formal Amendment 25-XXXX</li><li>• 2025-26 Unified Planning Work Program</li><li>• Regional Rail Future Study</li></ul>	<ul style="list-style-type: none"><li>• Emergency Transportation Routes Phase 2: Feedback on Draft Tiered Network</li></ul>
DECEMBER 5	DECEMBER 10 – WORKSHOP
<ul style="list-style-type: none"><li>• MTIP Formal Amendment 25-XXXX</li><li>• Safe Streets for All Update</li><li>• Community Connector Transit Study: Priorities</li><li>• Mobility Corridor Update</li><li>• Regional TDM Strategy – Engagement &amp; Draft Strategy Review</li></ul>	<ul style="list-style-type: none"><li>• TBD</li></ul>

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## Memorandum

**To:** C4 Metro Subcommittee

**From:** Team MTAC, Representing Clackamas County & Clackamas Cities

**Re:** September 17, 2025 Metro Technical Advisory Committee (MTAC) Highlights

**Date:** September 17, 2025

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### Overview

Following is a summary of the September 2025 Metro Technical Advisory Committee (MTAC) Meeting. MTAC is a 35-member committee of planners, citizens and business representatives that provides detailed technical support to the Metro Policy Advisory Committee (MPAC). Meeting materials can be found [here](#).

### General Updates

- **Climate-Friendly and Equitable Communities (CFEC) rules deadline approaching:** Chair Kehe reminded committee members that under CFEC, the deadline for cities and counties to adopt boundaries for 2040 regional centers is December 31, 2025. These will then be adopted by Metro by February 1, 2026. Questions can be directed towards Metro Senior Regional Planner Glen Hamburg at: [Glen.Hamburg@oregonmetro.gov](mailto:Glen.Hamburg@oregonmetro.gov).
- **Department of Land Conservation and Development (DLCD) Updates:** DLCD Portland Metro Regional Representative Kelly Reid announced DLCD currently has two grant programs open for applications through early October – Technical Assistance Grants and Community Green Infrastructure Grants. DLCD anticipates announcing awards for their Housing Planning Assistance grants October 1, 2025. Lastly, the Land Conservation and Development Commission (LCDC) meets September 24-25, 2025.
- **Oregon Department of Transportation (ODOT) Updates:** ODOT Principal Planner Glen Bolen announced that the Jurisdictional Transfer Advisory Committee (JTAC) met earlier this week and released the 2026 Jurisdictional Transfer Application. The application period closes November 14, 2025. He also noted there will be a lane closure on I-84 eastbound this fall for maintenance.

### Metro Code Land Use Minor Amendments

Metro has identified minor "housekeeping" amendments to Metro Code chapter 3.07, *the Urban Growth Management Functional Plan (UGMFP)*, and chapter 3.09, *Local Government Boundary Changes*. These draft amendments address six issue categories: 1) general clean-up, 2) inclusive and plain language, 3) codification of forthcoming new state provisions, 4) extension of utility service outside of the UGB, and 5) sign posting and newspaper noticing. Metro staff presented on the proposed amendments, which are detailed in the MTAC [meeting packet](#). Feedback from MTAC is requested by October 15, 2025.

### Discussion Highlights

- A committee member inquired about how Goal 5 Cultural Areas rules will be accounted for given they have not yet been adopted and may change. Metro staff responded that if the rules do change, Metro will modify the text to conform with the rulemaking language.
- Chair Kehe stated that the Future Vision update will likely lead to future conversations about updating the framework plan that includes the 2040 Growth Concept and this could lead to additional, more significant, changes in the UGMFP over the next 5-6 years. Chair Kehe recommended committee members start making notes of bigger changes to the UGMFP that will be needed over time.

### Next Steps:

- October 15, 2025: MTAC recommendation to MPAC
- October 22, 2025: Briefing at MPAC
- November 19, 2025: MPAC recommendation
- December 2025: Metro Council hearing and second reading

## **Comprehensive Climate Action Plan**

The Comprehensive Climate Action Plan (CCAP) seeks to identify key actions that the Portland-Vancouver metropolitan area can take to reduce greenhouse gas emissions. This includes Clackamas, Clark, Columbia, Multnomah, Skamania, Washington and Yamhill counties. Over the past 10 months, Metro has completed significant engagement and analysis to help identify the draft list of climate actions being proposed for the draft CCAP. These actions underwent a cost-benefit analysis. Metro staff presented on the feedback and comments received on the draft CCAP and sought additional feedback from MTAC.

### Discussion Highlights:

- MTAC members discussed the impact of trees on reduction of greenhouse gases. It was noted that trees have a strong return on investment for climate adaptation. Metro staff acknowledged the role trees play in carbon sequestration.
- Committee members noted that a lot of supportive work has been happening across the region. In particular, local public health divisions were just required by Oregon Health Authority to create Climate and Health Adaptation Plans as of June 2025.
- There was discussion around transportation pricing and costs. Metro staff explained that there are two different views on costs and that the CCAP seeks to capture both. One is the cost to the agency that implements the action. The other is the cost to the broader public and businesses in the region as an action is implemented. It was noted that cost effectiveness ratings are listed in tables 9-11.
- MTAC members asked about climate adaptation plans and why there is not more about climate adaptation in the plan, citing a comment from the Urban Greenspaces Institute that did not seem to have been incorporated into the CCAP. Metro staff responded that per the Environmental Protection Agency who funded the project, the CCAP is just focused on reducing pollution. Metro has other means for addressing impacts of climate change and dealing with adaptation, such as cooling corridors.
- A question was raised regarding reliance on federal funding for implementation of the actions identified in the CCAP and whether this is a realistic funding source. It was noted funding

sources (federal, state, and local) often do not cover the full cost of something, and so low income communities are still left out. Metro responded that they are not yet in the implementation phase, so have not yet planned for action implementation (including funding).

Next Steps:

- September 2025: Metro will share what they have heard from the public with all of Metro's committees and Metro Council.
- October 2025: Metro staff will present recommended changes to the draft CCAP to Metro Council.
- November 2025: Metro Council considers endorsing the CCAP by Metro resolution.
- December 2025: Metro staff submits final CCAP to the EPA, as required by federal grant funding for this work.

## **State Review of Metropolitan Greenhouse Gas Reduction Target Rules**

Every four years the Land Conservation and Development Commission (LCDC) reviews the Metropolitan Greenhouse Gas Target Rules that were adopted in 2011. DLCD staff provided an overview of the process and sought input on barriers to reducing climate pollution, assistance needed to support climate action, and whether revisions to the target rules are needed.

Discussion Highlights:

- There was one committee member question regarding whether statewide public agency parking might be priced as a strategy for GHG reduction. DLCD staff responded that there are examples of this throughout the state, but there is not currently a larger conversation around it.

Next Steps:

- September: DLCD will continue to gather data.
- November 2025: Report and staff recommendation sent to LCDC.
- December 4-5, 2025: LCDC Hearing.

## Upcoming Agenda Highlights

October 15 - HYBRID	November 19
<ul style="list-style-type: none"> <li>• Metro code minor amendments recommendation</li> <li>• Metro Cooling Corridors Study update</li> <li>• Regional Housing Coordination Strategy: Final draft RCHS</li> </ul>	<ul style="list-style-type: none"> <li>• Regional Housing Coordination Strategy: Final Draft RHCS; recommendation to MPAC</li> <li>• Gladstone Town Center Project Overview</li> <li>• CFEC Walkable Design Standards</li> </ul>
December 17	January
<ul style="list-style-type: none"> <li>• Safe Streets for All Update</li> <li>• Community Connector Transit Study: Priorities</li> </ul>	<ul style="list-style-type: none"> <li>• TBD</li> </ul>

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