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**Clackamas County**  
[www.clackamas.us](http://www.clackamas.us)

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Wednesday, May 20, 2026  
7:30 AM – 9:00 AM

**Virtual Meeting:**

<https://clackamascounty.zoom.us/j/85387567077?pwd=0p3hWGqQUEP3kDbbPQaCM0aaLxB7O6.1>

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**Agenda**

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

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

- Upcoming JPACT Agenda  
*Presenting: Mayor Joe Buck, Lake Oswego*
- Community Connector Transit Study  
*Presenting: Ally Holmqvist, Metro*
- Interstate Bridge Replacement Update  
*Presenting: Carley Francis and Aaron Deas, Interstate Bridge Replacement Program*
- TPAC Updates  
*Presenting: Jeff Owen, Clackamas; Will Farley, Lake Oswego*

**8:05 a.m. MPAC Updates ([MPAC Materials](#))**

- Upcoming MPAC Agenda  
*Presenting: Mayor Joe Buck, Lake Oswego*
- Update on Governor's Prosperity Roadmap  
*Presenting: Kathy Hyzy, Regional Solutions*
  - [Prosperity Roadmap Overview](#)
  - [Governor's Prosperity Council](#)
- MTAC Updates  
*Presenting: Jamie Stasny, Clackamas; Laura Terway, Happy Valley*
- TriMet Budget Timeline  
*Presenting: John Serra*

**Attachments:**

JPACT and MPAC Work Programs	Page 03
Community Connector Study Presentation	Page 08
Interstate Bridge Replacement Presentation	Page 14
Governor's Prosperity Roadmap Presentation	Page 21
Team TPAC & MTAC Reports	Page 27

## 2026 JPACT Work Program

*As of 4/9/26*

*Items in italics are tentative*

### **March 19, 2026-online**

- Chair Updates (Fatal crash report will be provided by Anthony Cabadas)
  - Annual Compliance Report (comment from the chair; report in packet; Glen Hamburg, Metro)
  - Travel Demand Management strategy (Memo and comment from the chair)
- MTIP Amendment (consent)
- Minutes (consent)
- 2027-30 Metropolitan Transportation Improvement Program (MTIP) Public Review Draft Summary and Public Hearing (Grace Morris, 5 min) (*I/D item*)
  - Public Hearing
- Interstate Bridge Replacement Project Update (Carley Francis, Brent Baker, Alan Keizur, IBR Program; 45 min) (*I/D item*)
- State Legislative Session Recap (Anneliese Koehler, Metro; Carly Slyvia-Gabrielson, Washington County; Tom Powers, Multnomah County; Lindsey Tenes, TriMet; and Derek Bradley, Portland - 15 min) (*I/D item*)
- 2028 Regional Transportation Plan Work Plan: Scoping Kick-off (André Lightsey-Walker and Kim Ellis, Metro; 30 min) (*I/D item*)

### **April 16, 2026- in person**

- Chair Updates
  - Regional Emergency Transportation Routes memo (John Mermin)
  - Future 50 update (memo added)
- Travel Demand Management strategy adoption (Noel Mickelberry, Metro) (**action**)
- 2023 Regional Transportation Plan Amendments (Ally Holmqvist, Metro) (**action**)
- Unified Planning Work Program (John Mermin, Metro; 20 min)
- Federal Reauthorization Status update (Betsy Emery, Metro; 15 min)
- Earthquake Ready Burnside Bridge presentation (Taylor Steenblock and Megan Neil, Multnomah County, 30 min)

<p><b><u>May 21, 2026 -online</u></b></p> <ul style="list-style-type: none"> <li>• Chair Updates <ul style="list-style-type: none"> <li>○ Vanpool Strategy Memo (Marne Duke)</li> <li>○ Community Connector Transit Study: Readiness (Ally Holmqvist, Metro)</li> </ul> </li> <li>• Unified Planning Work Program (John Mermin, Metro consent) <b>(consent)</b></li> <li>• Regional Emergency Transportation Routes (John Mermin, Metro) <b>(action)</b></li> <li>• IBR MTIP amendment: discussion (Carley Francis, Brent Baker, Alan Keizur, IBR Program; 45 min) <b>(I/D item)</b></li> <li>• TriMet Service Cuts and Budget shortfalls (TriMet; 30 min) <b>(I/D item)</b></li> </ul>	<p><b><u>June 18, 2026 - in person</u></b></p> <ul style="list-style-type: none"> <li>• 27-30 MTIP Recommendation and adoption <b>(action)</b></li> <li>• Regional Vanpool Study (Marne Duke, Metro; 15 min) <b>(action)</b></li> <li>• IBR MTIP Amendment <b>(action)</b></li> <li>• JPACT Trip Prep (Betsy Emery, Metro; 15 min)</li> <li>• 2028 Regional Transportation Plan Work Plan (André Lightsey-Walker and Kim Ellis, Metro; 30 min)</li> <li>• RQ MTIP Amendment: discussion (Jean Senechal Biggs and Blake Perez, Metro and ODOT staff; 30 min)</li> </ul>
<p><b><u>July 16, 2026 -online</u></b></p> <ul style="list-style-type: none"> <li>• 2028 Regional Transportation Plan Work Plan: Adoption <b>(action)</b></li> <li>• Rose Quarter MTIP Amendment <b>(action)</b></li> <li>• JPACT Facilitated Transit Discussion report out and recommendations (Ted Leybold and Allison Brown; 20 min)</li> <li>• JPACT DC trip prep (Betsy Emery, Metro; 20 min)</li> <li>• Future Vision update (Jess Zdeb, Metro; 30 min)</li> </ul>	<p><b><u>August- cancelled</u></b></p>
<p><b><u>September 17, 2026 - in person</u></b></p> <ul style="list-style-type: none"> <li>• JPACT trip overview (Betsy Emery, Metro; 30 min)</li> <li>• Community Connector Transit Study: Report and Recommendations (Ally Holmqvist, Metro; 30 min)</li> <li>• HOLD for 2028 RTP update</li> </ul> <p><i>JPACT DC trip September 21<sup>st</sup> -24<sup>th</sup></i></p>	<p><b><u>October 15, 2026 – online</u></b></p> <ul style="list-style-type: none"> <li>• Community Connector Transit Study: Report Acceptance <b>(action)</b></li> </ul>
<p><b><u>November 19, 2026- in person</u></b></p> <ul style="list-style-type: none"> <li>• HOLD for Future Vision update</li> <li>• HOLD for 2028 RTP update</li> </ul>	<p><b><u>December 17, 2026</u></b></p> <ul style="list-style-type: none"> <li>• Annual Safe streets update</li> </ul>

## **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 4/8/26**

*Items in italics are tentative*

<p><b><u>March 25<sup>th</sup>, 2026</u></b></p> <ul style="list-style-type: none"> <li>Cancelled</li> </ul>	<p><b><u>April 22, 2026 – IN PERSON</u></b></p> <ul style="list-style-type: none"> <li>February MPAC minutes (<b>consent</b>)</li> <li>MTAC Appointments (<b>consent</b>)</li> <li>2023 RTP Locally Preferred Alternative Amendments – Ally Holmqvist, 15 minutes (<b>Action</b>)</li> <li>Cooling Corridors Implementation: Proposed Extreme Heat and Climate Declaration (<b>Action item</b>, Kim Ellis, she/her, Regional Transportation Planning Manager and Jai Daniels, she/her Associate Climate Planner, 25 minutes) <b>action</b></li> <li>Future Vision Update (10 minutes; Zdeb)</li> <li>Metro land banking study (Andrea Pastor &amp; Brian Harper, Metro; 30 min)</li> <li>2028 Regional Transportation Plan Work Plan: Scoping Kick-off (30 minutes, Kim Ellis and André Lightsey)</li> </ul>
<p><b><u>May 27, 2026</u></b></p> <ul style="list-style-type: none"> <li>Governor’s Prosperity council update (30 minutes; Kathy Hyzy, Andy Shaw)</li> <li>MPAC: the 2040 Growth Concept Report Card (30 minutes; Ted Reid)</li> </ul>	<p><b><u>June 24, 2026</u></b></p> <ul style="list-style-type: none"> <li>Future Vision Update: regional values public engagement report out (30 minutes; Zdeb)</li> <li>RTP Draft Workplan (30 minutes; Kim Ellis and André Lightsey)</li> </ul>
<p><b><u>July 22, 2026</u></b></p> <ul style="list-style-type: none"> <li>Future Vision Youth Summit report out; interim research update; save-the-date for Vision Summit (30 minutes; Jess Zdeb)</li> <li>Community Connector Transit Study: Report and Recommendations – Ally Holmqvist</li> <li>Metro Economic Development Work Update (Catherine Ciarlo, 30 min; Metro)</li> </ul>	<p><b>August- CANCELED</b></p>
<p><b><u>September 23, 2026</u></b></p> <ul style="list-style-type: none"> <li>Community Connector Transit Study: Report Acceptance (Ally Holmqvist, 10</li> </ul>	<p><b><u>October 28, 2026 – IN PERSON</u></b></p> <ul style="list-style-type: none"> <li>Joint JPACT/MPAC Future Vision workshop with (75 minutes; Zdeb)</li> </ul>

<p>minutes <b>action – consent? – we’re out of time on this agenda</b></p> <ul style="list-style-type: none"> <li>• Future Vision Summit report out (also Youth Summit if not in July); research presentation; invite to Vision Tables (30 minutes; Zdeb)</li> <li>• 2028 RTP update (40 min; André Lightsey-Walker)</li> <li>• <i>CEDS Update (David Tetrick, 40 min; Metro)</i></li> </ul>	
<p><b>November 18, 2026</b></p> <ul style="list-style-type: none"> <li>• Future Vision Update (10 minutes; Zdeb)</li> <li>• 2028 RTP update (45 min; André Lightsey-Walker)</li> <li>• <i>Draft CEDs Report (David Tetrick, 30 min; Metro)</i></li> </ul>	<p><b>December 16, 2026</b></p> <ul style="list-style-type: none"> <li>• Future Vision: preliminary regional values public engagement report out; draft vision preview/report out on Vision Tables (30 minutes; Zdeb)</li> </ul>

Holding Tank:

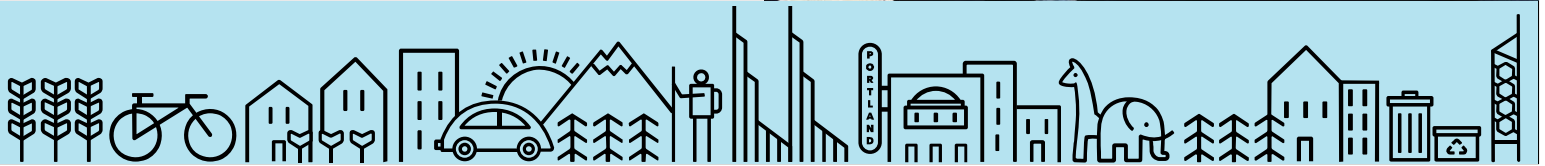
- 2040 grant presentations by grant recipients
- Re-envision the River – multi-jurisdictional effort to reform the Willamette riverfront (Rosenthal)
- Distributed population forecast (action item for MPAC)

MTAC items:

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

May 2026

# Community Connector Study: Readiness



## Engaging regional community



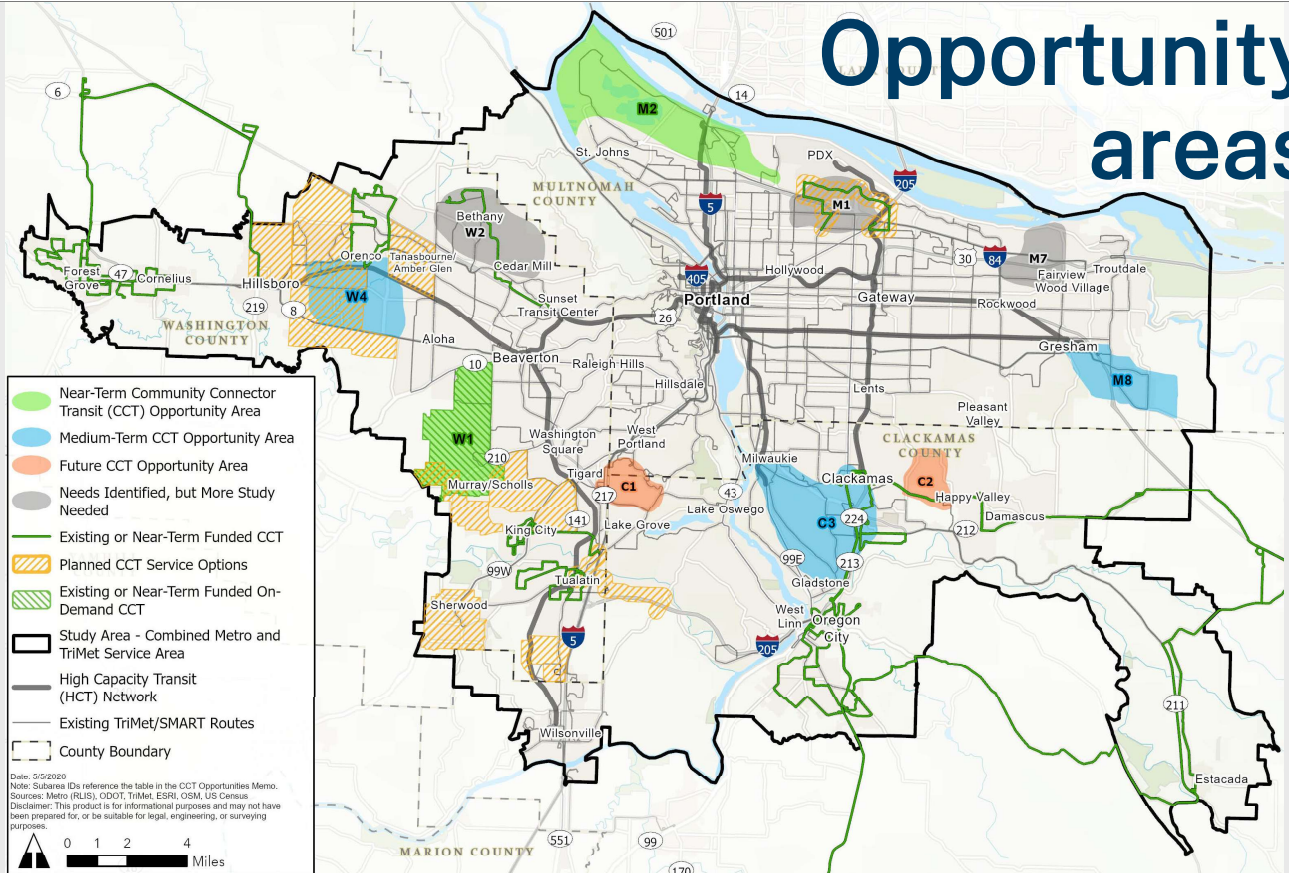
**DAVID DOUGLAS POWWOW**

FRIDAY, APRIL 17TH, 2026  
4-10 PM GRAND ENTRY 6 PM  
RON RUSSELL MIDDLE SCHOOL

Confederated Tribes of Siletz Indians  
Portland Area Office



# Opportunity areas



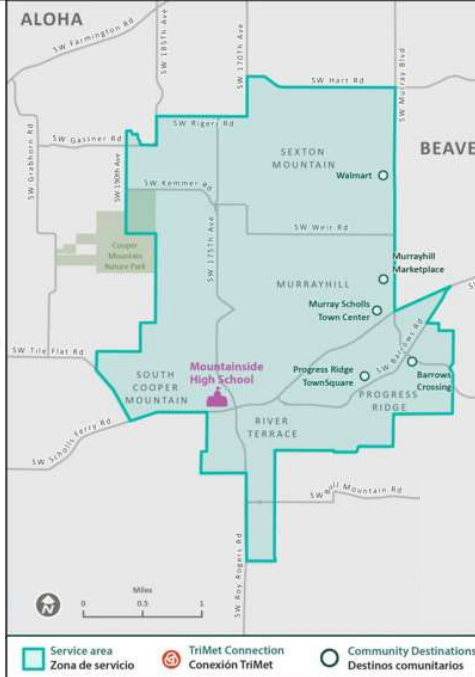
## ...and more future opportunities

**Multnomah County**

### Rural Shopping Shuttles

A new, free service by Multnomah County

*Swipe to learn more!* ➔



**CLACKAMAS COUNTY**  
TRANSIT DEVELOPMENT PLAN

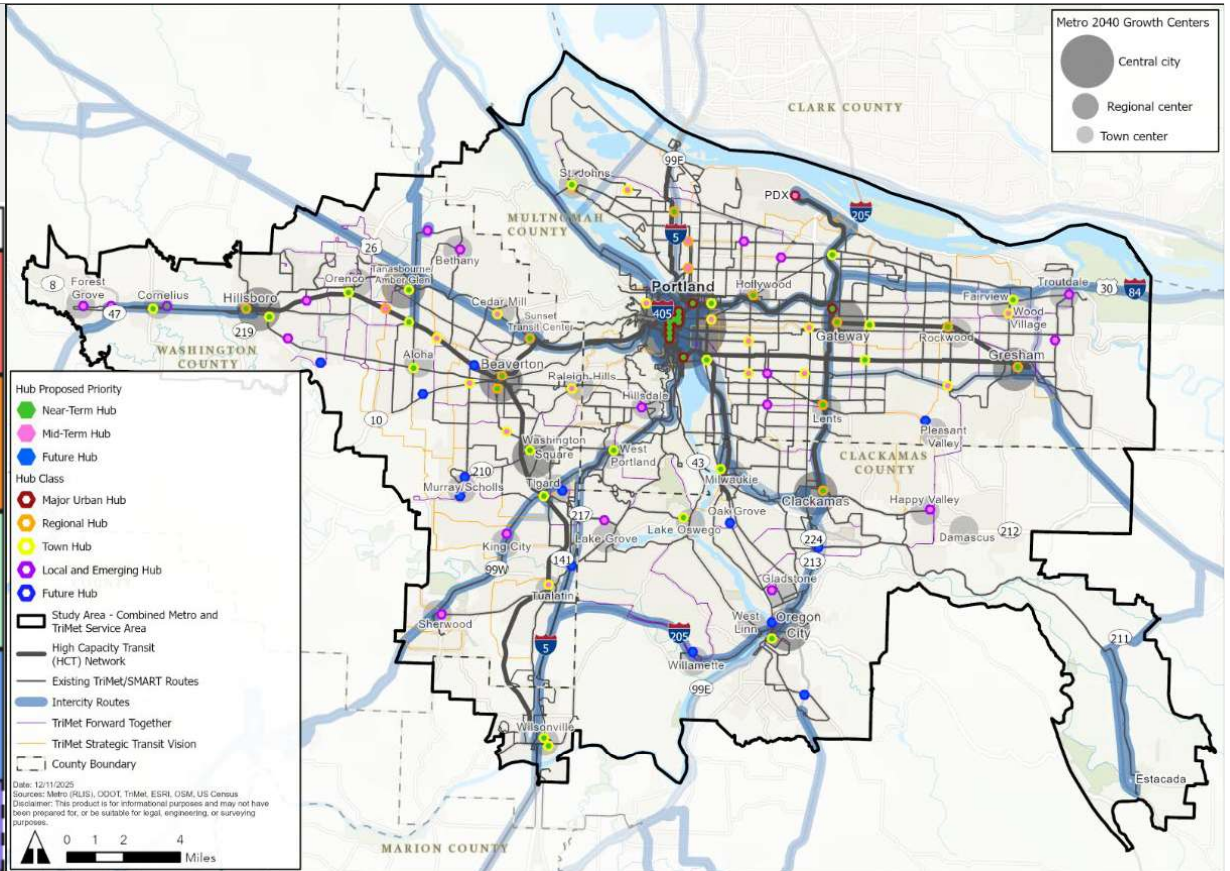
**TRANSIT DEVELOPMENT PLAN**

April 2021



# Hub sites

Land Use	Transportation
Located in dense, mixed-use urban cores. Serve as primary activity centers.	Broadest range of transit and multimodal connections and amenities.
Often support transit-oriented development (TOD). Serve as key transfer points across the system.	Transit-rich locations offering connections to multiple high-frequency or intercity routes, variety of biking, and walking options.
Neighborhood-scale focal points.	Mix of transit, biking, and walking options. These may lack high-capacity transit but offer strong local connectivity.
Smaller towns, rural centers, emerging suburban locations with low density development.	Basic transit service, but potential for more with future development and travel demand.
Outside the 2040 Growth Concept centers.	May support transit in the future. Potential opportunities for non-transit connections.



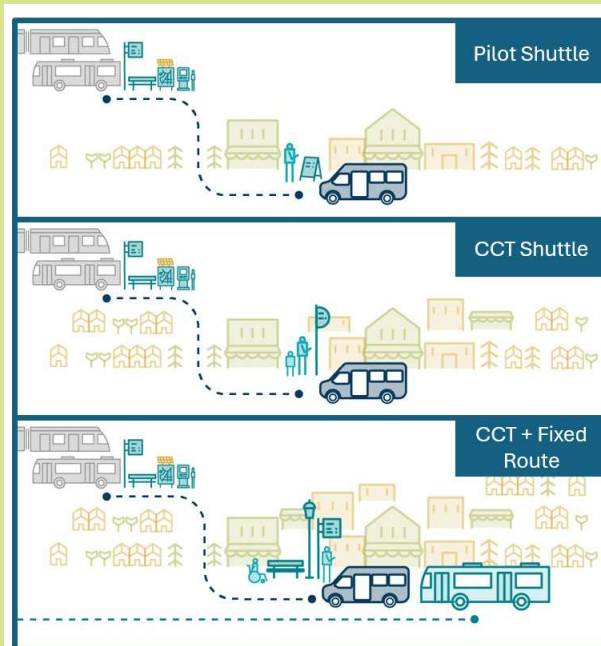
## Growing CCT over time

### Evolution of CCT Service

New CCT Service

Established CCT Service

May require additional frequency or service types



### Performance Standards

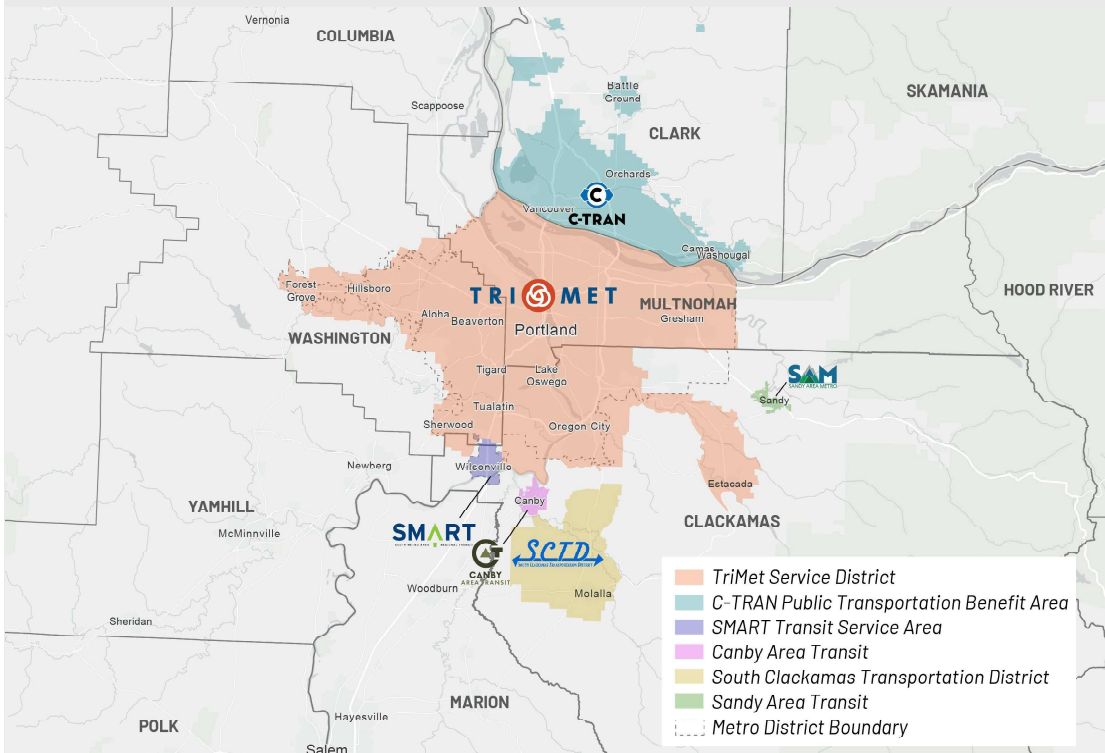
2-4 riders per hour

4-10 riders per hour (depending on context)

> 10 riders per hour



# Current Governance and Funding



## Distribution of STIF

1% → Oregon Technical Resource Center

9% → discretionary funds

90% → formula funds distributed based on population and payroll taxes

### Regional Coordination:

TriMet distributes a portion of its formula funds to the three counties for first and last mile connections (8% of TriMet's STIF funds for FY26-FY27)

## Funding

- Portland Clean Energy Fund
- System Development Charges
- Development conditions
- Public-private partnerships
- Parking revenue
- Vehicle registration fees
- Transportation management associations
- *Regional funding measure, cap and trade, congestion pricing and value capture (maybe)*

## Case studies:



# Key Recommendations

- Advocate for increased funding at the state level
- Identify additional regional funding sources for CCT
- Make the most of existing funding
- Establish a venue for regional transit coordination
- Improve information-sharing to the public



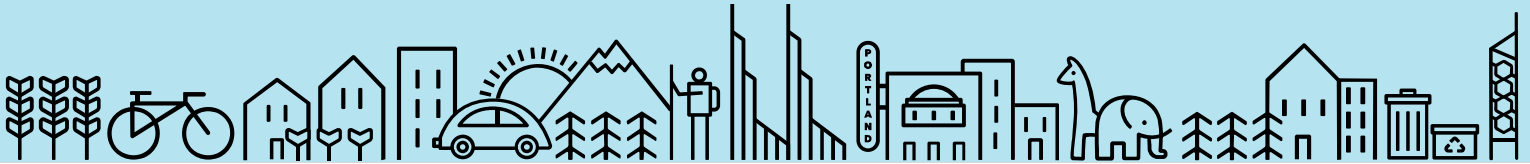


# Thank you!

Ally Holmqvist,  
Senior Transportation Planner  
[Ally.Holmqvist@oregonmetro.gov](mailto:Ally.Holmqvist@oregonmetro.gov)

- What governance and funding outcomes should we be striving for?
- How can we put the strategy to use in a constrained funding environment?
- What else should we address to effectively collaborate on regional first/last mile transit?
- What takeaways are important to highlight in the report?

[oregonmetro.gov](http://oregonmetro.gov)



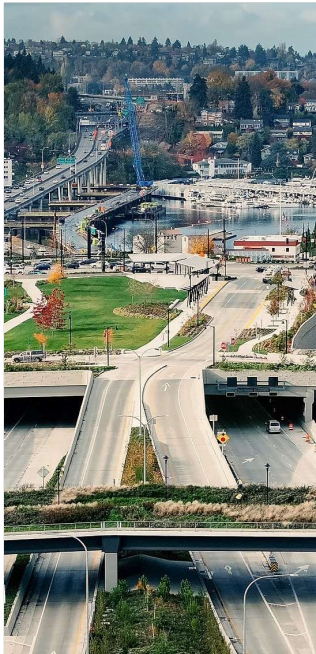


## Clackamas County Coordinating Committee (C4)

Carley Francis, **Interim IBR Program Administrator**

May 20, 2026

1



## Phasing Megaprograms is Not Unique to IBR

- ▶ Major multi-mile corridor improvements are often delivered in phases over time. Examples include:
  - The SR 520 Bridge Replacement and HOV Program in Puget Sound
  - Newberg-Dundee Bypass in Oregon
  - Brent Spence Bridge in Ohio and Kentucky
- ▶ Successful megaprograms are constructed in phases over time to align with available funding and workforce.

SR 520 Program looking at Montlake Lift Bridge as construction begins on Portage Bay Bridge – Washington State Department of Transportation 2025.



May 20, 2026

2

# Advancing Bridge Replacement

- ▶ A core set of projects were identified as the first steps toward building the IBR Program and are estimated to cost \$7.65 billion.
  - Columbia River Bridge
  - Bridge connections to I-5
  - Light rail to Vancouver
  - Existing bridge removal
- ▶ Available funding allows the Program to advance the bridge replacement contract this year, while pursuing additional funding.
  - The updated range for five-mile corridor is \$13.5 to \$15.2 billion with a likely cost of \$14.4 billion. Of this, 45% of the total likely cost is inflation and risk.
- ▶ Each phase of work must be able to demonstrate that it operates effectively and provides benefits to the traveling public independent of future phases.



For more information: [www.interstatebridge.org/updates-folder/cost-estimate-funding/](http://www.interstatebridge.org/updates-folder/cost-estimate-funding/)

May 20, 2026

## Core Set of Projects: Columbia River Bridge with Light Rail Service to Waterfront Station in Vancouver



\*The Program will update the estimate for the core set of projects to reflect refinements.

• Total cost: \$7.65 B\* (March 17 cost)

May 20, 2026

## Funded Phase: Columbia River Bridge with Width for Future Light Rail Service



## Updates Conducted Since Mid-March

- **Added bridge demolition** to step one, as required by federal partners.
- Identified **cost savings opportunities** for step one:
  - Consolidated the bridge, I-5 connections, and two interchange connections into one Progressive Design-Build contract resulting in:
    - *Cost and risk reductions due to the elimination of coordination between multiple contracts for design and construction.*
    - *Aligning contracting oversight staffing needs from four to one contract.*
    - *Refinements to interim toll site construction management.*
  - Updated risk assumptions and retiring appropriate risks.
- Updated total **available funding**:
  - Both states completed a toll funding analysis that confirmed the ability to increase toll funding capacity within existing rates.
    - *This updated amount is based on analysis conducted on the toll rates that both Transportation Commissions approved for additional study in late 2024.*
- Closed the funding gap to identify a **funded phase**

# Committed & Proposed 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 <sup>o</sup>	\$90 M
Projected Toll Funding Amount <sup>1</sup>	\$1,500 M
<b>Committed Funding Available for a Funded Phase</b>	<b>\$5,690 M</b>
CIG (FTA Capital Investment Grant Program) Full Funding Grant Agreement <sup>2</sup>	\$1,000 M
<b>Committed and Prospective Funding Available for a Funded Phase</b>	<b>\$6,690 M</b>
Connecting Washington Funding <sup>3</sup>	\$118 M
USDOT Reconnecting Communities Pilot (RCP) Program <sup>4</sup>	\$30 M
<b>Committed and Prospective Funding Available for the entire IBR Program</b>	<b>\$6,838 M</b>

Note: Funding amounts include historical expenditures.

<sup>o</sup> Updated amount to align with actual programmed amounts

<sup>1</sup> Reflects updated 2026 toll funding analysis conducted by WA State Treasurer and ODOT. Previous placeholder amount was \$1.25B.

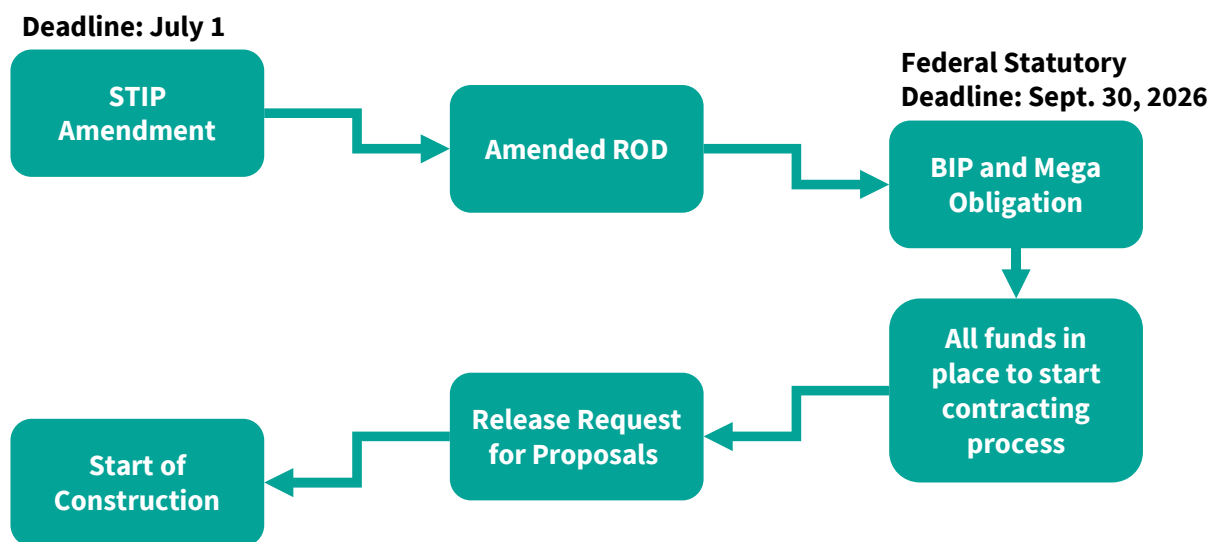
<sup>2</sup> This competitive grant funding requires a light rail transit investment and will require local funds for match.

<sup>3</sup> This Washington State funding is currently budgeted for the Mill Plain / I-5 interchange only.

<sup>4</sup> This announced award of grant funding requires investment in the Evergreen Boulevard Community Connector Lid over I-5.



## Why now?



# MTIP Amendment: Columbia River Bridge with Width for Future Light Rail Service



## Projects in the MTIP Amendment

Package	Core Set of Projects	Step 1 (March 17th, revised to funded phase)	Funded Phase	STIP Amendment
Columbia River Bridge	✓	✓	Combined Packages ✓	Combined Packages ✓
Approaches	✓	✓		
SR-14 Connection	✓	✓		
Hayden Island Connection	✓	✓		
Pre-Completion Tolling	✓	✓	✓	✓
Transit Design	✓	✓	✓	✓
Bridge Removal	✓		✓	Outside the STIP cycle
Light Rail from Expo Center to Waterfront	✓			

# MTIP Amendment Request

- ▶ The Program is seeking to program all funding for the **first funded phase**, except bridge demolition which falls outside the MTIP timeframe, based on the latest cost estimate.
- ▶ **Increase funding** for the following projects in the STIP:
  - [K21570] I-5: **Columbia River (Interstate) Bridge**: For program management, to complete right-of-way acquisitions, and to compensate for utility relocations.
  - [K23877] I-5: **Columbia River Bridge Replacement**: For preliminary engineering and construction work to build the new bridges and connections to existing facilities, with adequate bridge width to support light rail.
  - [K23876] I-5: **Oregon & Washington Pre-Completion Tolling**: To install toll signage and gantries and complete all other pre-launch activities before tolling begins.
- ▶ **Add a new project** to the MTIP:
  - [24473] I-5: **Columbia River Bridge Transit Design**: To advance design for light-rail on the bridge connections (north and south of the bridge) to stay on schedule for FTA's CIG process (pursuing \$1B funding).

## 2026 MTIP Amendment Overview

- ▶ The IBR Program will be requesting to amend the 2024-2027 Metropolitan Transportation Improvement Program (MTIP) to increase funding for the IBR Program from \$322,101,000 (previously obligated) to \$5,291,541,000 for a total increase of \$4,969,440,000 (2026 MTIP Amendment).
- ▶ Amending the STIP/MTIP meets federal requirements to issue the Amended ROD and secure the obligation of the remaining \$1.5 billion of BIP funds and \$600 million of Mega funds by September 30, 2026.

# Stay Connected & Get Involved

Join us for IBR office hours and get your questions answered!

Visit [interstatebridge.org/calendar](https://interstatebridge.org/calendar) to schedule an appointment, email [info@interstatebridge.org](mailto:info@interstatebridge.org) or call 888-503-6735

Sign-up for our monthly newsletter: [interstatebridge.org/news](https://interstatebridge.org/news)

Attend a Program meeting or community engagement event: [interstatebridge.org/calendar](https://interstatebridge.org/calendar)

Comments? Questions? Email: [info@interstatebridge.org](mailto:info@interstatebridge.org)

Follow us on social media: @IBRprogram



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## Thank you!

For more information contact:

[info@interstatebridge.org](mailto:info@interstatebridge.org) | [www.interstatebridge.org](https://www.interstatebridge.org)

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Office of Governor  
TINA KOTEK

# Prosperity Roadmap

MPAC

5/27/26

## Prosperity Roadmap



Office of Governor  
TINA KOTEK

Governor Kotek announced her **Prosperity Roadmap** in early December in response to the economic headwinds facing Oregon.

The Prosperity Roadmap is intended to guide the state's economic development efforts - not just to address the challenges Oregon is facing today, but to build an Oregon where economic opportunity is within reach for everyone.



## Why the Roadmap?



Office of Governor  
TINA KOTEK

Coordinated statewide action can help reverse trends:

### OREGON'S PROSPERITY ROADMAP



- **Slowing population growth**
  - Recent estimates showed a downward revision in in-migration and retention
- **Elevated unemployment**
  - Oregon's unemployment rate was expected to remain elevated through 2026
- **Business outmigration**
  - Businesses were leaving Oregon, job creation had been revised downward

## Vision and Goals



Office of Governor  
TINA KOTEK

### Retain and Grow Businesses

- Reduce barriers to investment
- Strengthen partnerships with the business community

### Catalyze Job Creation

- Target high-value/opportunity industries
- Enhance/expand workforce development programs

### Accelerate Economic Growth

- Modernize economic development systems
- Promote Oregon – particularly around global trade and investment





Office of Governor  
TINA KOTEK

## Six Strategic Initiatives

- 1) Recruit Additional Leadership and Expertise to Grow and Drive the Roadmap
  - Chief Prosperity Officer
  - Governor's Prosperity Council
- 2) Establish a new FastTrack Program\*
- 3) Reduce Barriers to Investment and Growth\*
- 4) Modernize and Strengthen Oregon's Economic Development Tools\*
- 5) Explore Targeted Tax Changes to Spur Living Wage Job Creation, Increase GDP\*\*
- 6) Partner with Businesses and Communities for Results
  - Enhance business outreach with major employers to gather ongoing feedback and stay ahead of emerging challenges and opportunities.
  - Direct state agencies to prioritize economic development and support key projects through the Governor's Office Regional Solutions Program.

\* Components Included in 2026 Legislation

\*\*Discussion Expected during 2027 Legislative Session

Regional Solutions Role

## 2026 Legislative Session



Office of Governor  
TINA KOTEK

### The Governor passed her Prosperity Roadmap bill (HB 4084):

- **FastTrack Permitting Program** to encourage large-scale investment and accelerate project timelines.
- **Permit Audits** to increase transparency, reduce delays, and build trust and predictability for businesses choosing to invest in Oregon.
- **Enterprise Zone Modernization** that expands access to this opt-in program to unlock greater investment opportunities statewide.
- **Investment** in industrial lands site readiness and other economic development programs to address critical funding gaps and support projects statewide.

## Prosperity Council



Office of Governor  
TINA KOTEK

The Governor's Prosperity Council was created in January 2026 to advise her on near- and long-term strategies to achieve the goals in the [Prosperity Roadmap](#).

The Council's 16 members – representing different regions of the state, critical industry sectors, and labor – are dedicated to the advancement of Oregon's economic prosperity and growth.

Their charge is to recommend actionable steps to accelerate Oregon's economy, create good paying jobs, and recruit and grow Oregon's businesses.

Final recommendations will be delivered to the Governor by June 30, 2026.



## Prosperity Council



Office of Governor  
TINA KOTEK

### The Council's work will center on the state's role in the following areas:

- **Business Climate:** Explore and recommend strategies for regulatory streamlining and potential changes in tax policy that would stimulate GDP growth, and long-term tax revenue.
- **Workforce:** Explore and recommend opportunities to modernize Oregon's workforce development systems to improve the effectiveness and relevance of training programs for our workforce and employers in growing sectors.
- **Tools for Growth:** Ranging from incentives to land use, explore and recommend updates to economic development tools that reflect and support today's business ecosystem.



Office of Governor  
TINA KOTEK

## Prosperity Council - Community Engagement

Gathered practical, business-informed recommendations in three areas—Business Climate, Workforce, and Tools for Growth—to inform the Governor’s Prosperity Council’s recommendations for strengthening Oregon’s competitiveness, economic growth, and long-term revenue stability.

### Community Engagement Methods Included:

- Business Roundtables
- Survey: [www.research.net/r/OregonProsperityCouncilSurvey](http://www.research.net/r/OregonProsperityCouncilSurvey)
- Facilitated Community/Sector Discussions – including input from all 11 Regional Solutions Advisory Committees



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TINA KOTEK

## Next Steps

Community engagement results have been shared with the Prosperity Council to help inform the near- and long-term strategies they’ll recommend to Governor Kotek.

The Prosperity Council will present their recommendations by June 30, 2026.

The Chief Prosperity Officer and Regional Solutions will continue to work alongside businesses and local leaders to support community and economic development across Oregon.





Office of Governor  
**TINA KOTEK**

# Prosperity Roadmap

Learn more:

<https://www.oregon.gov/gov/policies/Pages/Prosperity-Council.aspx>

Questions?

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## Memorandum

**To:** C4 Metro Subcommittee  
**From:** [Team TPAC, Representing Clackamas County & Clackamas Cities](#)  
**Re:** May Transportation Policy Advisory Committee (TPAC) Highlights  
**Date:** May 1, 2026

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### Overview

TPAC is a 25-member committee of planners, residents, and government representatives advising JPACT on regional transportation, funding priorities, and policy in the greater Portland region. This memo provides 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 twelve people were killed between April 1 and April 30. Of this total, two people died while walking, one person died while bicycling, and nine people died while driving. Five fatalities occurred in Clackamas County. Actions taken by regional partners to improve street safety were highlighted, including efforts by [PBOT](#), [Washington County](#), and [Portland Rides](#).
- **MTIP Formal Amendment:** TPAC approved this month's MTIP Formal Amendment 26-5607 to amend the Willamette Greenway Trail: Columbia Boulevard Bridge project in the 2024–27 MTIP to ensure compliance with federal project delivery requirements.

### Interstate Bridge Replacement Program Request for Formal Amendment to 2024-27 MTIP

Metro and Interstate Bridge Replacement (IBR) program staff previewed a forthcoming 2024-27 MTIP amendment with updated costs, scope, and funding for this major bi-state project. The proposed amendment includes multiple components and significant funding increases for the project. The May meeting discussion will be followed by requested action from TPAC in June.

**Discussion & Next Steps:** TPAC members asked the project team a broad range of questions, including project phasing, funding approaches, light-rail integration, regional impacts, equity issues, tolling, workforce, and small-business contracting opportunities. Clackamas County members sought clarity on regional traffic diversion during construction and upon completion, forecasted traffic modeling, and any risks of proceeding before securing transit funding. The project team provided many answers and responses during the meeting and plans to follow up further with more information on tolling assumptions, funding approaches, and sequencing.

### TriMet Annual Budget Presentation

TriMet staff presented an overview of the agency's proposed FY 2027 budget, highlighting ongoing financial constraints, revenue trends, and planned service adjustments. The presentation emphasized the agency's focus on fiscal sustainability, maintaining core services, and prioritizing safety and state-of-good-repair investments. Key revenue sources, including

payroll taxes and federal funding, were discussed alongside anticipated declines in fare revenue tied to service reductions.

Discussion & Next Steps: Discussion underscored the connection between TriMet's financial outlook and regional planning assumptions. TPAC members noted the importance of aligning agency budgets with MTIP programming and federal fund expectations. The constrained fiscal environment, paired with potential service reductions, was acknowledged as a key factor influencing broader regional transit strategy and investment decisions. TriMet plans to move forward with budget adoption following any needed adjustments into May and June.

### **SMART Annual Budget Presentation**

SMART staff presented their annual budget and Program of Projects, outlining the agency's role as a provider of local and regional transit service centered in Wilsonville. The presentation highlighted recent service expansions, including new regional connections and the new 10X route along I-205, as well as the agency's continued emphasis on maintaining reliable, fare-free service. Funding sources, including local payroll taxes, state STIF funds, and federal support, were discussed in the context of sustaining core operations rather than expanding service.

Discussion & Next Steps: TPAC members highlighted the importance of SMART's growing role in regional connectivity, particularly with a new service linking Wilsonville to destinations in Clackamas County. The presentation reinforced the value of smaller transit providers in filling gaps not served by larger agencies. SMART plans to proceed with its local budget adoption process through the Wilsonville City Council.

### **Regional Vanpool Action Plan**

Metro staff presented the Regional Vanpool Action Plan, outlining a strategy to expand vanpooling as a cost-effective and flexible mobility option across the region. The plan leverages new state funding and focuses on serving long-distance commuters, underserved communities, and employment centers not well served by fixed-route transit. Key elements include establishing a sustainable funding structure, integrating vanpooling into partner plans, and increasing employer and commuter awareness.

Discussion & Next Steps: TPAC members expressed strong support for vanpooling as a practical solution for long-distance and cross-jurisdictional travel, particularly in areas where traditional transit is less viable. Discussion emphasized the importance of employer partnerships and the role of vanpooling in addressing workforce access and equity needs. Implementation questions focused on governance, including the roles of Metro, ODOT, and local partners. Clackamas County perspectives aligned with broader regional interest in expanding flexible mobility options for commuters traveling into and out of the county. A draft plan will be released for public comment this summer, with TPAC action anticipated later in the year.

## Community Connector Transit Study: Readiness

Metro staff presented findings from the Community Connector Transit Study, focusing on engagement results and regional readiness to implement new or enhanced transit services. The study identifies “opportunity areas” across the region and categorizes them by near-, medium-, and long-term readiness based on infrastructure, demand, and community input. The work also introduces a framework for governance and funding to support future implementation and integration into the Regional Transportation Plan and Regional Transit Strategy.

Discussion & Next Steps: TPAC discussion focused on how the study’s findings will translate into real-world implementation and funding decisions. Members also raised questions about precisely how the study will be incorporated into the RTP and how prioritization should be framed, with a preference for describing areas as investment opportunities rather than fixed rankings. Additional discussion highlighted the need for stronger alignment between capital and operating funding strategies, as well as continued engagement with underserved communities. The study will inform the 2028 RTP and future Regional Transit Strategy updates, with additional refinement and policy discussion to come.

## Upcoming Agenda Highlights

June 5, 2026 – In-Person/Hybrid	June 10, 2026 – In-Person/Hybrid Workshop
<ul style="list-style-type: none"><li>• Action: 27-30 MTIP adoption draft</li><li>• Action: Interstate Bridge Replacement Program MTIP Amendment</li><li>• Info: Rose Quarter MTIP Amendment</li><li>• Info: 2028 Regional Transportation Plan Update Draft Work Plan</li></ul>	<ul style="list-style-type: none"><li>• Info: RTP 101</li><li>• Info: Review 2023 RTP performance analysis results</li><li>• Info: RTP call for projects process</li><li>• Info: Findings from the 2028 Oregon Travel Study</li></ul>

## For More Information, Contact

### County Representatives

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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

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## Memorandum

**To:** C4 Metro Subcommittee  
**From:** **Team MTAC, Representing Clackamas County & Clackamas Cities**  
**Re:** March Metro Technical Advisory Committee (MTAC) Highlights  
**Date:** April 15, 2026

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### 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](#).

NOTE: Metro was experiencing extreme technical difficulties during this meeting and the virtual experience did not provide clear audio or video. The meeting was well attended in person.

### **Resolution No. 26-5577: For the Purpose of Declaring Extreme Heat and Climate Change as Critical and Growing Threats and Designating a Regionwide Heat Season**

Building off of the Comprehensive Climate Action Plan and Cooling Corridors Study, Resolution No. 26-5577 declares extreme heat and climate change as critical and growing threats in the greater Portland region. It designates May 1<sup>st</sup> to September 30<sup>th</sup> as the official heat season for the region, with the understanding that this period may be amended in the future as climate conditions change. MTAC members voted to recommend MPAC adopt this resolution.

#### Discussion Highlights:

- An MTAC member inquired about specific objectives as a result of the resolution – for example a push for grant funding. Metro responded that this is a broad effort that could hopefully set up pursuing funding in the future.
- Concerns about the heat impacts of data centers were shared, with a MTAC member asking how data centers were involved in the study.
- An MTAC member asked if this would be taken into consideration or referenced in the RTP update, staff answered that it would not which is why this didn't go to TPAC or JPACT.

#### Next Steps:

- 4/22: MPAC to consider recommendation to Metro Council on adoption of resolution.
- 4/30: Metro Council to consider recommendation on adoption of resolution.

### **2028 Regional Transportation Plan Update Kickoff**

Metro is required to update the Regional Transportation Plan (RTP) every five years to maintain compliance with federal and state requirements. The next update must be adopted by November 30, 2028. Metro is initiating the scoping phase for the 2028 RTP update and requested MPAC members provide feedback on this process.

### Discussion Highlights:

- The importance of engagement with businesses, specifically regarding freight, was discussed. Several MTAC members offered to help Metro staff identify best practices for conducting outreach with businesses.
- Metro was asked what the plan for coordinating committees and technical staff groups will be. Metro responded that they would be back to MTAC and TPAC as well as coordinating committees such as C4 and WCCC.
- Studies were discussed, with members inquiring about commodity movement studies and a request for a report on the travel behavior survey.
- A MTAC member requested Metro provide a more detailed advance RTP schedule.

### Next Steps:

- March-May: Seek feedback on proposed process and policy outcomes.
- June: Seek feedback on draft work plan and engagement plan, including from CTAC and C4 Metro.
- July: Seek recommendation for adoption from TPAC, JPACT, and Metro Council.

### **UGMFP Primer Series Part 2.A: UGB Minor Adjustments**

This continues a series of primers on the Urban Growth Management Functional Plan (UGMFP) that Metro began this spring, with a focus on a review of the UGMFP's organization, general provisions, and three housing-related titles. This presentation focused on Title 14 – Minor Adjustments, which make small changes to the urban growth boundary (UGB) so that land already within the UGB functions more efficiently and effectively. Metro may adjust the UGB with a minor adjustment only in order to:

1. Site roads and/or lines for public facilities and services;
2. Trade land outside the UGB for land inside the UGB;
3. Make the UGB coterminous with nearby property lines or natural or built features.

### Discussion Highlights:

- The group appreciated the presentation and this series and looks forward to learning more about the other types of UGB Adjustments.

### **Future Vision Engagement Activity**

Metro is seeking feedback from cities, counties, communities, individuals and organizations across the region to build a shared vision for the future. The Future Vision will set the course for policies, programs and projects on a wide range of topics, from land use, transportation and our economy to housing, climate, nature, arts and culture. Input from the vision process will

directly impact the plans and programs available in the future to partners across the region. Metro asked for input from MTAC and also requested MTAC members share an [online survey](#) with their communities.

**Discussion Highlights:**

- The group participated in an interactive activity to get a sense of the activities that the visioning group has been doing.
- The group discussed the challenges of getting in the head space to be able to create a vision that looks that far into the future.

**Upcoming Agenda Highlights**

May 20, 2026	June 17, 2026
<ul style="list-style-type: none"> <li>• Community Connector Transit Study: Readiness</li> <li>• UGMFP Primer: Title 14 UGB</li> <li>• Update on Distributed Forecast</li> </ul>	<ul style="list-style-type: none"> <li>• 2028 Regional Transportation Plan Draft Work Plan</li> <li>• Economic Development Update</li> <li>• UGMFP Primer: Title 4 Industrial and Other Employment Areas</li> <li>• Update from Tigard on Comprehensive Planning of River Terrace 2.0</li> </ul>

**For More Information, Contact**

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