

To request translation or disability-related accommodations, please contact us at **C4@clackamas.us | 971-469-1468.**

Si quiere solicitar servicios de traducción o adaptaciones para la discapacidad, contáctenos en/al **C4@clackamas.us | 971-469-1468.**

Чтобы запросить перевод или приспособления, связанные с инвалидностью, пожалуйста, свяжитесь с нами по: **C4@clackamas.us | 971-469-1468.**

Щоб попросити переклад або спеціальні послуги для осіб з особливими потребами, зверніться до нас, скориставшись такими контактними даними: **C4@clackamas.us | 971-469-1468.**

如需翻译服务或残障相关的协助，请与我们联系：**C4@clackamas.us | 971-469-1468**

。

Để yêu cầu dịch vụ dịch thuật hoặc điều chỉnh liên quan đến tình trạng khuyết tật, vui lòng liên hệ với chúng tôi qua **C4@clackamas.us | 971-469-1468.**



Clackamas County
www.clackamas.us

Wednesday, March 18, 2026

7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/86569677978?pwd=wnX4sqApyZlISqXLRNAoJ6qaJQ5iX.1>

Agenda

7:30 a.m. Welcome & Introductions

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

- Upcoming JPACT Agenda
Presenting: Mayor Joe Buck, Lake Oswego
- Cooling Corridors Implementation: Proposed Extreme Heat and Climate Declaration (MPAC Topic)
Presenting: Kim Ellis & Jai Daniels, Metro
- Interstate Bridge Replacement Project Update
Presenting: Carley Francis & Aaron Deas, ODOT
- TPAC Updates
Presenting: Jeff Owen, Clackamas; Will Farley, Lake Oswego
 - Membership Updates

8:40 a.m. MPAC Updates ([MPAC Materials](#))

- Upcoming MPAC Agenda
Presenting: Mayor Joe Buck, Lake Oswego
- Metro Waste Prevention and Environmental Services Budget Forum
Presenting: Cristina Valenzuela-Sigado, Metro
- MTAC Updates
Presenting: Jamie Stasny, Clackamas; Laura Terway, Happy Valley

Attachments:

JPACT and MPAC Work Programs	Page 03
Cooling Corridors Materials	Page 08
Interstate Bridge Replacement Materials	Page 33
Metro WPES Budget Forum Slide	Page 42
Team TPAC & MTAC Reports	Page 44

2026 JPACT Work Program

As of 3/2/26

Items in italics are tentative

<p><u>January 15, 2026-online</u></p> <ul style="list-style-type: none">• Resolution no. 26-5549 For The Purpose Of Adding Or Amending Five Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements. (consent)• Consideration of the December 17, 2025 JPACT Minutes (consent)• RTO timeline and program update <i>(comment from the chair)</i>• <i>High Speed Rail (comment from the chair)</i>• 2026 JPACT Legislative Priorities <i>(comment from the chair – include on the agenda; document for packet)</i>• Rose Quarter Project update (Monica Blanchard, ODOT; 30 min)• 2026 Work Plan review (Ted Leybold, Metro; 20 min)• ODOT 10-Year Capital Investment Plan update (Tova Peltz, ODOT; 30 min)	<p><u>February 19, 2026- in person</u></p> <ul style="list-style-type: none">• ODOT 28-30 STIP <i>(comment from the chair)</i>• 2023 Regional Transportation Plan Amendments <i>(comment from the chair; memo in packet)</i>• Community Transportation Academy <i>(comment from the chair; one-pager in packet)</i>• Resolution no. 26-5562 For The Purpose Of Adding, Amending, Or Canceling Seven Projects To The 2024-27 Mtip To Meet Federal Project Delivery Requirements (consent)• <i>Consideration of the January 15, 2026 JPACT Meeting Minutes (consent)</i>• Certification response update (Ted Leybold, Metro; 20 min)• Cascadia High Speed Rail update (Ally Holmqvist, Metro; Chelsea Levy, WSDOT; 30 min)• Future Vision Update: Engagement (Jess Zdeb, 30 min)
<p><u>March 19, 2026-online</u></p> <ul style="list-style-type: none">• Chair Updates (Fatal crash report will be provided by Anthony Cabadas)<ul style="list-style-type: none">○ 27-30 MTIP update <i>(comment from the chair; memo; one slide from Grace)</i>	<p><u>April 16, 2026- in person</u></p> <ul style="list-style-type: none">• Travel Demand Management strategy adoption (Noel, Mickelberry, Metro) (action)• 2023 Regional Transportation Plan Amendments (Ally Holmqvist, Metro) (action)

<ul style="list-style-type: none"> ○ <i>Annual Compliance Report (comment from the chair; report in packet; Glen Hamburg, Metro)</i> ○ <i>Travel Demand Management strategy (Memo and comment from the chair)</i> ● State Legislative Session Recap (Gov. Affairs folks; 10 min) ● 2028 Regional Transportation Plan Work Plan: Scoping Kick-off (André Lightsey-Walker and Kim Ellis, Metro; 30 min) ● Interstate Bridge Replacement Project Update (Carley Francis and Katy Belokonny, ODOT; 45 min) 	<ul style="list-style-type: none"> ● Unified Planning Work Program (John Mermin, Metro; 20 min) ● Regional Emergency Transportation Routes (John Mermin, Metro; 20 min) ● 2028 Regional Transportation Plan (André Lightsey-Walker and Kim Ellis, Metro; 30 min)
<p><u>May 21, 2026 -online</u></p> <ul style="list-style-type: none"> ● Unified Planning Work Program (John Mermin, Metro) (action) ● Regional Emergency Transportation Routes (John Mermin, Metro) (action) ● Community Connector Transit Study: Readiness and Tools (Ally Holmqvist, Metro; 30 min) ● <i>TriMet Service Cuts and Budget shortfalls (TriMet; 30 min)</i> 	<p><u>June 18, 2026 - in person</u></p> <ul style="list-style-type: none"> ● 27-30 MTIP Recommendation and adoption (action) ● JPACT Facilitated Transit Discussion report out and recommendations (Ted Leybold and Allison Brown; Metro) ● Community Connector Transit Study: Report and Recommendations (Ally Holmqvist, Metro; 30 min) ● 2028 Regional Transportation Plan Work Plan: Introduction (André Lightsey-Walker, Metro; 30 min) ● JPACT Trip Prep ● Future Vision Update
<p><u>July 16, 2026 -online</u></p> <ul style="list-style-type: none"> ● 2028 Regional Transportation Plan Work Plan: Adoption (action) (André Lightsey-Walker, Metro; 30 min) ● JPACT DC trip prep ● Future Vision update ● <i>Earthquake Ready Burnside Bridge presentation</i> 	<p><u>August- cancelled</u></p>
<p><u>September 17, 2026 - in person</u></p> <ul style="list-style-type: none"> ● JPACT trip overview (Betsy Emery, Metro; 30 min) ● Community Connector Transit Study: Report and Recommendations 	<p><u>October 15, 2026 – online</u></p>

<ul style="list-style-type: none"> • HOLD for 2028 RTP update <p><i>JPACT DC trip September 21st -24th</i></p>	
<p><u>November 19, 2026- in person</u></p> <ul style="list-style-type: none"> • HOLD for Future Vision update • HOLD for 2028 RTP update 	<p><u>December 17, 2026</u></p> <ul style="list-style-type: none"> • Annual Safe streets update

Holding Tank

Expected Items with unknown timelines:

- IBR updates and potential amendments
- Rose Quarter updates and potential amendments

Possible items:

- Fx Plan update?
- RFFA Bond update
- Climate action work update
- Clack Co work update
- EMCTC alignment
- PSU Institute of Metropolitan Studies transportation funding work
- Safety strategy discussions

DRAFT

2026 MPAC Work Plan

As of 3/2/2026

Items in italics are tentative

<p><u>March 25th, 2026</u></p> <ul style="list-style-type: none"> Cancelled 	<p><u>April 22, 2026 – IN PERSON</u></p> <ul style="list-style-type: none"> Future Vision Update (10 minutes; Zdeb) Cooling Corridors Implementation: Proposed Extreme Heat and Climate Declaration (Action item, Kim Ellis, she/her, Regional Transportation Planning Manager and Jai Daniels, she/her Associate Climate Planner, 25 minutes 15 minutes) RTP Locally Preferred Alternative Amendments – Ally Holmqvist (Action) Future Vision update (Jess Zdeb, 5 minutes) Metro land banking study (Andrea Pastor & Brian Harper, Metro; 30 min) 2028 Regional Transportation Plan Introduction (45 minutes, Kim Ellis and André Lightsey)
<p><u>May 27, 2026</u></p> <ul style="list-style-type: none"> Community Connector Transit Study: Priorities (25 minutes; Ally Holmqvist) Cooling Corridors Implementation – action (25 minutes; Kim Ellis and Jai Daniels) RTP Draft Workplan (30 minutes; Kim Ellis and André Lightsey) MPAC: the 2040 Growth Concept Report Card (30 minutes; Ted Reid) 	<p><u>June 24, 2026</u></p> <ul style="list-style-type: none"> Future Vision Update: regional values public engagement report out (30 minutes; Zdeb) Community Connector Transit Study: Report (30 minutes; Ally Homqvist) <i>Future Vision Workshop</i>
<p><u>July 22, 2026</u></p> <ul style="list-style-type: none"> Future Vision Youth Summit report out; interim research update; save-the-date for Vision Summit (30 minutes; Zdeb) Community Connector Transit Study: Report Acceptance (30 minutes; Ally Homqvist) action 	<p><u>August- CANCELED</u></p>
<p><u>September 23, 2026</u></p> <ul style="list-style-type: none"> Future Vision Summit report out (also Youth Summit if not in July); research presentation; invite to Vision Tables (30 minutes; Zdeb) 	<p><u>October 28, 2026 – IN PERSON</u></p> <ul style="list-style-type: none"> Future Vision Update (10 minutes; Zdeb)

<ul style="list-style-type: none"> • 2028 RTP update (45 min; André Lightsey-Walker) 	
<p><u>November 18, 2026</u></p> <ul style="list-style-type: none"> • Future Vision Update (10 minutes; Zdeb) • 2028 RTP update (45 min; André Lightsey-Walker) 	<p><u>December 16, 2026</u></p> <ul style="list-style-type: none"> • Future Vision: preliminary regional values public engagement report out; draft vision preview/report out on Vision Tables (30 minutes; Zdeb)

Holding Tank:

- 2040 grant presentations by grant recipients

MTAC items:

- West Linn downtown/active transportation development
- Distributed population forecasts

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Wednesday, March 18, 2026
To: Metro Technical Advisory Committee (MTAC)
From: Jai Daniels, Associate Transportation and Climate Planner
Subject: Cooling Corridors Implementation: Proposed Extreme Heat and Climate Resolution
(Resolution No. 26-6443)

Purpose

This memo introduces a draft resolution that, if adopted, would declare extreme heat and climate change as critical and growing threats in the greater Portland region and designate a regionwide heat season. The resolution is a follow-up from last year's discussions about the [Comprehensive Climate Action Plan](#) and the [Cooling Corridors Study](#). The resolution was developed in consultation with Metro Chief Operating Officer, the State Resilience Officer, and public health staff from Clackamas, Multnomah and Washington counties and the Oregon Health Authority. All have expressed support for the proposed resolution.

The resolution is a tangible, first step to raise awareness and complements the vital work already being done by county public health departments and other agencies and organizations in the region to protect the people we all serve. It advances Metro's commitment to working toward a region where everyone can survive and thrive in a changing climate.

Action Requested

- Does MTAC have feedback on the draft extreme heat and climate resolution?
- Does MTAC have advice on additional actions Metro can take to support climate work in the region?

The draft resolution and supporting staff report are attached for feedback. MTAC will be requested to make a recommendation to the Metro Policy Advisory Committee (MPAC) at the April meeting.

Background

Extreme heat is a critical and growing threat in greater Portland with wide-ranging impacts on public health, infrastructure, natural ecosystems, and quality of life. It is the leading weather-related cause of death in the United States, and the 2021 heat dome killing more than 80 people in the tri-county area, with more than 70 in Multnomah County alone, underscores the severity and immediacy of this threat to the region. The number of hot days and heat-related illnesses in the region continues to rise each year. Though heat and climate change affect everyone, it is important to note that these issues disproportionately impact people of color, youth, older adults, people with chronic health conditions, people with low incomes, and people living alone or outside.

While extreme heat poses an increasingly urgent threat, the region also faces other climate hazards, including wildfires and wildfire smoke, drought, floods, and ice storms. As climate change intensifies the frequency and severity of these events, the region must address all climate hazards in a coordinated manner.

This action builds on existing efforts in the region, including extreme heat notifications and emergency response protocols at Metro and partner agencies. Rather than replacing current procedures, it is intended to highlight the important work already underway to increase awareness and strengthen regional and community resilience to heat.

Next Steps

The project team was scheduled to introduce the draft resolution to MPAC on March 25; however, the meeting was cancelled. In lieu of the meeting, the project team will send the draft materials to MPAC members and encourage them to review the materials and provide feedback to their respective MTAC members in advance of the MTAC action on April 15. In April, the project team will seek recommendations from MTAC and MPAC for consideration by the Metro Council.

Meeting	Purpose	Date
MTAC	Seek recommendation to MPAC on Metro Council adoption of resolution	April 15
MPAC	Consider MTAC recommendation on Metro Council adoption of resolution	April 22
Metro Council	Consider MPAC recommendation on adoption of resolution	April 30

/Attachments

- 1-Draft Resolution No. 26-6443
- 2-Draft Staff Report to Resolution No. 26-6443
- 3-Research

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DECLARING) RESOLUTION NO. 26-6443
EXTREME HEAT AND CLIMATE CHANGE AS)
CRITICAL AND GROWING THREATS AND) Introduced by Chief Operating Officer
DESIGNATING A REGIONWIDE HEAT) Marissa Madrigal in concurrence with
SEASON) Council President Lynn Peterson

WHEREAS, in 1992, the people of the greater Portland region voted to approve Metro’s home rule charter, which charged the regional government with “its most important service, planning and policy making to preserve and enhance the quality of life and the environment for ourselves and future generations;” and

WHEREAS, the Metro Charter states in Section 6: “Metro is also authorized to exercise the following functions” including “metropolitan aspects of natural disaster planning and response coordination;” and

WHEREAS, the greater Portland region is faced with natural hazards, including extreme heat, wildfires and wildfire smoke, floods, drought, and ice storms, that are intensified by climate change; and

WHEREAS, in 2020, the City of Portland declared a climate emergency, recognizing that the greater Portland region faces a human-made crisis that disproportionately impacts vulnerable communities; and

WHEREAS, in 2020, Clackamas County declared a local state of emergency and issued evacuation orders in rural and urban parts of the county in response to a number of wildfires threatening the lives and safety of county residents and causing extensive damage to homes and property across the county; and

WHEREAS, in 2022, Washington County Board of Commissioners directed staff from the Office of Sustainability and Public Health Division to collaborate on work addressing climate change in the community and, in 2025, Washington County completed the development of a climate action plan that identifies goals and strategic actions to address both climate mitigation and adaptation; and

WHEREAS, in 2025, Multnomah County released a draft climate justice plan, developed in collaboration with frontline community members and organizations and the City of Portland, that guides the county on strategies to address the growing impacts of climate change on communities through both mitigation and adaptation; and

WHEREAS, with the passage of E2SHB 1181 in 2023 by the Washington State Legislature mandating a climate change and resiliency component of local plans, Clark County, Washington developed a Climate Change Element as part of the county’s 2025 Comprehensive Plan that identifies goals and policies to advance climate mitigation and adaptation; and

WHEREAS, the Southwest Washington Regional Transportation Council developed a Resilience Assessment Plan in 2025 that aims to guide investments to strengthen infrastructure against climate-related events, such as flooding, landslides, and seismic risks; and

WHEREAS, public agencies, including the City of Portland and Multnomah County, have declared states of emergency for prolonged periods of extreme heat affecting the greater Portland region multiple times over the years since 2021; and

WHEREAS, average temperatures and extreme heat events are amplified by the urban heat island effect, defined by the U.S. Environmental Protection Agency as “a measurable increase in ambient urban air temperatures resulting primarily from the replacement of vegetation with buildings, roads, and other heat-absorbing infrastructure”; and

WHEREAS, historical land use and transportation planning decisions, including discriminatory housing policies, highway placement, and unequal distribution of tree canopy, have contributed to greater urban heat island effects and disparities in heat exposure, adaptive capacity, and sensitivity across the region; and

WHEREAS, in 2023, Clackamas, Multnomah, and Washington counties partnered to complete a heat mapping project that confirmed that heat is not experienced equally across the region due to differences in tree canopy coverage and development patterns; and

WHEREAS, the aforementioned disparities, combined with other vulnerability factors, cause extreme heat events and urban heat island effects to disproportionately impact older adults, youth, people living alone, people living without access to cooling, unhoused people or people experiencing unstable housing, people with chronic health conditions, outdoor workers, veterans, people with lower income, and Black, brown, and Indigenous communities; and

WHEREAS, extreme heat is the deadliest weather-related disaster, killing more people on average than hurricanes, tornadoes, floods, and lightning; and

WHEREAS, extreme heat is a critical and growing threat in greater Portland with wide-ranging impacts on public health, infrastructure, natural ecosystems, and quality of life; and

WHEREAS, the greater Portland region experienced record-breaking temperatures during the 2021 heat dome that killed more than 80 people in the tri-county area and continues to experience increasingly higher numbers of heat-related illnesses each year; and

WHEREAS, extreme heat events can severely impact the region’s economy by disrupting business operations, damage infrastructure like roads and transit systems, and put stress on trees and other vegetation not adapted to higher temperatures; and

WHEREAS, Metro Council has demonstrated a commitment to addressing climate change through prior resolutions, plans and policies that guide Metro’s work to reduce climate pollution and address climate change impacts – including the Regional Framework Plan, Regional Transportation Plan, Climate Smart Strategy, Comprehensive Climate Action Plan, Regional Waste Plan, Metro Parks and Nature System Plan, and Metro Sustainability Plan; and

WHEREAS, Metro is implementing a variety of programs and activities to reduce heat and climate impacts, including Parks and Nature grant programs that support tree planting, habitat restoration and land acquisition, stocking life jackets for community members to borrow while visiting Metro water recreation areas, operating the Oregon Convention Center as a cooling center, implementing heat illness prevention plans, training and cooling measures for outdoor workers and animals at the Oregon Zoo, funding climate-friendly transportation infrastructure through the Regional Flexible Funds Allocation process, and maintaining regional heat-related datasets to support future planning; and

WHEREAS, local and regional partners are implementing initiatives to increase access to cooling resources and information, such as public awareness campaigns, providing heat safety training and online cooling resources, supplying mobile water filling stations and heat pump cooling units, building more energy-efficient and climate-resilient transportation infrastructure and buildings; and

WHEREAS, Metro’s Cooling Corridors Study developed recommendations to build regional resilience to extreme heat through research, analysis, and engagement with Metro’s technical and policy advisory committees and over 135 people – including vulnerable community members, representatives from community-based organizations, local and regional partners, and technical experts – and identified 47 actions to support those recommendations, including a recommendation for the Metro Council to declare extreme heat and climate change as issues of regional concern and to designate a regionwide heat season; and

WHEREAS, Clackamas, Multnomah, and Washington counties observe the period of May 1 through September 30 for monitoring and reporting practices and standard operating procedures for heat, consistent with the Centers for Disease Control and Prevention (CDC) and guidance from the Council of State and Territorial Epidemiologists; and

WHEREAS, Metro staff consulted with the State Resilience Officer, Oregon Health Authority, public health and emergency management staff at county agencies, the Metro Technical Advisory Committee, and the Metro Policy Advisory Committee to develop this resolution; and

WHEREAS, local and regional public agencies and community-based organizations are currently working to address extreme heat and climate change, but are facing challenges to continue that work due to limited funding and capacity, underscoring the need for coordinated action to strengthen these efforts and build regional resilience; now therefore,

BE IT RESOLVED that the Metro Council:

1. Declares extreme heat and climate change as critical and growing threats to the greater Portland region, recognizing that the region is already experiencing the consequences of climate change and that those impacts are expected to intensify.
2. Designates May 1 to September 30 as the official heat season for the greater Portland region to raise public awareness of extreme heat as a critical and recurring threat, with the understanding that this period may be amended in the future as climate conditions change.
3. Supports coordinated efforts to address extreme heat and other climate hazards within Metro’s internal functions and among local, regional, and state partners, prioritizing investments and interventions in communities experiencing disproportionate heat exposure, limited adaptive capacity, and heightened sensitivity to climate impacts.

ADOPTED by the Metro Council this 30th day of April 2026.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

DRAFT

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 26-6443, FOR THE PURPOSE OF DECLARING EXTREME HEAT AND CLIMATE CHANGE AS CRITICAL AND GROWING THREATS AND DESIGNATING A REGIONWIDE HEAT SEASON

Date: March 11, 2026

Meeting Date: April 30, 2026

Department: Planning, Development & Research

Prepared by: Jai Daniels,
jai.daniels@oregonmetro.gov

ISSUE STATEMENT

Extreme heat is a critical and growing threat in greater Portland with wide-ranging impacts on public health, infrastructure, natural ecosystems, and quality of life. It is the leading weather-related cause of death in the United States, and the 2021 heat dome killing more than 80 people in the tri-county area, with more than 70 in Multnomah County alone, underscores the severity and immediacy of this threat to the region. The number of hot days and heat-related illnesses in the region continue to rise each year.

While extreme heat poses an increasingly urgent threat, the region also faces other climate hazards, including wildfires and wildfire smoke, floods, drought, and ice storms. As climate change intensifies the frequency and severity of these events, the region must address all climate hazards in a coordinated manner.

This resolution declares extreme heat and climate change as critical and growing threats to the greater Portland region and designates a regionwide heat season with the dates May 1 through September 30, with the understanding that this period may be amended in the future as climate conditions change.

This action was identified as a potential first step for Metro to take to implement recommendations from the Cooling Corridors Study. This action builds on existing efforts in the region, including extreme heat notifications, implementation of cooling strategies and emergency response procedures at Metro and partner agencies. This resolution is intended to highlight the important work already underway to increase awareness and strengthen regional and community resilience to heat, and does not replace current procedures. This action also supports state-level work underway. The Office of the Governor is developing the Plan for a Resilient Oregon (PRO) a people-centered resilience strategy to help communities around Oregon adapt and thrive in the face of increasingly severe disasters. The plan is anticipated to be published in Fall 2026.

ACTION REQUESTED

Approve Resolution No. 26-6443.

IDENTIFIED POLICY OUTCOMES

Metro Council and other policymakers have highlighted the need to advance climate leadership and take greater action to adapt to worsening climate impacts and build regionwide resilience to extreme heat and other climate hazards affecting the region.

Declaring extreme heat and climate change as critical and growing threats to the greater Portland region and designating a regionwide heat season would elevate extreme heat as a critical regional issue, raise public awareness of the risks of extreme heat, and support coordinated action within Metro's internal functions and among Metro, local, regional and state partners.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

- 1. Approve Resolution No. 26-6443 and declare extreme heat and climate change as critical and growing threats and designate a regionwide heat season.** This option is supported by past Metro Council actions and more recent studies, including Metro's Cooling Corridor Study and the Tri-County Portland Metro Region Heat Watch Report, and is aimed at increasing public awareness and proactive preparedness rather than treating heat as a sporadic, temporary emergency.
- 2. Do not take formal action on this issue at this time.** This option maintains current approaches, relying on city and county emergency declarations during extreme heat events.

STAFF RECOMMENDATIONS

Staff recommends Council approve Resolution No. 26-6443, declare extreme heat and climate change as critical threats and designating a regionwide heat season.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Relationship to Metro goals and policies

Reducing climate pollution and building resilience to the impacts of climate change is a core tenet of Metro policies and guiding frameworks, including the following:

- Metro's 2040 Growth Concept, adopted in 1995, guides local and regional land use and transportation planning across the region, including Metro's urban growth management decisions.
- Metro's six desired outcomes, adopted in 2008 in Chapter 1 of the Regional Framework Plan, include "The region is a leader on climate change, on minimizing contributions to global warming."
- The Climate Smart Strategy, adopted in 2014, guides local and Metro's efforts to reduce climate pollution through its land use and transportation planning activities to meet targets set by the state.
- Metro's Parks & Nature System Plan, adopted in 2016, highlights three strategies focused primarily on protecting and conserving nature: (1) land acquisition and restoration; (2) lead regional efforts protect and manage significant landscapes

beyond Metro’s portfolio; and (3) incorporate climate resilience and adaptation into Metro’s work.

- “Lead efforts to reduce impacts of climate change and minimize release of toxins in the environment” is one of the values that guides Metro’s 2030 Regional Waste Plan, adopted in 2019.
- Metro Council’s five-year strategic targets, adopted in 2023, include a target titled “Meeting our Climate and Resilience Goals” that states, “we must reduce greenhouse gas emissions.”
- The Regional Transportation Plan, last updated in 2023, includes a goal for “Climate Action and Resilience” in Chapter 2 and supporting policies in Chapter 3 that guide local and Metro’s efforts to reduce climate pollution and increase the region’s resilience to the growing impacts of climate change.

Each of the plans and policies above address both climate action and equity and aim to reduce climate pollution in a way that increases opportunities for marginalized community members.

Known opposition, support, and community feedback

There is no known opposition. Metro’s Cooling Corridors Study engaged over 135 people, including vulnerable community members, representatives from community-based organizations, local and regional partners, and technical experts, to identify nine recommendations and 47 actions to build regional resilience to extreme heat, including the recommendation to declare extreme heat and climate change as issues of metropolitan concern and to designate a regionwide heat season.

Supported by state and regional partners, Metro staff developed the resolution in consultation with the State of Oregon Resilience Officer, the Oregon Health Authority and public health and emergency management staff at Clackamas County, Multnomah County, and Washington County.

Legal antecedents

Several state, regional, and local actions relate to this action.

State actions

- **Oregon’s Executive Order 20-04** establishes climate pollution reduction goals that require the support of coordinated actions at the local and regional levels to achieve.
- **Oregon’s Executive Order 25-29** increases the pace and scale of the State’s response to reducing carbon pollution while strengthening grid reliability and energy affordability.

Metro Council actions

- **Ordinance No. 14-1346B** (For the purpose of adopting the Climate Smart Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by

the Metro Council on December 18, 2014. The strategy identifies actions to reduce climate pollution from transportation.

- **Ordinance No. 19-1431** (For the purpose of adopting the Regional Waste Plan), adopted by the Metro Council on March 7, 2019. The plan identifies actions to reduce climate pollution from food, goods, and services.
- **Resolution No. 24-5376** (For the purpose of adopting the federal legislative agenda for the 118th Congress), adopted by Metro Council on January 25, 2024. The resolution defined Metro Council's legislative values, including *Tackle Climate Change and Restore Climate Stability*, and Council's legislative principles, including *Improve Ecosystem Resilience to Climate Change*.
- **Resolution No. 24-5377** (For the purpose of adopting the 2024 state legislative agenda), adopted by Metro Council on January 25, 2024. The resolution defined Metro Council's 2024 legislative principles, including *Climate Justice* and *Disaster Resilience*.
- **Resolution No. 25-5532** (For the purpose of endorsing the findings and recommendations in the Comprehensive Climate Action Plan for the Portland-Vancouver Metropolitan Statistical Area), adopted by Metro Council on November 13, 2025. The resolution directs Metro's Chief Operating Officer to work with Metro Council to identify priority climate actions for Metro to implement in the next five years to help reduce climate pollution, build resilience, and address the impacts of climate change on communities, infrastructure, and natural systems.

Local actions

- **City of Portland's Resolution No. D/84652** (Declare an immediate mobilization effort initiating greater action, resources, collaboration, and new approaches to restore a safe climate resolution), adopted by the Portland City Council on June 30, 2020. The resolution acknowledges the Portland metropolitan area faces a human-made climate emergency and frontline communities are most impacted by climate change.
- **Clackamas County** declared a local state of emergency and issued evacuation orders in 2020 in rural and urban parts of the county in response to several wildfires threatening the lives and safety of county residents and causing extensive damage to homes and property across the county.
- **Washington County's Climate Action Plan**, completed in December 2025, identifies climate hazards and goals and strategic actions to address both climate mitigation and adaptation and the impacts of climate change on county residents.
- **Multnomah County's draft Climate Justice Plan**, developed in 2025 in collaboration with the City of Portland and frontline organizations and community members, guides the county on strategies to address the growing impacts of climate change on communities.
- **Clark County's Climate Change Element in the 2025 Comprehensive Plan** identifies climate hazards and goals and policies to advance climate mitigation and adaptation, including community resilience.

- **Southwest Washington Regional Transportation Council's Resilience Assessment Plan**, developed in 2025, aims to guide investments to strengthen infrastructure against climate-related events, such as flooding, landslides, and seismic risks. Focused on Clark County, the plan coordinates with broader Washington state efforts to protect critical transportation networks, enhance emergency response, and adapt to long-term environmental change. Development of the plan was also coordinated with the Regional Emergency Transportation Routes Project, Phase 2 effort led by the Regional Disaster Preparedness Organization and Metro.

BACKGROUND

Several agencies and organizations in the region, including Metro, are already working to prepare for and respond to the worsening heat crisis.

Supporting Existing Climate Work in the Region

Metro currently implements several activities that support heat and climate resilience. Parks and Nature funding programs, like the Nature in Neighborhoods grant, support tree planting projects and other projects that conserve or restore greenspaces, habitats and natural areas in the region. During the summer, Metro stocks life jackets that community members can borrow at many popular water recreation areas, supporting safe access to water and heat relief during hot days. Metro also operates a cooling center at the Oregon Convention Center during extreme heat events and implements heat illness prevention plans, training and cooling measures for outdoor workers and animals at the Oregon Zoo. Metro funds climate-friendly transportation infrastructure through the Regional Flexible Funds Allocation process, partners with community organizations to develop community-led resilience strategies, and maintains regional heat-related datasets on the Regional Land Information System (RLIS) that can support future planning efforts.

Other agencies and organizations in the region are also working to prepare for and respond to the worsening heat crisis. Cities, counties and other agencies and organizations have adopted climate action and resilience plans. Local governments are implementing initiatives to increase access to cooling resources and information. Examples include public awareness campaigns, supplying more heat pump cooling units, and building more energy-efficient and climate-resilient transportation infrastructure and buildings. Public health departments are tracking annual heat-related deaths, illnesses, and hospitalizations and implementing initiatives to increase access to cooling resources and information. Community organizations are leading efforts in their communities to plant more trees, provide education on how to prepare for extreme heat events, and connect vulnerable communities to cooling resources. However, funding and capacity issues are threatening the sustainability of these initiatives and projects, underscoring the need for coordinated action to support and strengthen these ongoing efforts and build regional resilience.

Building from the Cooling Corridors Study and Comprehensive Climate Action Plan

To explore Metro's role in addressing extreme heat in greater Portland, the Cooling Corridors Study was initiated by Chief Operating Officer Marissa Madrigal on behalf of Metro Council. The study was completed in December 2025. It assessed heat risk across

greater Portland, identified priority areas for investments, researched heat mitigation and adaptation strategies, and recommended actionable solutions to adapting and building resilience to extreme heat in the region. The study identified nine recommendations and 47 supporting actions intended to guide Metro and partner agencies.

The Cooling Corridors Study was presented to Metro Council during a work session in October 2025. The presentation described the background research, map-based analysis, and community and partner engagement, and introduced the draft recommendations and potential supporting actions, focusing on five near-term actions for Council consideration. One of the five near-term actions recommended that Council declare extreme heat and climate as issues of metropolitan concern and designate a regionwide heat season.

In November 2025, Metro Council adopted Resolution No. 25-5532, which endorsed the findings and recommendations in the Comprehensive Climate Action Plan for the Portland-Vancouver Metropolitan Statistical Area. As part of the resolution, Metro Council directed Metro's Chief Operating Officer to work with Metro Council to identify priority climate actions for Metro to implement in the next five years to help reduce climate pollution, build resilience, and address the impacts of climate change on communities, infrastructure, and natural systems. The resolution is a first next step.

A review of extreme heat and climate-related legislation, policies, operational practices, and emerging data

This document provides an overview of governmental actions related to extreme heat and climate at Metro, local agencies in greater Portland, the State of Oregon, and the federal government, and highlights emerging data and research that underscore the growing threat of extreme heat and climate change and the need for local and regional action.

Summary of governmental actions

The following section details the legislation, policies, and practices that guide climate-related efforts in the region.

Metro

In 2008, Metro Council adopted Resolution No. 08-3940 to define a successful greater Portland region, which included statements like "The region is a leader in minimizing contributions to global warming" and "Current and future generations enjoy clean air, clean water and healthy ecosystems."

In 2014, Metro Council adopted the Climate Smart Strategy – a set of policies, strategies and near-term actions to guide how the region reduces greenhouse gas emissions – as part of the preferred land use and transportation scenario in the Regional Framework Plan that is required by the State.

In 2023, Metro Council adopted five-year strategic targets that include a target titled “Meeting our Climate and Resilience Goals” that states, “we must reduce greenhouse gas emissions.”

In 2024, Metro Council declared the following climate-related legislative value and principle for the 118th U.S. Congress that introduce the ideas of adaptation and resilience:

- **Tackle Climate Change and Restore Climate Stability:** Metro supports efforts, policies, and bold investments to combat and adapt to climate change and reduce

Local action is needed

Despite the critical need for federal assistance, state and local governments cannot expect federal agencies to provide meaningful help before, during, or after dangerous heat events.

- State and local policymakers will need to take the lead to help protect residents from extreme heat.
- Near-term changes in the federal funding landscape are unlikely.
- State and local governments need to act now by:
 - Appointing leaders empowered to oversee extreme heat planning and response
 - Budgeting for extreme heat on an ongoing basis
 - Planning for heat emergencies and longer-term heat resilience

Source: *In the Hot Seat: State and Local Governments Must Protect Their People from Extreme Heat* report prepared by the Natural Resource Defense Council (NRDC) (2025)

greenhouse gas emissions at the local, regional, state, national, and international levels.

- **Improve Ecosystem Resilience to Climate Change:** Metro supports actions and funding for communities and ecosystems to become more resilient and reduce vulnerability to natural hazards, especially floods, earthquakes, and catastrophic wildfire.

In November 2025, Metro Council adopted Resolution No. 25-5532, which endorsed the findings and recommendations in the Comprehensive Climate Action Plan for the Portland-Vancouver Metropolitan Statistical Area. As part of the resolution, Metro Council directed Metro’s chief operating officer to work with Metro Council to identify priority climate actions for Metro to implement in the next five years.

In December 2025, Metro completed the Cooling Corridors Study, which identified actions to support building regional heat resilience. The project team presented the study to Metro Council in October 2025 and highlighted five near-term priority actions, which included the recommendation for Metro Council to formally declare extreme heat and climate change as issues of metropolitan concern and designate May 1 through September 30 as the greater Portland region’s official heat season.

Local agencies

In 2020, the City of Portland declared an immediate mobilization effort initiating greater action, resources, collaboration, and new approaches to restore a safe climate. This declaration acknowledged that the Portland metro area faces a human-made climate emergency and that frontline communities are the most impacted by climate change, and it committed the City to using a new

Heat seasons

Metro has not yet formally adopted a heat season for the agency or the region.

Metro currently starts communication about heat safety and training in May, but may adjust to earlier dates if high temperatures start to occur earlier, flexing needs with Metro operations to best care for on-site employees. Regardless of timing, Metro’s heat illness prevention policy is triggered by certain heat index thresholds, starting at 80 degrees Fahrenheit.

At the local level, there is no known legislation designating an official heat season.

However, city and county agencies observe May 1 to September 30 for monitoring and reporting practices and standard operating procedures related to heat. This time period is consistent with guidance from the Council of State and Territorial Epidemiologists. The Oregon Health Authority typically observes this period in reporting but extends beyond September to November in some cases, highlighting the importance of flexibility in the designation of a heat season as the climate continues to change over time.

Like Metro and local agencies, the State has not formally established a heat season, but similar to Metro’s heat illness prevention policy, the State adopted an administrative rule in 2022 that outlines required heat illness prevention practices for workplaces when the heat index equals or exceeds 80 degrees Fahrenheit.

climate justice and equity-focused approach that centers Black, Indigenous, other communities of color and youth from those communities in the next chapter of climate action planning and implementation.

Several agencies in the region are already working to respond to the worsening heat crisis. In 2023, Multnomah County, Washington County, and Clackamas County partnered with 125 volunteers to map differences in temperature throughout the region at the neighborhood level and to engage local communities to better understand and address inequitable risks posed by extreme heat. This heat mapping project produced several maps and a report that can be used to inform actions the three counties and partners take to build regional resilience to hotter summers. Each year, Multnomah County and Washington County track annual heat-related deaths, illnesses, and hospitalizations and publish seasonal hazard and health impact reports. Additionally, the three counties host websites dedicated to sharing information related to heat, such as the locations of cooling centers and other cool spaces, tips on how to keep cool at home during hot weather, and resources on transit and bill payment assistance.

State of Oregon

In 2007, the Oregon Legislature first established greenhouse gas emission reduction goals for the state through House Bill 3543, which called for reducing emissions to at least 10 percent below 1990 levels by 2020, and reducing emissions by at least 75 percent below 1990 levels by 2050. In 2020, Governor Kate Brown issued Executive Order 20-04 to further advance the State of Oregon's greenhouse gas emission reduction goals by setting targets of at least 45 percent below 1990 levels by 2035, and at least 80 percent by 2050.

In 2025, Governor Tina Kotek issued three executive orders to address climate change:

1. **Accelerating Wind and Solar Energy Development in Advance of Elimination of Federal Clean Energy Tax Credits (No. 25-25):** Issued to direct relevant state agencies, boards, and commissions to take steps to accelerate the development of solar and wind projects in Oregon.
2. **Directing State Agencies to Take Urgent Action to Promote the Resilience of our Communities and Natural and Working Lands and Waters (No. 25-26):** Issued to prioritize and increase the pace of the adoption of climate resilient strategies in existing state programs.
3. **Reducing Greenhouse Gas Emissions and Advancing Oregon's Clean Energy Future (No. 25-29):** Issued to increase the pace and scale of Oregon's response to reducing carbon pollution while strengthening grid reliability and energy affordability.

Federal government

In 2025, Congresswoman Marilyn Strickland (WA) and Congressman Mike Lawler (NY) introduced the **Cool Corridors Act of 2025**, which proposes to reauthorize the Healthy Streets program to enhance the resilience, accessibility, and safety of transportation corridors across the nation by supporting strategic investments in tree canopy, shade infrastructure, and other nature-based cooling strategies along pedestrian, bicycle, and transit routes. Additionally, Senator Ruben Gallego (AZ) introduced three bills that underscore the critical need to respond to extreme heat across the country. These bills have not yet been passed and approved by the President, underscoring the need for local, regional, and state governments to determine ways to take action without federal support.

- **Extreme Heat Emergency Act:** This bill proposes adding extreme heat to the Federal Emergency Management Agency’s (FEMA) list of major disasters, which would qualify extreme heat disasters for major disaster assistance from the federal government.
- **Excess Urban Heat Mitigation Act:** With support from U.S. Senators Ron Wyden and Jeff Merkley of Oregon, this bill was proposed to create a competitive grant program to provide funding to combat the causes and consequences of urban heat islands.
- **Extreme Heat Economic Study Act of 2025:** This bill was proposed to direct a federal study to determine the growing financial impacts of extreme heat.

Extreme heat is a growing and critical threat to public health in the nation and greater Portland region.

Extreme heat is the leading weather-related cause of death in the United States.^{1,2} A 2024 study found that the total number of heat-related deaths recorded in the U.S. had more than doubled between 1999 and 2023.²

Nearly 7 in 10 U.S. residents reported that someone in their household had experienced heat-related health problems and yet most were not aware of life-saving resources in their area.²

The year 2023 was the second warmest year on record in the greater Portland region, second only to the year of the historic 2021 heat dome. In Multnomah County, there were 141 visits for heat-related illness (HRI) in emergency rooms and urgent care centers and three lives lost due to heat.³ Those numbers increased in 2024 with 170 emergency and urgent care HRI visits and four deaths associated with heat, marking the fourth year in a row the county lost residents due to extreme heat. **Notably, there were no fatalities related to heat in the five years prior to the 2021 heat dome.**⁴

¹ United State, National Weather Service. *Weather Related Fatality and Injury Statistics*. National Oceanic and Atmospheric Administration, www.weather.gov/hazstat. Accessed 2 Feb. 2026.

² United States, Government Accountability Office. *Extreme Heat: Limited FEMA Assistance Highlights Need for Reevaluation of Agency's Role*. GAO-25-107474, 30 Sept. 2025, www.gao.gov/products/gao-25-107474.

³ Multnomah County Health Department (2024). *Summer 2023 Health Impact Report*. Multnomah County, OR. Environmental Health Services.

⁴ Multnomah County Health Department (2025). *Summer 2024 Seasonal Heat Hazard Brief*. Multnomah County, OR. Environmental Health Services.



March 18, 2026

Cooling Corridors Implementation

Proposed Extreme Heat and Climate Resolution

Today's Discussion

- 1. Background**
- 2. Strategic Context**
- 3. Proposed Resolution**
- 4. Next Steps**
- 5. Discussion – 10 minutes**

Background



Building on *Existing* Climate Work

Several agencies and community organizations are working to prepare for and respond to the worsening climate crisis, but **limited funding and capacity are putting that work at risk.**

There is a clear need for coordinated regional action to strengthen these efforts and build statewide resilience.

Examples pictured here (clockwise): A report on Multnomah County Health Department actions to address extreme heat (Oregon Health Authority), a depaving project (Depave), *Cooling Portland* cooling unit installation (City of Portland), *tree planting on Sunrise Corridor* (Clackamas County, Sunrise Community Coalition, and Friends of Trees), *Your Hometown Tap* drinking water fountain (City of Hillsboro)



Moving from Research to Action

Cooling Corridors Study

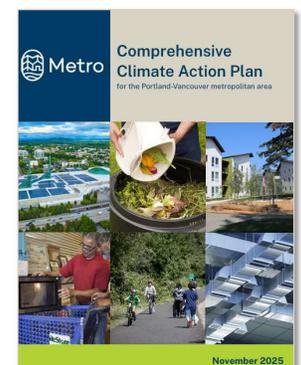
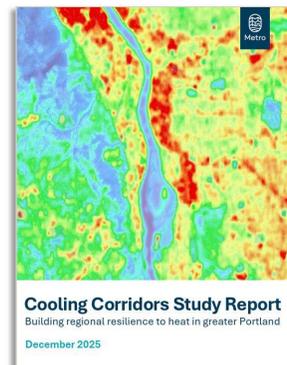
Identified 47 potential supporting actions to build regional resilience to extreme heat including:

Action 1.A. *Declare extreme heat as an issue of regional concern and designate a regionwide heat season.*

Comprehensive Climate Action Plan

Metro Council endorsed the plan in Nov. 2025, directing Metro's COO to identify priority climate actions for Metro in the next five years.

The proposed extreme heat and climate resolution stems from the Cooling Corridors Study and responds directly to Council's direction.



Using A Proven Model

Miami-Dade County, Florida

- Recognized the need to *raise awareness of extreme heat* to the same level as hurricanes and sea-level rise
- Activates a heat season protocol from May 1 through October 31
- Each year, the County conducts a *heat season campaign* reaching 3 million people and a *mini-grant program for local businesses*



In recent years, Miami-Dade County has had the *lowest* rates of heat-related ER visits of *any* county in Florida!

Strategic Context



The time to act is now... and climate adaptation is a key part of the work.

The people in our region, especially our *most vulnerable* neighbors, are *already* feeling the impacts of climate change.

Metro’s partners recognize the need for urgent action:

- In 2020, the **City of Portland** declared a *climate emergency*.
- In 2020, **Clackamas County** declared a *state of emergency* and issued *evacuations* in response to wildfires.
- In 2025, **Washington County** completed a *climate adaptation plan*, **Multnomah County** released a draft *climate justice plan*, and **Clark County** was finalizing the Climate Change Element in the county’s Comprehensive Plan.

Metro’s Key Climate Plans and Commitments

Continued mitigation work is important, but **greater support for adaptation is imperative.**

<p>2040 Growth Concept (1995)</p> <p>Guides local and regional land use and transportation planning across the region, including Metro’s urban growth boundary management decisions.</p>	<p>Regional Framework Plan (2008)</p> <p>Defines six outcomes of a successful region including: <i>The region is a leader in minimizing contributions to global warming.</i></p>	<p>Metro Sustainability Plan (2010)</p> <p>States five goals including: <i>Reduce direct and indirect greenhouse gas emissions 80 percent below 2008 levels by 2050.</i></p>	<p>Climate Smart Strategy (2014)</p> <p>Guides Metro’s efforts to reduce climate pollution through land use and transportation planning.</p>	<p>Metro Parks & Nature System Plan (2016)</p> <p>Identifies strategies to protect and conserve nature including: <i>Incorporate climate resilience and adaptation into Metro’s work.</i></p>
<p>2030 Regional Waste Plan (2019)</p> <p>Defines six values including: <i>Protect and restore the environment and promote health for all.</i> <i>Ensure operational resilience, adaptability, and sustainability.</i></p>	<p>Regional Transportation Plan (2023)</p> <p>Goal 5: Climate action and resilience <i>“People, communities and ecosystems are protected, healthier and more resilient...”</i></p>	<p>Comprehensive Climate Action Plan (2025)</p> <p>Identifies key actions to reduce greenhouse gas emissions across the Portland-Vancouver metropolitan area.</p>	<p>Metro Council’s Five-Year Strategic Targets (2023)</p> <p>Sets five targets including: <i>Meeting our Climate and Resilience Goals stating, “We must reduce greenhouse gas emissions.”</i></p>	

Precedence and Support to Designate a *Regionwide Heat Season*



Centers for Disease Control and Prevention (CDC) designates *May through September* as the primary warm-season months in the U.S.



Clackamas, Multnomah, and Washington Counties observe the period of *May 1 through September 30* for heat monitoring, reporting, and standard operating procedures*



The **State of Oregon's Resilience Officer** and **Oregon Health Authority** are supportive of Metro designating a regionwide heat season, *giving local and regional agencies the opportunity to lead the rest of the state*

*This is consistent with the CDC and guidance from the Council of State and Territorial Epidemiologists.

Proposed Resolution

Why this resolution?

1. **Raise awareness of extreme heat** as a critical and growing threat in greater Portland.
2. **Emphasize the urgent need for more climate adaptation efforts** and highlight and build on existing work to strengthen community resilience.
3. **Strengthen coordination within Metro's internal operations** and treat climate change as a cross-jurisdictional and regionwide issue.
4. **Build regionwide resilience** to extreme heat and climate change.
5. **Set the stage for future collaboration and partnerships** among Metro and local, regional, and state partners.

The proposed resolution would:

Note: This action would not replace or interfere with existing heat notifications or protocols.

1. **Declare extreme heat and climate change as critical and growing threats to the greater Portland region**, recognizing that the region is already experiencing the consequences of climate change and that those impacts are expected to intensify.
2. **Designate May 1 to September 30 as the official heat season for the greater Portland region** to raise public awareness of extreme heat as a critical and recurring threat, with the understanding that this period may be amended in the future as climate conditions change.
3. **Support coordinated efforts to address extreme heat and other climate hazards** within Metro's internal functions and among local, regional, and state partners.

Next Steps



Upcoming discussion and actions:

MTAC (March 18 – discussion, April 15 – action), MPAC (April 22), Council (April 30)

Discussion

- 1. Does C4 have feedback on the proposed resolution?**
- 2. Does C4 have advice on additional actions Metro can take to support climate work in the region?**



Thank you

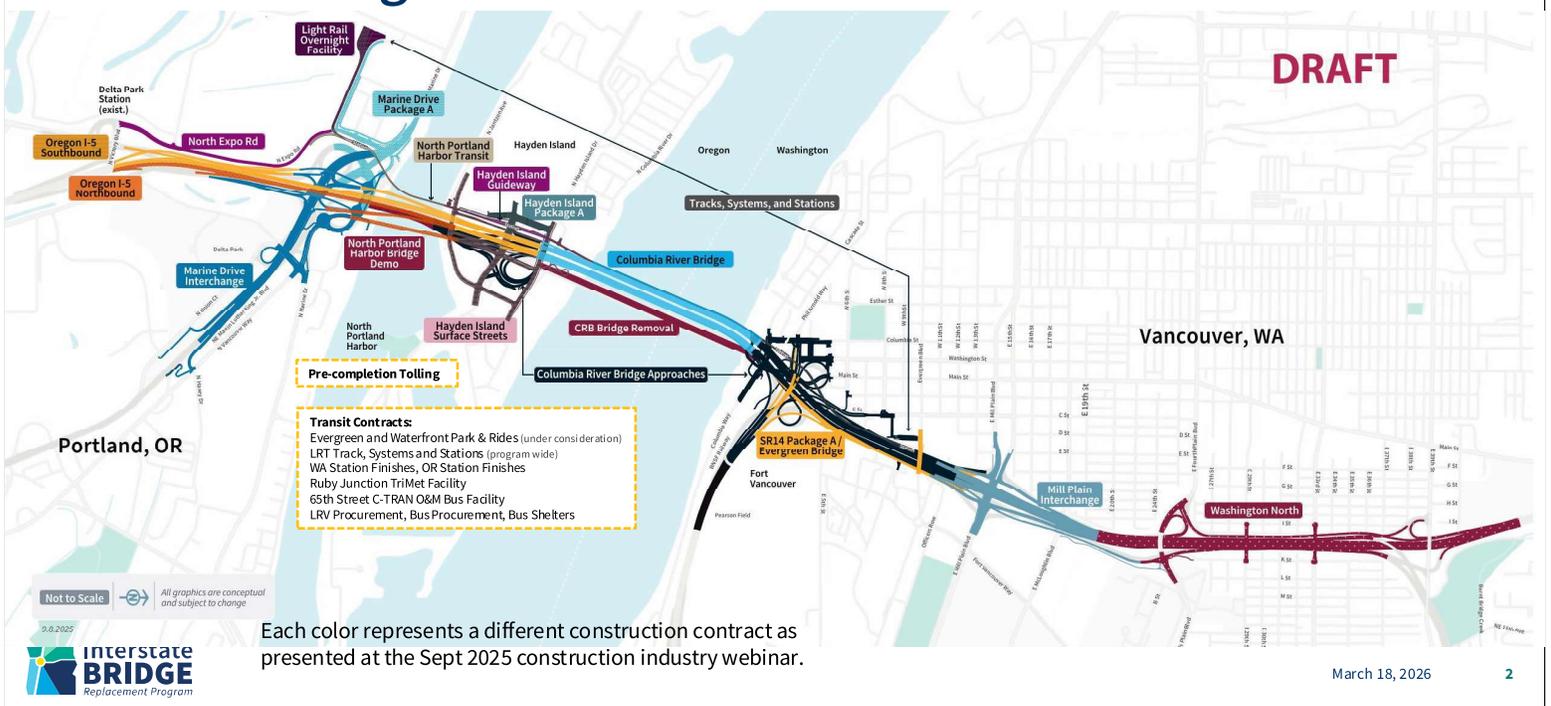
Kim Ellis, regional transportation planning manager,
kim.ellis@oregonmetro.gov

Jai Daniels, associate transportation and climate planner,
jai.daniels@oregonmetro.gov

Clackamas County C4

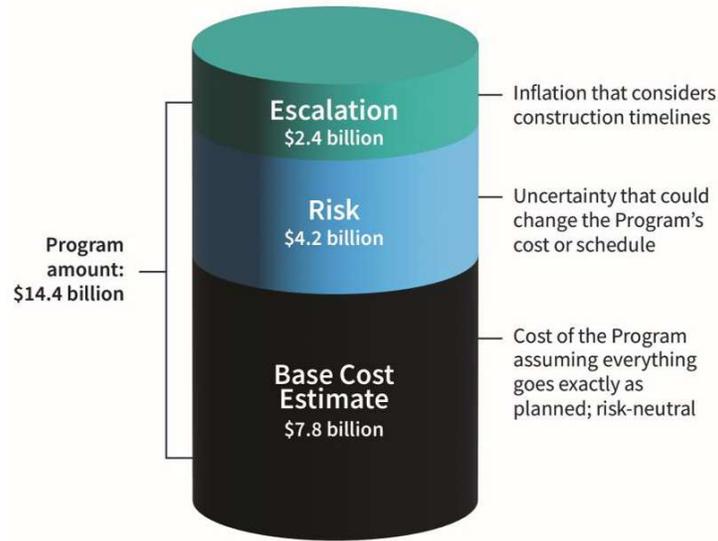
Carley Francis, **Interim IBR Program Administrator**

State Agencies Remain Committed to Delivering the Five-Mile Program Over Time



2026 IBR Program Updated Cost Estimate

Updated range for five-mile corridor is \$13.5 to \$15.2 billion with a likely cost of \$14.4 billion (70th percentile probability)



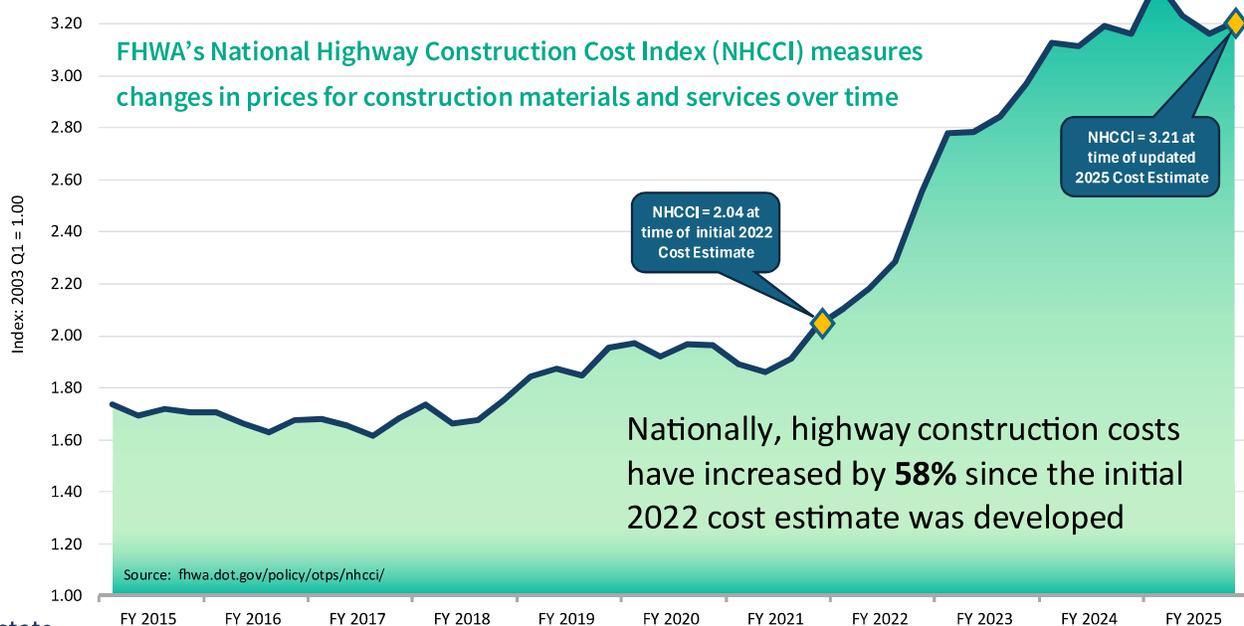
The 2022 cost estimate was \$5 billion to \$7.5 billion with a likely cost of \$6 billion (60th percentile probability).

The team is using the 70th percentile probability for the 2026 cost update as it meets FHWA requirements.



March 18, 2026

Nationwide Highway Construction Cost Increases Impact the IBR Cost Estimate Update



March 18, 2026

Why the Estimated Cost Increased from 2022

► Escalation Impacts

- Construction costs increased by approximately 58% based on escalating materials, labor and equipment prices since 2022.
- Replaced WSDOT inflation forecasts with IBR-specific inflation forecast which resulted in higher Year-of-Expenditure (YOE) Program estimates.

► Schedule extension impacts

- Extended Program completion from 2034 to 2045 following a 2-year delay in the federal environmental process and based on updated construction sequencing requirements. This extended timeline increased:
 - *The impact of escalation on overall cost to complete for engineering and construction*
 - *Additional years of management and delivery costs*

► Scope and quantity updates increased base cost

- The 2022 estimate was based largely on quantities derived from the previous Columbia River Crossing Program. The 2026 estimate used detailed quantities based on updated conceptual design plans and constructability reviews.

► Risk Impacts

- Over 400 risks identified for the Program. The top risks for the Program include schedule delay and uncertain market conditions (competition and pricing).

► Increased probability costs

- The 2022 estimate used a 60th percentile probability cost (a WSDOT standard at that time) and the 2026 estimate is using a 70th percentile probability cost to align with FHWA requirements.



March 18, 2026

5

Updated Program Schedule

Milestone	Anticipated Schedule
Issue NEPA Record of Decision	Q2 2026
Columbia River Bridge RFQ*	Q2 2026
Columbia River Bridge RFP*	Q4 2026
Columbia River Bridge Contract Award & Negotiations	2027
Start of Bridge Construction	2028
Toll Commencement	2028
New bridge open to traffic	6-7 years after construction starts (We need to work with contractor before we can finalize timing)
Light Rail Transit in Service (pending additional funding)	2036

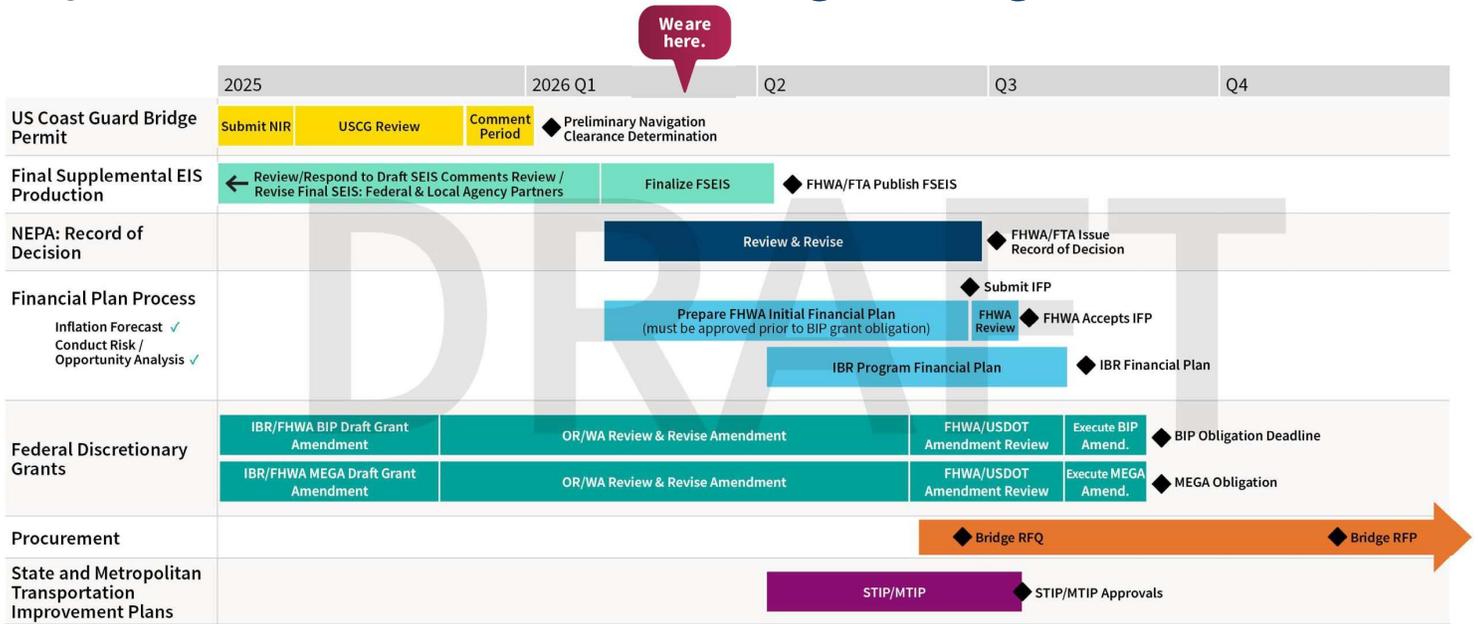
* The team is evaluating including the I-5 approaches work within the Columbia River Bridges contract which could shift procurement timing.



March 18, 2026

6

Key Milestones to Maintain Funding and Begin Construction



Schedule depicts currently anticipated milestones and will be updated as needed to reflect Program changes and timeline.



March 18, 2026

7

Identifying the Core Set of Projects

- ▶ **Core set of projects we are working towards (not fully funded)**
 - Columbia River Bridge
 - Bridge Connections to I-5
 - Light rail to Waterfront Station in Vancouver
 - Existing bridge removal
- ▶ **These elements are foundational first steps towards building the full Program and address seismic resiliency and multimodal connections.**
- ▶ **From the core set of projects, we must identify a funded phase that operates and provides benefits to the traveling public, which is a requirement for the Initial Finance Plan and to secure the BIP funding.**
- ▶ **The team will use available funding to advance construction on the funded phase which includes the replacement bridge as we continue to pursue funding to complete the core set of projects.**



March 18, 2026

8

Core set of projects: Columbia River Bridge with Light Rail Service to Waterfront Station in Vancouver



DRAFT 3.13.2026

Not shown on map: Pre-completion Tolling
 • Grade separation for light rail service
 • Light Rail includes: Hayden Island Guideway; North Portland Harbor Transit; Marine Drive A; Track, Systems, and Stations; WA and OR Station Finishes

Not to Scale All graphics are conceptual and subject to change

• Total cost: \$7.65 B

March 18, 2026



Step 1: Columbia River Bridge with Width for Future Light Rail Service



DRAFT 3.10.2026

Not shown on map: Pre-completion Tolling

Not to Scale All graphics are conceptual and subject to change

• Total cost: \$5.90 B

March 18, 2026



Next Steps for Light Rail Transit

- ▶ Build the replacement bridge
- ▶ Pursue up to \$1.0 billion in funding through the Federal Transit Administration’s Capital Investment Grant (CIG) program
- ▶ 2030: Full Funding Grant Agreement
- ▶ 2030 through ~2036: Transit Construction Phase



Available Funding

Funding Source	Total Amount
Mega (USDOT National Infrastructure Project Assistance Program) Grant	\$600 M
BIP (FHWA Bridge Investment Program) Large Bridge Grant	\$1,500 M
Move Ahead Washington - Federal Formula Funding	\$650 M
Move Ahead Washington - State Funding	\$350 M
Oregon HB 5005 - State Funding	\$1,000 M
Previous State Funding	\$100 M
Toll Funding Placeholder Estimate ^o	\$1,250 M
Committed Funding Available for a Funded Phase	\$5,450 M
CIG (FTA Capital Investment Grant Program) Full Funding Grant Agreement ¹	\$1,000 M
Committed and Prospective Funding Available for a Funded Phase	\$6,450 M
Connecting Washington Funding ²	\$118 M
USDOT Reconnecting Communities Pilot (RCP) Program ³	\$30 M
Committed and Prospective Funding Available for the entire IBR Program	\$6,598 M

Note: Funding amounts include historical expenditures.

^o Placeholder toll funding amount based on prior analysis; The financial plan is exploring the potential for additional toll funding.

¹ This competitive grant funding requires a light rail transit investment and will require local funds for match.

² This Washington State funding is currently budgeted for the Mill Plain / I-5 interchange only.

³ This announced award of grant funding requires investment in the Evergreen Boulevard Community Connector Lid over I-5.



Pathway to Columbia River Bridge with Light Rail Service to Waterfront Station in Vancouver

- ▶ Replacing the bridges with space for LRT and connecting them to I-5 currently results in a \$0.45 B funding gap anticipated in 2032 (FY 2033)
- ▶ Adding operable light rail transit to Waterfront Station in Vancouver and removal of the existing bridge increases the funding gap to \$2.2 B, or to \$1.2 B upon securing the anticipated FTA CIG of \$1.0 B in 2030 (FY 2031)
- ▶ Forthcoming toll funding analysis results are likely to reduce the funding gap
- ▶ Cost savings opportunities currently under evaluation are likely to reduce the gap

Strategies for Closing the Funding Gap

- ▶ Continue to identify cost saving opportunities including design refinements, value engineering and risk management
- ▶ Seek to increase toll funding based on forthcoming analysis
 - Toll funding analysis is based on existing toll rates and policies under consideration by the State Transportation Commissions.
- ▶ Continue to pursue a \$1.0 B FTA Capital Investment Grant
- ▶ Pursue future applicable federal grant funding options (e.g., INFRA and BUILD)
- ▶ Work with each state to consider other cost savings, funding and financing opportunities

Upcoming Milestones

- ▶ Ongoing partner updates
 - Progress update with ESG summer
- ▶ Complete the NEPA Process
 - Publish Final SEIS
 - Receive Amended Record of Decision
- ▶ Update Financial Plan
 - Understand toll funding capacity this spring
 - Understand initial Program cost saving opportunities
 - Refine construction sequencing and funding strategies
 - Execute grant amendments to obligate FHWA BIP and Mega funding
- ▶ Transition to Construction Delivery
 - Issue procurement documents for replacement bridge
 - Ongoing work to ensure a successful transition from environmental and planning to construction



Advancing a Bridge Contract This Year

- ▶ **Delivery Method**
 - Progressive Design-Build
 - WSDOT is lead contracting agency
- ▶ **Timeline**
 - Publish Requests for Qualifications - Q2 2026
 - Publish Requests for Proposals – Q4 2026
 - Select Contractor – 2027
 - *Begin design and cost negotiation*
- ▶ **Benefits of Progressive Design-Build**
 - Allows innovation with early Design-Builder input in design and permitting
 - Bundling efficiencies and progressive construction packages
 - Reduces change order and claims through risk sharing





Thank you!

For more information contact:

info@interstatebridge.org | www.interstatebridge.org

360-859-0494 | 503-897-9218 | 888-503-6735

Follow us on social: @IBRprogram



March 29, 2026 17



Waste Prevention and Environmental Services

FY 2026-27 budget forum

April 15
3 to 5 p.m.

FY 2026-27 Budget engagements



Waste Prevention and Environmental Services budget forum
April 15 3 to 5 p.m.



Regional Waste Advisory Committee
April 16 2 to 4 p.m.



Regional Waste Advisory Committee
April 30 2 to 4 p.m.

Memorandum

To: C4 Metro Subcommittee
From: [Team TPAC, Representing Clackamas County & Clackamas Cities](#)
Re: February Transportation Policy Advisory Committee (TPAC) Highlights
Date: March 6, 2026

Overview

TPAC is a 25-member committee of planners, residents, and agency representatives advising JPACT on regional transportation, funding priorities, and policy in the greater Portland region. The following are the highlights of this month's meeting. The meeting packet is [available here](#).

General Updates

- **Fatal Crash Update:** According to available data, a total of five people were killed between February 1 and February 28, 2026. Of this total, one person died while walking, and four people died while driving. One fatality occurred in Clackamas County. Actions taken by regional partners to improve street safety were highlighted during the meeting, including efforts by [ODOT](#), the [Vision Zero Network](#), and [PBOT](#).

2027-30 MTIP Public Review Draft

Metro staff previewed the 2027-30 MTIP Public Review Draft, which tracks and manages about \$1.1 billion in federal funding across 139 projects, for preservation, maintenance, and capital improvements. TPAC members requested further clarifications on when and how RFFA Step 1.A bond projects appear in the MTIP and discussed trends in investment levels, noting the MTIP does continue to evolve with future amendments.

Next Steps: The draft was released on March 9, with a 30-day comment period and a public hearing at JPACT on March 19. Afterwards, the program will return to TPAC later this spring for a recommendation to JPACT and the Metro Council before adoption and inclusion into the STIP.

Review Draft FY 2026-27 Unified Planning Work Program (UPWP)

Metro staff presented the draft Fiscal Year 2026–27 UPWP, outlining the region's federally funded transportation planning activities for the upcoming year, starting July 1, 2026. The UPWP acts as the annual work plan for the metropolitan planning organization, highlighting key planning priorities, programs, studies, and funding sources. TPAC members discussed agency coordination, questioned project cost representation, and emphasized focusing limited planning resources on work Metro is best suited to lead and avoid local effort duplication.

Next Steps: The final UPWP will return to TPAC in April for a recommendation to JPACT and Metro Council before the start of the new fiscal year.

Draft Final Report from Regional Emergency Transportation Routes (RETR) Project

Metro staff presented the draft final report and recommendations from Phase 2 of the RETR project, which assesses emergency routes for disaster response and mobility. Phase 2 refines

routes, identifies vulnerabilities, and suggests resilience actions. TPAC members discussed the findings, offered feedback, and valued collaboration among planners, emergency officials, and community partners. They highlighted the importance of bridges, vulnerabilities impacting corridors during disasters, and the appendix's bridge inventory for future planning and funding.

Next Steps: Metro staff will refine the draft report based on feedback and return to TPAC next month seeking a recommendation to JPACT to accept the report and its recommendations.

Regional TDM Strategy: Review Revised TDM Strategy, Draft Resolution & Public Comment Report

Metro staff introduced the revised Regional Transportation Demand Management (TDM) Strategy, including a draft resolution and public comment summary. The strategy aims to cut drive-alone trips, manage demand, and promote transit, walking, biking, carpooling, and telework. It guides the Regional Travel Options program and supports goals for congestion and carbon reduction. TPAC focused on integrating TDM into project planning, tracking in Metro’s systems, and addressing longer-distance commutes outside the metro area. Members also emphasized using infrastructure investments to lower vehicle miles and expand travel options.

Next Steps: The strategy will return to TPAC in April for a formal recommendation, then move to JPACT and Metro Council for adoption later this spring.

Upcoming Agenda Highlights

April 3, 2026	May 1, 2026
<ul style="list-style-type: none"> • 2028 Regional Transportation Plan Update Kickoff • LPA Ordinances: 82nd Avenue, TV Highway, Montgomery Park Streetcar • Resolutions: UPWP, RETR Phase 2, TDM Strategy 	<ul style="list-style-type: none"> • TriMet Annual Budget Presentation • SMART Annual Budget Presentation • Community Connector Transit Study: Readiness

For More Information, Contact

County Representatives

Jeff Owen, Clackamas County
 Alt: Karen Buehrig, Clackamas County
 Alt: Jamie Stasny, Clackamas County

City Reps

Will Farley, City of Lake Oswego
 Alt: Dayna Webb, City of Oregon City
 Alt: Laura Terway, City of Happy Valley

Report Prepared by: Adam Torres, Clackamas County, atorres@clackamas.us

Memorandum

To: C4 Metro Subcommittee
From: **Team MTAC, Representing Clackamas County & Clackamas Cities**
Re: February Metro Technical Advisory Committee (MTAC) Highlights
Date: February 18, 2026

Overview

MTAC is a 35-member committee of planners, residents and business representatives that provides technical support to the Metro Policy Advisory Committee (MPAC). Following are recent meeting highlights. For full packet information, [click here](#).

Transit Project LPA 2023 RTP Amendments

The 82nd Avenue Transit Project, Tualatin Valley Highway Transit and Safety Project, and Montgomery Park Streetcar Extension must have their Locally Preferred Alternatives (LPAs) formally adopted in order to compete for federal and state funding. Ordinances 26-1536, 26-1537, and 26-1538 would update the RTP to add LPAs for these three projects. Metro presented an overview of these ordinances. MTAC members had no questions or comments.

Next Steps:

- MPAC will review Ordinance Nos. 26-1536, 26-1537 and 26-1538 on February 25, 2026.
- MTAC will consider recommendations to MPAC for action on March 18, 2026.

Clackamas County Sunrise Corridor Community Vision Plan

Shaped by more than 1,500 community voices, the [Sunrise Corridor Community Vision Plan](#) lays out a path to transform the Sunrise Corridor into a vibrant hub — with safer streets, stronger connections, better transit, thriving businesses, and healthy, welcoming neighborhoods for everyone. The project team and a member of the Sunrise Community Coalition Leadership Group provided MTAC with an update on the status of the project, focusing on the shift from planning into implementation as the Coalition works to prioritize early projects.

Discussion Highlights:

- MTAC members discussed the importance of anti-displacement for those living in the Sunrise Corridor. Presenters noted this work is actively under way and pointed to the [Anti-Displacement Strategies Technical Memorandum](#).
- An MTAC member expressed appreciation for the discussion on anti-displacement efforts and asked that the project team emphasize the interconnectedness of housing and workforce development as the project moves forward.
- Presenters were asked about the plan for workforce development and shared that early implementation funds have been spent to partner with groups to connect students and people with jobs in corridor. There are currently 14,000 people working in the corridor, and it is anticipated another 14,000 jobs will come to the corridor in the next 20 years.

- An MTAC member inquired about transit use along the corridor and how a transit subsidy might be minimized. Presenters discussed that jobs in the corridor contribute to the transit payroll tax. The project team and Coalition have been working to identify how to increase access to transit along the corridor, including signage and wayfinding.

Future Vision Engagement

Metro will launch the first round of the regionwide Future Vision engagement effort in mid-March, which will wrap up in Mid-May. This includes the launch of a Youth Committee. Future Vision Commission members have been asked to identify outreach opportunities in their communities, and this request was extended to MTAC as well. The project will also host a public Artists Residency March 3-5 at the Metro Regional Center, with a performance on March 5th.

Discussion Highlights:

- An MTAC member highlighted that when the 2040 Vision was created in the 1990s, the region was in a period of rapid growth and somewhat defensive against that growth. They recommended that the Vision currently underway bring a different perspective that is not as defensive against growth.
- There was discussion on Oregon Planning Goal 14: Urbanization, with an MTAC member underscoring the need to focus on the health and livability of the urban core as it helps protect health and livability outside of the Urban Growth Boundary as well.

Next Steps:

- The Future Vision project team will bring an engagement workshop to the April MTAC meeting to seek feedback on regional values.

Westside Economic Alliance Industrial Lands Proposal

Members of the Industrial Land Readiness Workgroup hosted by the Westside Economic Alliance provided a presentation on a memo to Metro Council that they prepared as a result of their collaboration over the past year on industrial lands. The full memo is available on pages 160-165 of the [MTAC meeting packet](#). The Workgroup recommended Metro Council should:

- Adopt a resolution that acknowledges a clear problem statement
- Provide additional direct support for jurisdictions
- Consider changes to Title 11 to support efficiency and better use of public funds
- Pursue technical fixes to refine the counting of employment land
- Adopt a forward-looking, market-guided methodology when modeling growth
- Create and staff an “implementers table” that focuses on regional economic development, specifically land availability and readiness

Discussion Highlights:

- Some MTAC members discussed the lack of industrial land being one of the biggest challenges the region faces, while others stated it seems we have enough industrial land and it just needs to be consolidated or redeveloped.
- Two MTAC members expressed their support for the creation of a regionwide list of industrial lands and the development of a grading/tiering system.
- An MTAC member stated agriculture is Oregon’s second most important economic sector and urged caution against developing on prime farmland.
- An MTAC member acknowledged the longstanding challenge of different viewpoints on the use of land in Oregon and stated there needs to be transparency, accuracy, balance, and partnership in order to true up what land the region has for industrial use.
- An MTAC member stated that development along the region’s waterways is underutilized and encouraged looking at parcels along waterways.
- Discussion was had on the demand for smaller or larger parcels for industrial use, with some MTAC members expressing they feel this is a cyclical pattern.
- An MTAC member asked for consideration of balance across the region; stating they feel the focus is often on Washington County when the eastern side of the region also needs to see industrial opportunities.

Upcoming Agenda Highlights

March 18, 2026	April 15, 2026
<ul style="list-style-type: none">• Recommendation to MPAC on Amendments to the 2023 Regional Transportation Plan to Include the Locally Preferred Alternatives• Urban Growth Management Functional Plan Primer: Introduction, Structure and Housing Titles• Land Banking Scope• Cooling Corridors Implementation: Proposed Extreme Heat and Climate Declaration• Distributed Forecast Follow-Up	<ul style="list-style-type: none">• Update on Distributed Forecast• 2040 Report Card Local Examples• Future Vision Engagement Activity• Cooling Corridors Implementation: Proposed Extreme Heat and Climate Declaration• 2028 Regional Transportation Plan Update Kickoff• Regional Land Banking for Equitable Community Development

For More Information, Contact

County Representatives

Jamie Stasny, Clackamas County
Alt: Martha Fritze, Clackamas County

City Reps

Laura Terway, Clackamas County Other Cities
Kelly Hart, City of Oregon City
Erik Olson, City of Lake Oswego

Report Prepared by: Becca Tabor, Clackamas County, btabor@clackamas.us