Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, May 21, 2026 **7:30 AM** **https://zoom.us/j/91720995437 Webinar ID: 917 2099 5437 or +1 669 444 9171 (toll free)**

1. Call To Order, Declaration of a Quorum & Introductions (7:30 AM)

2. Public Communication on Agenda Items (7:32 AM)

Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the day before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. JPACT Chair Updates (7:35 AM)

3.1	Fatal Crash Report	COM 25-1001
3.2	Transit Minute	COM 25-1002
	Attachments: Transit Minute	
3.3	Regional Vanpool Action Plan Memo	COM 26-1108
	Attachments: Regional Vanpool Action Plan Memo	
3.4	Considering Endorsement of the Federal Bridges and Safety Infrastructure for Community Success (BASICS) Act	COM 26-1107
	Attachments: JPACT Worksheet BASICS Letter of Support BASICS Legislative One Pager JPACT Reauthorization Priorities Federal Register	

4. Consent Agenda (7:45 AM)

4.1	Resolution No. 26-5559 For the Purpose of Adopting the Fiscal Year 2026-27 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements Attachments: JPACT worksheet Resolution No. 26-5559 Exhibit A Exhibit B Staff Report	COM 26-1088
4.2	Resolution No. 26-5564 For the Purpose of Accepting the Findings and Recommendations in the Regional Emergency Transportation Routes Update Phase Two Report Attachments: JPACT Worksheet Resolution no. 26-5564 Exhibit A: RETR MPA Map Exhibit B: RETR 5 County Map Exhibit C. RETR Phase 2 Final Report Staff report for Resolution no. 26-5564	COM 26-1089
4.3	Resolution no. 26-5594 For the Purpose of Amending or Canceling Two Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements Attachments: JPACT Worksheet Draft Resolution 26-5594 Exhibit A Exhibit B Staff Report	COM 26-1105
4.4	Consideration of the April 16, 2026 JPACT Meeting Minutes Attachments: April 16, 2026 JPACT Minutes	COM 26-1106

5. Information/Discussion Items (7:50 AM)

5.1	IBR MTIP Amendment: Discussion	COM 26-1091

Presenter(s): Gabriela Lopez, Senior Transportation Planner, Metro
Kelly Betteridge, Investment Areas & Major Projects Manager, Metro
Carley Francis, Interim Interstate Bridge Replacement Program Administrator

Attachments: JPACT Worksheet
Draft Resolution no. 26-5599
Exhibit A: Project Detail Report
Exhibit B: Public Comment Report
Staff Report
IBR Program Major Project Assessments
IBR Program Modified Locally Preferred Alternative
IBR Program Maps
IBR Program Pre-Completion Tolling Map

8:35 AM

5.2 Community Connector Transit Study: Readiness COM 26-1101

Presenter(s): Ally Holmqvist, Senior Planner, Metro
Ted Leybold, Transportation Policy Director, Metro

Attachments: JPACT Worksheet
Simple Work Plan- Revised
Engagement Summaries Combined
Opportunity-Hub Prioritization
Governance Strategy
Report Outline

6. Committee Member Communication (9:05 AM)

7. Adjourn (9:30 AM)

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January 2021

2026 JPACT Work Program

As of 5/14/26

Items in italics are tentative

May 21, 2026 -online	**June 18, 2026 - in person**

• Chair Updates
  ○ Regional Vanpool Action Plan Memo (Marne Duke)
  ○ BASICS Act Letter of Support Memo (Betsy Emery) (HIGHLIGHT IN JPACT REMINDER EMAIL)
• Unified Planning Work Program (John Mermin, Metro consent) **(consent)**
• Regional Emergency Transportation Routes (John Mermin, Metro) **(consent)**
• **MTIP May Bundle (consent)**
 	
• IBR MTIP amendment: discussion (Gabriela Lopez and Kelly Betteridge, Metro; Carley Francis, IBR Program.) **(I/D item) 45 mins**
• Community Connector Transit Study: Readiness (Ally Holmqvist, Metro; 30 min)
	• 27-30 MTIP Recommendation and adoption **(action)**
	• IBR MTIP Amendment **(action)**
	• JPACT Trip Prep (Betsy Emery, Metro; 15 min)
	• JPACT Facilitated Transit Discussion report out and recommendations (Ted Leybold and Allison Brown; 30 min)
	• RQ MTIP Amendment: discussion (Jean Senechal Biggs and Blake Perez, Metro and ODOT staff; 30 min)

July 16, 2026 -online	**August- cancelled**
• Rose Quarter MTIP Amendment **(action)** • JPACT DC trip prep (Betsy Emery, Metro; 20 min) • 2028 Regional Transportation Plan Work Plan (André Lightsey-Walker and Kim Ellis, Metro; 30 min) • Future Vision update (Jess Zdeb, Metro; 30 min) • TriMet Service Cuts and Budget shortfalls (TriMet; 30 min) **(I/D item)**	
September 17, 2026 - in person	**October 15, 2026 – online**
• 2028 Regional Transportation Plan Work Plan: Adoption **(action)** • JPACT trip overview (Betsy Emery, Metro; 30 min) • Community Connector Transit Study: Recommendations (Ally Holmqvist, Metro; 30 min)	• Community Connector Transit Study: Report Acceptance **(action)** (Ally Holmqvist, Metro; 30 min) • Regional Vanpool Action Plan (Marne Duke, Metro; 15 min) **(action)** • Cascadia HSR: Route Options Update (Program staff; Ally Holmqvist; 30 min)

DRAFT

• 2028 RTP update: system performance (André Lightsey-Walker and Alfredo Haro, Metro; 30 min) • Regional Vanpool Action Plan (Marne Duke, Metro; 15 min) *JPACT DC trip September 21st -24th*	• Institute of Metropolitan Studies Transportation Funding Report (Tyler Frisbee, Jennifer Dill, Early Blumenhaur) IMS) (30 min)
November 19, 2026- in person • HOLD for Future Vision update • 2028 RTP update: Funding and call for projects (André Lightsey-Walker, Metro; 30 min)	**December 17, 2026** • Annual Safe streets update

Holding Tank

Expected Items with unknown timelines:

- OTS initial survey findings

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

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Agenda #: 3.2

File #: COM 25-1002 **Agenda Date:**5/21/2026

Transit Minute

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Agenda #: 3.3

File #: COM 26-1108 **Agenda Date:**5/21/2026

Regional Vanpool Action Plan Memo

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Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, May 7, 2026
To: Joint Policy Advisory Committee on Transportation (JPACT) and Interested Parties
From: Marne Duke, Senior Regional Planner
Subject: Regional Vanpool Action Plan

JPACT is scheduled to consider action on the Regional Vanpool Action Plan in October 2026. Metro staff prepared this memo for JPACT members to introduce the project and provide background information on the Action Plan, a summary of the draft near-term actions, and an overview of the engagement timeline and final steps in the project.

Background
Vanpooling is an underutilized opportunity to advance Metro and Regional Transportation Plan goals. Specifically, vanpooling can support Goal 2 of the RTP: to increase the proportion of trips made by walking, biking, shared rides and use of transit. Additionally, both the Regional Transportation Demand Management (TDM) Strategy and the Community Connectors Transit Study describe vanpooling as a cost-effective solution that connects people in low-density areas to jobs and serves off-peak travel needs.

Designated as a form of public transit by the Federal Transit Administration, vanpooling is noted for its ability to provide a flexible option where fixed-route transit is impractical or unavailable. Vanpool programs also support equity objectives by providing affordable, accessible options for low-income households and workers without cars.

For over a decade, the Metro region has lacked a formal regional vanpool program. To address gaps in vanpooling throughout the state, ODOT has designated over $3 million for employer vanpool programming and subsidies. They have awarded a contract to a vendor who will provide full-service vanpooling with priorities for spending subsidies in the Metro region, as well as communities in transit underserved areas and specific audiences, such as shift, hospitality and health care workers.

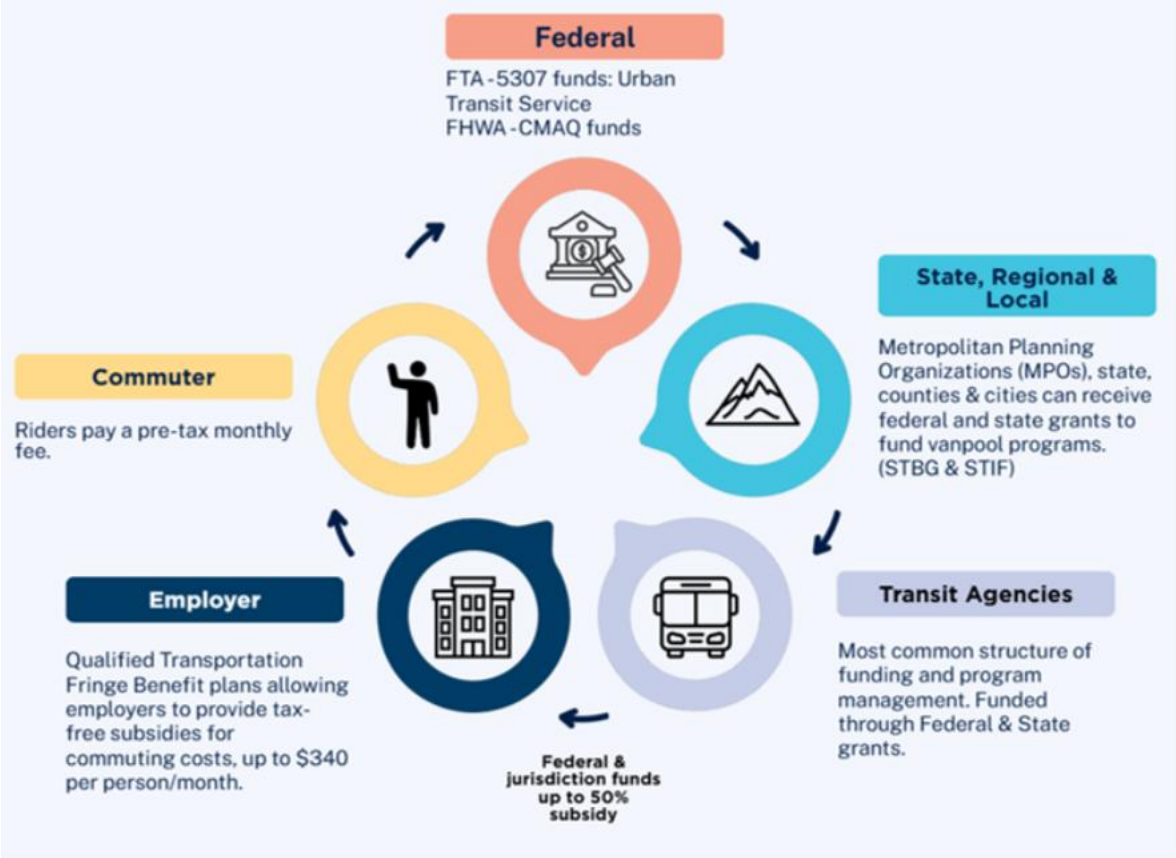
To capitalize on this opportunity, Metro has developed a draft Regional Vanpool Action Plan informed by a Technical Working Group, stakeholder interviews, TPAC workshop and an employer focus group. Metro will conduct a 30-day public comment period on the draft action plan in July to gather additional input. TPAC, JPACT and Metro Council are scheduled to consider action on the plan this fall.

What Is Vanpooling?
Vanpooling is a form of shared mobility where a group of typically five to seven participants share a van for commuting to work, with at least 80% of the vehicle miles traveled dedicated to work trips. The vanpool driver(s) is a volunteer with a valid driver's license who is in the group that is using the van for transportation to/from work. Vanpools are considered a form of transit and eligible for federal and state funding when they are open to the public, ADA accessible, and facilitated through a public agency such as a transit authority or Metropolitan Planning Organization (MPO). Vanpool riders are often supported through subsidies, which cover a

portion of the vanpool costs, such as leasing, fuel, insurance, and maintenance. These subsidies may be provided under federal and state transit funding programs. Some employers provide a partial subsidy for participating in a public vanpool.

Vanpooling is identified as one of the region's transit service types, but it is distinct from shuttles and carpooling. Shuttles are a fixed-route service operated by an organization or transit agency, typically with larger vehicles and set stops. It serves broader groups without requiring rider coordination and is less personalized than vanpooling. While vanpooling and carpooling are both common forms of shared mobility used by commuters, vanpools must have at least five regular participants and use a dedicated leased or provided van. Unlike carpools, vanpools are eligible for federal or state subsidies and are subject to reporting requirements.

Vanpool Funding Opportunities



Public vanpool programs relies on a mix of funding sources, including federal, state, regional, and local grants, employer contributions, and participant fees (see above illustration). Federal programs such as FTA Section 5307 Urbanized Area Formula Grants and FHWA's Congestion Mitigation and Air Quality (CMAQ) grants and Surface Transportation Block Grant (STBG) funds often provide seed money for capital and operating costs, while state programs like ODOT's Statewide Transportation Improvement Fund (STIF) grants supplement these efforts. Transit agencies typically administer subsidies, which reduce rider

costs to that similar to other public transit fares and employers may offer commuter benefits or direct subsidies. Vanpools that receive federal transit funds are required to report their vehicle revenue miles to the National Transit Database (NTD) for future federal allocations.

Draft Action Plan Objectives and Strategies
Through a stakeholder engagement process, the Regional Vanpool Action Plan identifies three program objectives to advance vanpooling in the region:

- The greater Portland region will have a robust vanpool program that has reliable funding to sustain programming and subsidies.
- Vanpool is established as a key component of regional partners' plans and programming.
- Commuters and employers in the Metro region are aware that vanpooling is a convenient and affordable travel option and commute benefit offering.

The Regional Vanpool Action Plan also includes strategies developed in collaboration with the Technical Working Group to achieve the three program objectives. Strategies presented are near-term, focusing on the next 1-3 years, and aim to best capitalize on the period when ODOT will be facilitating vanpooling in the region.

Project Phases & Next Steps
Phase I, which began in the fall of 2025 and was completed in April 2026, involved a comprehensive assessment of vanpooling in the region, including best practices research, regional and state history and current state, and opportunities and barriers. Initial stakeholder engagement informed the project's draft Regional Vanpool Action Plan objectives, strategies, and actions.

Phase II, which began in April 2026, aims to introduce and begin initial actions presented in the draft Regional Vanpool Action Plan to partners and regional stakeholders to prepare for the launch of the ODOT managed vanpool program in the region, expected in the fall of 2026.

Engagement and activities for Phase II will include:

- A 30-day public comment period from July 1-30 on the draft action plan and general attitudes and preferences on vanpooling.
- A regional vanpool kick-off meeting with ODOT, RTO Commute Program partners and other interested parties
- Presentations to County Coordinating Committees, County Coordinating Committee Technical Advisory Committees, and business-centered organizations, such as Chambers and Economic Development Councils.
- Presentations of the draft Regional Vanpool Action Plan to TPAC, JPACT and Metro Council.

Table 1 lists past and future engagement activities to develop the Regional Vanpool Action Plan and anticipated dates for TPAC, JPACT and Council to consider action on the plan.

Table 1: Regional Vanpool Action Plan Timeline

Regional Vanpool Action Plan Activities	Date
Technical Work Group Meeting #1	Sept. 22, 2025
Technical Work Group Meeting #2	Nov. 6, 2025
TPAC Workshop	Dec. 15, 2025
Technical Work Group Meeting #3	Feb. 2, 2026
Technical Work Group Meeting #4	March 31, 2026
TPAC presentation	May 1, 2026
JPACT memo	**May 7, 2026**
County Coordinating Committees and County Coordinating Committee Technical Advisory Committees, community/business organizations	April-September 2026
Public Comment period	July 1-30, 2026
TPAC presentation	September 11, 2026
JPACT presentation	September 17, 2026
Metro Council presentation	Late September 2026*
TPAC action	October 2, 2026
JPACT action	October 15, 2026
Metro Council action	Late October/Early November 2026*

**Date to be confirmed.*

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Agenda #: 3.4

File #: COM 26-1107 **Agenda Date:**5/21/2026

Considering Endorsement of the Federal Bridges and Safety Infrastructure for Community Success (BASICS) Act

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JPACT Worksheet

Agenda Item Title: Considering endorsement of the federal *Bridges and Safety Infrastructure for Community Success (BASICS) Act*

Presenters: Betsy Emery, Federal Affairs Advisor, Oregon Metro

Contact for this worksheet/presentation: Betsy Emery, Betsy.Emery@oregonmetro.gov

Purpose/Objective

Following the discussion of the federal surface transportation reauthorization process at the April 2026 JPACT meeting, Chair Lewis directed staff to bring a letter of support for the *Bridges and Safety Infrastructure for Community Success (BASICS) Act* to JPACT's May meeting for consideration.

The draft letter for consideration (attached) is modeled from a template provided by the Association of Metropolitan Planning Organizations. The letter is addressed to the Oregon House delegation given that the bill was introduced in the House and there is no Senate companion bill at this time.

Background

The BASICS Act (H.R. 7437) is bipartisan legislation that was introduced by Rep. McDonald Rivet (D-Mich.) and Rep. Bresnahan (R-Pa.). The bill proposes targeted updates to existing federal transportation programs to repair bridges, strengthen safety, improve accountability and transparency, expand local access to funding, and move projects from planning to completion faster. By reinforcing collaboration across federal, state, regional, and local partners, the bill helps ensure projects move efficiently and deliver real results on the ground.

The BASICS Act is comprehensive legislation that is endorsed by several national organizations, reflecting broad support from local and regional governments nationwide. Endorsers include the National League of Cities, National Association of Counties, Association of Metropolitan Planning Organizations, the U.S. Conference of Mayors, National Association of Development Organizations, National Association of Regional Councils, American Public Works Association and the National Association of County Engineers.

Many provisions of the BASICS Act are closely aligned with JPACT's previously adopted federal legislative priorities. The primary goals of the legislation are described below, along with a description of how it relates to JPACT's federal legislative agenda.

- **Invests In Repairing Bridges:** The BASICS Act builds on the Bridge Formula Program established in the Infrastructure Investment and Jobs Act (IIJA) to continue fixing the nation's most deficient bridges, with a focus on both state- and locally owned infrastructure. Unlike prior approaches, the BASICS Act ensures that funding for locally owned bridges is proportional to the number of locally owned bridges in each state and directs these funds to the worst-condition bridges regardless of ownership.

  These provisions align with JPACT's legislative priorities to preserve the Bridge Formula Funding Program, maintain funding for bridges generally, and maintain a state of good repair.

- **Focuses On Road Safety:** The BASICS Act strengthens the Highway Safety Improvement Program (HSIP) by increasing overall safety funding, directing safety dollars to high-risk roads, and preventing states from transferring HSIP funds away from safety priorities. The

bill directs state DOTs to deliver 25% of HSIP funding to regional priority projects in both urban and rural areas, giving local governments direct access to capital for proven safety projects. These provisions build on the success of the Safe Streets and Roads for All (SS4A) program by providing a source of capital to begin implementing the safety action plans that SS4A grants have supported.

These provisions align with JPACT's legislative priorities to "maintain funding and policy focus on safety for all road users," deliver high impact projects that improve safety outcomes, "prioritize funding awards for projects that will reduce fatal and serious traffic-related injuries," and renew the Safe Streets and Roads for All program.

- **Delivers Regional Priority Projects Faster:** The BASICS Act increases funding for the Surface Transportation Block Grant (STBG) program. STBG is the largest and most flexible federal transportation formula program, and includes dedicated funding that flows to MPOs like Metro to support federally required planning activities, capital to construct local agency projects, alternative transportation, and carbon mitigation programs. Increased STBG funding gives states and regions greater capacity to advance projects in the Metropolitan Transportation Improvement Plan (MTIP).

  These provisions align with JPACT's legislative priorities to "continue advancing locally important infrastructure" and "streamline deployment of federal funds."

- **Increases MPO Planning Resources:** In addition to expanding STBG funding, the BASICS Act increases Metropolitan Planning (PL) formula funding, which supports Metro in completing federally required MPO activities. The bill expands eligible uses of PL funding to include the full project development lifecycle, including early scoping, data and modeling, and multi-modal systems planning, allowing MPOs to more fully develop projects in addition to identifying them. The bill also provides dedicated funding to Rural Transportation Planning Organizations so rural areas can consistently move projects through the development pipeline. Strong planning leads to better project selection, faster delivery, and smarter investments, ensuring both rural and metropolitan regions can advance projects that reflect local priorities and long-term needs.

  These provisions align with JPACT's legislative priority to maintain MPO planning funding.

Outcome

JPACT members will consider whether to send a letter to the Oregon House delegation expressing support for the *BASICS Act.* If approved, Metro's Federal Affairs Advisor will format the letter and share it with the delegation's D.C. and in-district staff.

What has changed since JPACT last considered this issue/item?

There have not been any changes to this legislation since the April 2026 JPACT meeting when it was originally discussed. There have been some advancements in discussions about the surface transportation reauthorization bill as a whole. The House Transportation and Infrastructure Committee Chair Rep. Graves has announced desire to mark up a draft of the bill in the middle of May. While he has delayed these mark ups multiple times before, it's clear that conversations about how transportation funding will be divided are underway. Amidst that backdrop, it's important for JPACT to inform the Oregon delegation about the transportation-related bills of significance.

What packet material do you plan to include?

- JPACT's legislative priorities for the federal surface transportation reauthorization
- AMPO one-pager about the BASICS Act

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oregonmetro.gov

May 21st, 2026

The Honorable Representative Bonamici
2231 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Representative Bynum
1508 Longworth House Office Building,
Washington, D.C. 20515

The Honorable Representative Dexter
1207 Longworth House Office Building
Washington, D.C. 20515

The Honorable Representative Hoyle
1620 Longworth House Office Building
Washington, D.C. 20515

The Honorable Representative Salinas
403 Cannon House Office Building
Washington, D.C. 20515

The Honorable Representative Bentz
409 Cannon House Office Building
Washington, D.C. 20515

Dear Members of the Oregon House Delegation,

The Joint Policy Advisory Committee on Transportation (JPACT) urges you to support and co-sponsor H.R.7437, the BASICS (Bridges and Safety Infrastructure for Community Success) Act, introduced by Representatives McDonald Rivet and Bresnahan.

As a part of the Metropolitan Planning Organization (MPO) board, JPACT helps direct $50 million in federal transportation funding each year to projects across the Greater Portland region, including 3 counties and 24 cities to improve safety, reduce congestion, and support economic growth. JPACT member agencies manage a vast transportation system including more than 3,700 miles of roads, bridges, and highways serving more than 1.7 million people that live, work, and commute here.

What the BASICS Act would do:

- **Deliver regional priorities faster.** The BASICS Act accelerates delivery of regionally supported projects by increasing funding for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula funding program, STBG allows states and regions to move projects forward efficiently and deliver tangible benefits for local businesses, workers, and communities in every congressional district. This would enable the Oregon Department of Transportation to receive more STBG funding, which turn trickles down to our MPO's ability to fund more community-scale projects such as the NW Division Street project in Gresham, the NE MLK Boulevard Safety project in Portland, the North Dakota Street Bridge project in Tigard, and the Trolley Trail bridge project in Gladstone. STBG funds are

also the primary source for our investments in transportation demand management programs, transit-oriented development projects, and transportation technology solutions across the region.

- **Focus on road safety.** With more than 100 people killed in traffic crashes in our region in 2025, transportation safety is one of JPACT's biggest priorities. The BASICS Act increases and protects funding for the Highway Safety Improvement Program (HSIP) and directs states to spend a portion of that funding on local high-risk roads. We are grateful that ODOT already expresses their commitment to safety by allocating a proportion of their HSIP dollars to local facilities, but this provision is important for ensuring other states help us meet our national safety goals. Further, increasing HSIP funding provides a dedicated funding source that can be used to implement safety projects identified in transportation safety plans.

- **Invest in repairing locally-owned bridges.** Counties own 38 percent of U.S. bridges. The BASICS Act ensures the bridge formula funding program established in the Infrastructure Investment and Jobs Act reflects the critical role counties and local municipalities play in building and maintaining roads by directing bridge funding resources proportionally to locally owned bridges in the worst-condition.

- **Strengthen regional planning.** Created by Congress, Metropolitan Planning Organizations (MPOs) are required to develop the fiscally-constrained Metropolitan Transportation Improvement Program (MTIP), update the long term Regional Transportation Plan, and work with local governments to identify and develop projects that meet federal performance goals. The BASICS Act would increase the very minimal amount of FHWA Metropolitan Planning (PL) funding that MPOs receive to complete these statutory planning mandates. The modest increase would allow MPOs to coordinate more closely with state DOTs and provide more support to local jurisdictions as projects move from planning to delivery

- **Ensure transparency and collaboration.** Federal transportation dollars must be accountable to taxpayers. The BASICS Act improves transparency by reinforcing collaboration across federal, state, regional, and local partners to ensure that local voices are heard and transportation investments reflect what communities need most. ODOT tends to be a good partner with us in collaborating on funding decisions, and this provision would prompt other state DOTs to provide a similar level of engagement with their MPOs.

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The BASICS Act is comprehensive transportation legislation supported by the Local Officials in Transportation (LOT) Coalition, representing more than 25,000 counties, cities, towns, MPOs, regional councils, and economic development organizations. Coalition members include the National Association of Regional Councils (NARC), the Association of Metropolitan Planning Organizations (AMPO), the National Association of Counties (NACO), the National League of Cities (NLC), and the U.S. Conference of Mayors, and the National Association of Development Organizations (NADO). This broad coalition reflects the nationwide recognition that local and regional governments must have a stronger voice and better tools in shaping federal transportation policy.

There is nothing more basic than local roads and bridges. By supporting the BASICS Act, you will help ensure that cities, counties, MPOs, including Metro have the resources they need to deliver transportation systems that connect our neighborhoods, support our local economies and serve our residents every single day.

JPACT asks that you sign on as a co-sponsor of the BASICS Act (H.R.7437) and that you reach out to the original sponsors of this bill, Representatives McDonald Rivet and Bresnahan to discuss how you can help support the BASICS Act in the next federal surface transportation reauthorization bill.

Thank you for your leadership and consideration of this request. Strengthening regional planning and empowering local decision-makers is essential to creating a safer transportation systems, more connected communities, and an economically prosperous future.

Sincerely,

[[CHAIR LEWIS SIGNATURE]]

Christine Lewis
Chair, Joint Policy Advisory Committee on Transportation



BASICS – Bridges And Safety Infrastructure for Community Success Act (H.R. 7437)

America's transportation system depends on a safe and reliable network of roads and bridges in every region of the country. **The BASICS Act** focuses federal transportation investment on core infrastructure needs by ensuring funding reaches communities efficiently and is used where it delivers the greatest public benefit.

What this bill does:

- **INVESTS IN REPAIRING BRIDGES**: Builds on the Bridge Formula Program to continue fixing the nation's most deficient bridges, with a focus on both state- and locally owned infrastructure. Unlike prior approaches, the BASICS Act ensures that funding for locally owned bridges is proportional to the number of locally owned bridges in each state, directing resources to the worst-condition bridges regardless of ownership.
- **DELIVERS REGIONAL PRIORITY PROJECTS FASTER**: Metropolitan planning organizations (MPOs) are responsible for developing Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act accelerates delivery of these regionally supported projects by increasing funding for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently and deliver tangible benefits for local businesses, workers, and communities in every congressional district.
- **FOCUSES ON ROAD SAFETY**: Nearly 100 people lose their lives on America's roads every day. The BASICS Act strengthens the Highway Safety Improvement Program (HSIP) to confront this crisis head-on by increasing overall safety funding and preventing states from transferring HSIP dollars away from safety priorities. The bill also ensures that 25 percent of HSIP funding is delivered regionally in both urban and rural areas, giving local governments direct access to capital for proven safety projects and building on the success of the Safe Streets and Roads for All program.
- **ENSURES TRANSPARENCY AND COLLABORATION**: Federal transportation dollars must be accountable to taxpayers. The BASICS Act improves transparency around how funding flows, what resources are available to regions, and how projects advance from planning to delivery. By reinforcing collaboration across federal, state, regional, and local partners, the bill helps ensure projects move efficiently and deliver real results on the ground.
- **BUILDS STRONG PLANS FOR RURAL AND URBAN REGIONS:** The BASICS Act invests in planning capacity by strengthening Rural Transportation Planning Organizations (RTPOs) and increasing Metropolitan Planning (PL) funding. Strong planning leads to better project selection, faster delivery, and smarter investments, ensuring both rural and metropolitan regions can advance projects that reflect local priorities and long-term needs.

August 20, 2025

Daniel Cohen
Assistant General Counsel for Regulation and Legislation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: Request for Information – Advancing a Surface Transportation Proposal that Focuses on America's Most Fundamental Infrastructure Needs.

Thank you for the opportunity to submit comments in response to the Request for Information (Docket No. DOT-OST-2025-0468) on the development of the next surface transportation authorization. The Joint Policy Advisory Committee on Transportation (JPACT) and Oregon Metro jointly comprise the Metropolitan Planning Organization (MPO) representing the broader Portland, Oregon region, serving more than 1.7 million people living and working within the urban areas of 3 counties and 24 cities. Guided by a committee of 17 elected officials and agency representatives, JPACT makes strategic recommendations to the Metro Council that ensure federal dollars are invested strategically to deliver transformative projects.

Metropolitan Planning Organizations (MPOs) are federally required regional policy-making bodies responsible for developing the long-range transportation blueprints that guide critical infrastructure investments. By law, MPOs coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, state DOTs, and the public. This ensures that federal investments are cost-effective, locally supported, and nationally aligned.

A strong and collaborative relationship between the U.S. Department of Transportation (USDOT) and MPOs is essential to the success of the nation's transportation infrastructure. In a dynamic transportation landscape, fostering this partnership will enable us to tackle critical challenges and build strong, safe, and thriving transportation networks that support families, workers, and industries.

We applaud USDOT for initiating this Request for Information and offer the following recommendations, based on our direct experience implementing federal surface transportation policy. Our priorities align with the Association of Metropolitan Planning Organizations (AMPO), Local Officials in Transportation (LOT) Coalition, Transportation for America, Association of Commuter Transportation, Intelligent Transportation Society of America, and reflect the needs of our region.

In May 2025, JPACT formally adopted nine proposals for the U.S. Department of Transportation to consider in the development of the next surface transportation reauthorization bill. The proposals are listed below and are not in any priority order.

Preserve current funding levels for competitive funding programs.

The 2021 surface transportation reauthorization bill established a variety of new competitive funding programs that are of importance to the Portland Metro region. JPACT is especially advocating to reauthorize and reappropriate level funding for the following *new* transportation funding programs:

- National Infrastructure Project Assistance (MEGA)
- Infrastructure for Rebuilding America (INFRA)
- Bridge Investment Program (BIP)
- Safe Streets and Roads for All (SS4A)
- Active Transportation Infrastructure Investment Program (ATIIP)
- Promoting Resilient Operations for Transformative Efficient and Cost-saving Transportation (PROTECT)
- Reconnecting Communities Pilot (RCP)

The prior surface transportation authorization bill also maintained or increased appropriations for multiple existing USDOT grant funding programs, expanding their ability to advance locally important transportation goals. JPACT would like to see the 2021 appropriation authorization levels preserved for the following existing competitive programs:

- Better Utilizing Investments to Leverage Development Grant Program (BUILD)
- Advanced Transportation Technology and Innovation (ATTAIN)
- Federal Transit Administration (FTA) Bus and Bus Facilities
- FTA State of Good Repair
- FTA Capital Investment Grant
- FTA Pilot Program for Transit-Oriented Development
- FHWA Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD)
- Maritime Administration Port Infrastructure Development Program (PIDP)

As Congress looks to approve future infrastructure funding, it is important to JPACT that the federal government meet its already committed obligations for federally funded projects.

Preserve current funding levels for formula funding programs.

Sustained funding is important for highway and transit formula programs. The 2021 surface transportation authorization bill increased appropriations for multiple USDOT formula funding programs that JPACT would like to see maintained, including the:

- FHWA Surface Transportation Block Grant (STBG)
- FHWA Highway Safety Improvement Program (HSIP)
- FHWA Carbon Reduction Program (CRP)
- FHWA Congestion Mitigation and Air Quality Program (CMAQ)
- FHWA Bridge Formula Funding, which was created in the prior bill
- FTA Urbanized and Non-Urbanized Area Programs

In addition to maintaining the increased funding level for the FHWA Surface Transportation Block Grant (STBG), JPACT also wants to ensure the program maintains the 10% set aside for the Transportation Alternatives Program, which supports smaller-scale transportation projects. JPACT also wants the reauthorization bill to maintain requirements for state transportation departments to provide suballocations of their STBG funding to MPOs and local jurisdictions. JPACT requests that currently eligible transportation infrastructure for these formula funds are retained to support local and state policy priorities and decision-making and to continue advancing locally important infrastructure and streamlining deployment of federal dollars.

Maintain funding and policy focus on safety for all road users, especially along arterials and critical corridors.

JPACT and Metro support the Secretary's call to address the significant safety challenges on our roads, highways, bridges, and transit infrastructure. Federal funding for transportation safety, such as the Safe Streets and Roads for All (SS4A) grant and the Highway Safety Improvement Program (HSIP), is imperative to ensure the transportation system is safe for all roadway users. Federal funding and policies that enable coordinated local and regional transportation safety action planning using the Safe System Approach provide opportunities to identify and deploy cost-effective safety improvements and major safety corridor projects on high crash corridors, arterial roadways, and highways.

The federal funding and Vision Zero policies promulgated in the prior surface transportation bill have had significant results in improving safety outcomes. In Oregon, traffic deaths have declined since 2022 and speeding has decreased in some corridors up to 80%. In some areas serious crashes can decrease 90% or more depending on the countermeasures and context. Recent investments in transportation safety are also benefitting the economy – 75% of locations in the Portland metro region that implemented pedestrian and bicycle safety improvement projects saw measurable economic gains in the food or retail industries shortly thereafter. Prioritizing federal funding and policies centered around safe vulnerable roadway users, safe urban arterials, safe speeds, safe vehicles and safe drivers are cornerstones of a safe transportation system that will ensure our nation continues reducing traffic deaths.

JPACT requests that the next reauthorization bill maintains a National Roadway Safety Strategy; directs USDOT to prioritize funding awards for projects that will reduce fatal and serious traffic-related injuries; and promulgates policies related to Complete Streets, Vision Zero principles, and Safe Systems Approach.

Streamline permitting and federal requirements to make it more efficient to deliver high-impact projects that have minimal impact.

There are many examples of small-scale transportation projects that have high impact in improving safety outcomes. Under some scenarios, seemingly simple projects like installing

curb ramps, sheltered bus stops, traffic signals, and pedestrian crossings can have onerous federal requirements that delay implementation, increase project cost, or make the project less viable to deliver. It should be easier to fund and deploy these types of small-scale, high-impact projects.

In addition to tweaking federal permitting requirements to streamline project delivery, it is important that USDOT and Congress ensure adequate staffing levels at regional offices to process and review documents and increase planning funds to support the initial steps in the federal permitting process to reduce environmental and permitting delays. Along those lines, eliminating duplicative or excessively frequent reporting requirements for some USDOT funding would streamline project delivery.

Support transportation funding mechanisms that ensure long-term stability and solvency of the Highway Trust Fund.

Many of the agencies responsible for building, managing, and maintaining transportation and transit systems are facing funding cliffs due to very limited revenue sources. Agencies that were already financially constrained are under more pressure due to inflation and supply chain challenges, which are driving project and staffing costs up. This is affecting local and state government's ability to build, maintain, and operate efficient transportation and transit systems.

These challenges are exacerbated by a lack of adequate funding at the federal level for transportation capital projects, planning, and maintenance activities. The federal gas tax has remained at 18.4 cents per gallon since 1993 and has lost significant purchasing power over more than 30 years of inflation. Further, the vehicle market shift to electric vehicles (EVs) is exacerbating this transportation funding issue by reducing the amount of revenue that the federal gas tax generates. Jurisdictions rely on stable, predictable federal funding to deliver transportation projects. As such, JPACT supports efforts to address the lack of adequate, sustainable, long-term funding mechanisms for transportation and transit infrastructure by increasing the gas tax and/or indexing it to inflation, requiring EVs to pay into the Highway Trust Fund, and/or establishing a national road user charge pilot program such as Vehicle Miles Traveled (VMT). As Congress and USDOT consider new transportation revenue sources, it is critical that the Highway Trust Fund maintains the 80-20% split between the Highway and Mass Transit accounts.

Invest in integrated multimodal transportation systems that are well coordinated.

As each JPACT jurisdiction pursues a transportation system that works best for their citizens and local economies, JPACT supports a multimodal approach that preserves robust federal support for mass transit, freight rail, and intercity passenger and commuter rail in addition to highway programs. JPACT supports investments in multimodal infrastructure that are well integrated with different modes and scales of transportation, such as high-capacity transit,

micro-transit, shuttle services, and active transportation options like bike lanes and shared use paths. JPACT also supports funding programs and policies that promote technology as a tool for a well-integrated system, such as transit signal priority and real time system monitoring. This includes policies related to Transportation System Management Options, a national program that informs Metro's efforts to use technology to make the multi-modal transportation system efficient, and the FHWA Advanced Transportation Technologies and Innovative Mobility Deployment program, which supports projects that use technology to reduce congestion and help buses move through traffic and stay on schedule.

Maintain a minimum annual authorization of $4.6B for the Federal Transit Administration's Capital Investment Grant program.

The outyear funding of the FTA Capital Investment Grant program that has already been committed through Full Funding Grant Agreements ("FFGAs") and proposed FFGAs requires a significant sustained investment in the program. FTA will not be able to meet their existing FFGA commitments if the program doesn't maintain level funding, let alone advance new projects through the multiple phases of the CIG program. Preserving the $4.6B annual funding authorization is critical given that four regionally significant projects in the Portland Metro area – 82nd Avenue, Montgomery Park Streetcar, I-5 Interstate Bridge Replacement, and Tualatin Valley Highway – are currently in the FTA CIG project development phase and targeting this program for a combined $1.398 billion across multiple fiscal years.

Make advanced appropriations for competitive programs through multiple federal fiscal years.

Advanced appropriations provide certainty about the continued availability of federal funding sources for projects as finance plans are developed. This is especially important for large, complex projects that take years to move through planning and project development. It is important to compel agencies to continue the practice of maintaining comprehensive calendars for Notice of Funding Opportunities (NOFOs) so applicants can plan, prepare more competitive applications, secure local matching fund commitments, and position their projects for financial success.

Increase flexibility of federal funding so it can be used to address critical maintenance backlogs.

Many locally owned roads, bridges, and transit infrastructure have large maintenance and repair needs, but funding shortfalls and inflexible program requirements make it hard to maintain a state of good repair and weaken the system's long-term safety and dependability. We seek flexibility for federal funding to invest in capital maintenance, repairs, and resiliency retrofits on locally owned infrastructure to promote long-term safety and reliability.

Thank you for your time and consideration of these proposals for the next surface transportation reauthorization. JPACT looks forward to working with USDOT and Congress on the provisions of the next bill.

Sincerely,



Juan Carlos Gonzalez
Chair, Joint Policy Advisory Committee on Transportation

Metro

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Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 4.1

File #: COM 26-1088 **Agenda Date:**5/21/2026

Resolution No. 26-5559 For the Purpose of Adopting the Fiscal Year 2026-27 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements

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JPACT Worksheet

Agenda Item Title: Resolution No. 26-5559 For the Purpose of Adopting the Fiscal Year 2026-27 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements.

Staff: John Mermin, Metro

Purpose/Objective
Ask for JPACT action to approve FY 2026-27 Unified Planning Work Program (UPWP) included in Resolution No. 26-5569.

Outcome
JPACT approves Resolution No. 26-5569.

What has changed since JPACT last considered this issue/item?
JPACT received an informational briefing on April 16. Nothing has changed since then.
.

What packet material do you plan to include?

- UPWP legislation
    - Resolution No.26-5559
    - Exhibit A (UPWP document)
    - Exhibit B (Annual Self-Certification demonstrating Metro's compliance with federal planning regulations)
    - Staff Report

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2026-27 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	))))))	RESOLUTION NO. 26-5559 Introduced by Chief Operating Officer Marissa Madrigal with the concurrence of Acting Council President Duncan Hwang

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area for the Fiscal Year (FY) 2026-27; and

WHEREAS, the UPWP is developed in consultation with federal and state agencies, local governments, and transit operators; and

WHEREAS, the FY 2026-27 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, Metro Council approval of the FY 2026-27 UPWP is required to receive federal transportation planning funds; and

WHEREAS, the FY 2026-27 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and has been reviewed through formal consultation with state and federal partners; and

WHEREAS, the FY 2026-27 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, the UPWP is approved by USDOT and must be consistent with all federal regulations and administrative rules; and

WHEREAS, on April 3, 2026, the Transportation Policy Alternatives Committee (TPAC) recommended approval of the FY 2026-27 UPWP and forwarded their recommended action to the Joint Policy Advisory Committee on Transportation (JPACT); and

WHEREAS, on May 21, 2026, JPACT recommended approval of the FY 2026-27 UPWP; and

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro's compliance with federal planning regulations as required to receive federal transportation planning funds; now therefore

BE IT RESOLVED that:

1. The Metro Council adopts JPACT's May 21 2026 recommendation to adopt the FY 2026-27 UPWP.

2. The Metro Council finds that the FY 2026-27 UPWP is consistent with the continuing, cooperative, and comprehensive planning process.
3. The Metro Council authorizes Metro's Chief Operating Officer to apply for, accept, and execute grants and agreements specified in the UPWP and to submit the final UPWP and self-certification findings to the Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).
4. Staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.

ADOPTED by the Metro Council this 21st day of May 2026.

_____

Duncan Hwang, Acting Council President

_____

Juan Carlos Gonzalez, Chair of JPACT

Approved as to Form:

_____

Carrie MacLaren, Metro Attorney



ADOPTION DRAFT

2026-2027 Unified Planning Work Program

Transportation planning in the Portland/Vancouver metropolitan area

May 2026

oregonmetro.gov

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1890.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region. The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. This means JPACT approves MPO decisions and submits them to the Metro Council for adoption. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

TABLE OF CONTENTS

Portland Metropolitan Area Unified Work Planning Work Program (UPWP) Overview....1
Introduction....1
Development of UPWP....5
Amending the UPWP....6
Federal Requirements for Transportation Planning....6
Metro Overview....9
UPWP Boundary Map....10
Regional Policy Framework....11
Metro Governance and Committees....12
Planning Priorities in the Greater Portland Region....13
Glossary of Resource Funding Types....15

REGIONAL TRANSPORTATION PLANNING

Transportation Planning....17
Carbon Reduction Program....20
Regional Transportation Plan Update....22
Metropolitan Transportation Improvement Program (MTIP)....24
Air Quality Program....29
Regional Transit Program....31
Regional Freight Program....33
Complete Streets Program....34
Regional Travel Options (RTO) & Safe Routes to School (SRTS) Program....36
Transportation System Management and Operations....38
Better Bus Program....41
Community Connector Transit Study....43
EPA Carbon Reduction Grant....45
Economic Value Atlas (EVA) Implementation....47

REGIONAL CORRIDOR AREA PLANNING

Investment Areas (Corridor Refinement and Project Development)....50
TV Highway Transit and Safety Project....52
82nd Avenue Transit Project....54

REGIONAL ADMINISTRATION AND SUPPORT

MPO Management....57
Title VI program....59
Data Management and Visualization....61
Land Use Modeling Program....63
Travel Model Program....65
Technical Assistance Program....69

STATE TRANSPORTATION PLANNING OF REGIONAL SIGNIFICANCE

ODOT - Development Review....71
ODOT – Transportation and Growth Management....72
ODOT - Region 1 System Analysis and Technical Assistance....73
ODOT - Region 1 Planning for Operations....74

LOCAL PLANNING OF REGIONAL SIGNIFICANCE

Clackamas County - I-205 Multi-Use Path Gap Alternatives Analysis....76
Clackamas County - Consolidated Safe System Planning....77
City of Milwaukie – Safety Assessment of Harrison Street Corridor....78
TriMet – Bus Safety and Accessibility Improvements....79
City of Portland – Central Eastside Railroad Crossings Study....80
City of Portland - Reconnecting Albina Planning Project....82
City of Portland – Reconnect Boise-Eliot....84

TABLES

Table 1. Role of Metro's Federal, State and Regional Planning Documents....4
Table 2. Status of Metro's federally required planning documents....8

APPENDIX

UPWP Budget Summary Table....86
Southwest Washington Regional Transportation Council Unified Planning Work Program....87

TO BE ADDED

2026-27 Unified Planning Work Program Resolution Adopted by Metro Council



Unified Planning Work Program (UPWP) overview

PORTLAND METROPOLITAN AREA UNIFIED PLANNING WORK PROGRAM (UPWP) OVERVIEW

Introduction

The Unified Planning Work Program (UPWP) is developed annually, and documents metropolitan transportation planning activities performed with federal transportation funds and other planning activities that are regionally significant. The UPWP is developed by the Metropolitan Planning Organization (MPO) in cooperation with Federal and State agencies, local governments and transit operators.

This UPWP documents the metropolitan planning requirements, planning priorities facing the Portland metropolitan area and transportation planning activities and related tasks to be accomplished during Fiscal Year 2026-2027 (from July 1, 2026 to June 30, 2027).

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon, for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet federal laws and regulations, the Oregon Transportation Planning Rule (which implements Statewide Planning Goal 12), and the Metro Charter for this MPO area. In combination, these requirements call for development of a regional multi- modal transportation system plan that is integrated with the region's City and County Comprehensive plans, and meets Federal and state planning requirements.

The UPWP is developed by Metro, as the MPO for the Portland metropolitan area. It is a federally required document that serves as a tool for coordinating federally - funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. Included in the UPWP are detailed descriptions of the transportation planning projects and programs, listings of draft activities for each project, and a summary of the amount and source of state and federal funds to be used for planning activities. Estimated costs for project staff include budgeted salary and benefits as well as overhead costs for project administrative and technical support.

Transportation planning and project development activities

Metro, administers funds to both plan and develop projects for the region's transportation system. Transportation planning activities are coordinated and administered through the Unified Planning Work Program (UPWP). Project development is coordinated and administered through the Metropolitan Transportation Improvement Program (MTIP).

Following is a description and guidance of what activities will be defined as transportation planning activities to be included in the UPWP and activities that will be defined as

transportation project development activities and included in the MTIP.[1] The descriptions are consistent with the Oregon planning process and definitions.

Agencies using federal transportation funds or working on regionally significant planning and/or project development activities, should coordinate with Metro on their description of work activities and budgets for how to include a description of those activities in the appropriate UPWP or Transportation Improvement Program (TIP) process and documents.

Transportation planning activities to be administered or tracked through the UPWP process

Work activities that are intended to define or develop the need, function, mode and/or general location of one or more regional or state transportation facilities is planning work and administered through the UPWP process. A state agency may declare an activity as planning if that activity does not include tasks defined as project development.

Examples of UPWP type of planning activities include: transportation systems planning, corridor or area planning, Alternatives Analysis, Type, Size and Location (TSL) studies, and facilities planning.

UPWP Definitions

"System Planning" occurs at the regional, community or corridor scale and involves a comprehensive analysis of the transportation system to identify long-term needs and proposed project solutions that are formally adopted in a transportation system plan, corridor plan, or facility plan.

"Project Planning" occurs when a transportation project from an adopted plan (e.g. system, corridor, etc.) is further developed for environmental clearance and design. Often referred to as scoping, project planning can include:

- Problem identification
- Project purpose and need
- Geometric concepts (such as more detailed alignment alternatives)
- Environmental clearance analysis
- Agency coordination
- Local public engagement strategy

“Transportation Needs" means estimates of the movement of people and goods consistent with acknowledged comprehensive plan and the requirements of the state transportation planning rule. Needs are typically based on projections of future travel demand resulting from a

[1] If federal transportation funds are used for a transportation planning activity, in addition to its UPWP project entry, those funds will have an entry in the MTIP for the purpose of tracking the obligation of those funds only. The coordination and administration of the planning work will be completed within the UPWP process.

continuation of current trends as modified by policy objectives, including those expressed in Oregon Planning Goal 12 and the State Transportation Planning rule, especially those for avoiding principal reliance on any one mode of transportation.

“Transportation Needs, Local" means needs for movement of people and goods within communities and portions of counties and the need to provide access to local destinations.

“Transportation Needs, Regional" means needs for movement of people and goods between and through communities and accessibility to regional destinations within a metropolitan area, county or associated group of counties.

“Transportation Needs, State" means needs for movement of people and goods between and through regions of the state and between the state and other states.

“Function” means the travel function (e.g. principle arterial or regional bikeway) of a particular facility for each mode of transportation as defined in a Transportation System Plan by its functional classification.

“Mode” means a specific form of travel, defined in the Regional Transportation Plan (RTP) as motor vehicle, freight, public transit, bicycle and pedestrian modes.

“General location” is a generalized alignment for a needed transportation project that includes specific termini and an approximate route between the termini.

Transportation project development and/or preliminary engineering activities to be administered or tracked through the Transportation Improvement Program process

Transportation project development work occurs on a specific project or a small bundle of aligned and/or similar projects. Transportation project development activities implement a project that emerges from a local transportation system plan (TSP), corridor plan, or facility plan by determining the precise location, alignment, and preliminary design of improvements based on site-specific engineering and environmental studies. Project development addresses how a transportation facility or improvement authorized in a TSP, corridor plan, or facility plan is designed and constructed. This may require a land use decision under Oregon's statewide planning program. *See Table 1 for a description of how Metro’s various Federal, State, Regional and local planning documents interrelate.*

MPO staff will work with agency staff when determining whether work activities to define the location of a facility is more about determining a general location (planning activity) or precise location (project development activity). This distinction is necessary due to rules about how Federal planning funding may be spent. See federal requirements at this website.

For large transit or throughway projects, this work typically begins when the project is ready to enter its Final Environmental Impact Statement and Engineering phase.

Table 1. Role of Metro's Federal, State and Regional Planning Documents

Regional Transportation Plan (RTP)	Serves as both the Metropolitan Transportation Plan for federal purposes and the Regional Transportation System Plan (RTSP) for Oregon statewide planning purposes. Establishes regional policy, performance measures and targets and a 20-plus year list of transportation investments for the region. It is updated every five years. Local cities and counties are also required by the State to complete their own TSPs which, must be consistent with the RTP. The local TSPs and the RTP have an iterative relationship – both influence and inform each other.
Regional Transportation Functional Plan (RTFP)	Establishes transportation planning requirements for cities and counties in the Metro region that build upon state and federal requirements. Updated periodically, usually in tandem with an RTP update.
Metropolitan Transportation Improvement Program (MTIP)	Four-year program of regionally significant transportation investments in the Metro region. Updated every three years and amended monthly.
Unified Planning Work Program (UPWP)	Annual program of federally funded transportation planning activities in the Metro region (including ODOT and locally-led planning projects). Includes Metro's annual self-certification with federal planning requirements.

Organization of UPWP

The UPWP is organized into three sections: the UPWP Overview, a listing of planning activities by category, and other planning related information including the UPWP for the Southwest Washington Regional Transportation Council.

Planning activities for the Portland metropolitan area are listed in the UPWP by categories to reflect:

- Metro led regionwide planning
- Metro led corridor/area planning
- Metro administrative and support

- State led transportation planning of regional significance, and
- Locally led planning of regional significance

Development of UPWP

When developing the annual UPWP, Metro follows protocols established by ODOT in cooperation with the United States Department of Transportation in 2016. These protocols govern the general timeline for initiating the UPWP process, consultation with state and federal agencies and adoption by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

The UPWP is developed by Metro staff with input from local governments, Tri-County Metropolitan Transportation District (TriMet), South Metro Area Regional Transit (SMART), Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Additionally, Metro must undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with the adoption of the UPWP.

This UPWP includes the transportation planning activities of Metro and other area governments using Federal funds for transportation planning activities for the fiscal year of July 1, 2026 through June 30, 2027. During the consultation, public review and adoption process for the 2026-2027 UPWP, draft versions of the document were made available to the public through Metro's website and distributed to Metro's advisory committees and the Metro Council.

Amending the UPWP

The UPWP is a living document and must be amended periodically to reflect significant changes in project scope or budget of planning activities (as defined in the previous section of the UPWP) to ensure continued, effective coordination among our federally funded planning activities. This section describes the management process for amending the UPWP, identifying project changes that require an amendment to the UPWP, and which of these amendments can be accomplished as administrative actions by staff versus legislative action by JPACT and the Metro Council.

Legislative amendments (including a staff report and resolution) to the UPWP are required when any of the following occur:

- A new planning study or project is identified and is scheduled to begin within the current fiscal year
- There is a $500,000 or more increase in the total cost of an existing UPWP project. This does not cover carryover funds for a project/program extending multiple fiscal years that is determined upon fiscal year closeout.

Legislative amendments must be submitted by the end of the 2nd quarter of the fiscal year for the current UPWP.

Administrative amendments to the UPWP can occur for the following:

- Changes to total UPWP project costs that do not exceed the thresholds for legislative amendments above.
- Revisions to a UPWP narrative's scope of work
- Addition of carryover funds from previous fiscal year once closeout has been completed to projects or programs that extend into multiple fiscal years.

Administrative amendments will be reported to TPAC, ODOT and TriMet as they occur and can be submitted at any time during the fiscal year for the current UPWP. All UPWP amendments require USDOT approval.

Federal Requirements for Transportation Planning

The $1.2 trillion Infrastructure Investment and Jobs Act (IIJA), approved in 2021, includes $550 billion for new programs and $650 billion for the continuation of core programs, which have been previously authorized under the Fixing America's Surface Transportation (FAST) Act and other authorizations. This approval represents a significant amount of new funding and programs and largely protects the priorities of the Biden administration through and beyond his initial term of office (the transportation funding incorporated in this bill extends through federal FY 2026). While the bill covers a 10-year period, much of the funding is spread over five years.

Regulations implementing IIJA require state Departments of Transportations and Metropolitan Planning Organizations to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The national goal areas are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduce project delivery delays

The IIJA greatly expands the amount of federal funding that will be allocated to states and metropolitan areas, and this increase in funding is accompanied by new federal guidance on outcomes that will eventually be promulgated in federal regulations. These new regulations are expected to address, resiliency, safety, and other concerns broadly identified in the legislation. The regulations and national goal areas have been incorporated into Metro's planning processes and will be implemented through RTP and MTIP.

A. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key participants who have not traditionally been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for public participation in the planning process.

B. Regional Transportation Plan

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A congestion management process and supporting policies and performance measures that inform the identification of needs and near- and long-term investment priorities.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.
- Recognition of the Coordinated Transportation Plan for Seniors and People with Disabilities
- Addressing required federal planning factors: improving safety, supporting economic vitality, increasing security, increasing accessibility and mobility, protecting the environment and promoting consistency between transportation investments and state and local growth plans, enhancing connectivity for people and goods movement, promoting efficient system management and operations, emphasizing preservation of existing transportation infrastructure, improving resiliency and reliability and enhancing travel and tourism.
- A performance-based planning process, including performance measures and targets.

C. Metropolitan Transportation Improvement Program (MTIP)

The short-range metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the MTIP period.
- A financial plan that demonstrates how the MTIP can be implemented.
- Descriptions of each project in the MTIP.
- A performance-based planning process, including performance measures and targets.

D. Transportation Management Area (TMA)

Metropolitan areas designated TMAs (urbanized areas with a population of over 200,000) such as Metro must also address the following requirements:

- Transportation plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and public transportation operators.
- A Congestion Management Process (CMP) must be developed and implemented that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities, through use of travel demand reduction and operational management strategies.
- A federal certification of the metropolitan planning process must be conducted at least every 4 years. At least every 4 years, the MPO must also self-certify concurrent with submittal of an adopted TIP.

E. Air Quality Conformity Process

As of October 2017, the region has successfully completed its second 10-year maintenance plan and has not been re-designated as non-attainment for any other criteria pollutants. As a result, the region is no longer subject to demonstrating transportation plans, programs, and projects are in conformance, but will continue to be subject to meeting federal air quality standard and provisions within the State Implementation Plan.

Table 2. Status of Metro's federally required planning documents

Plan Name	Last Update	Next Update
Unified Planning Work Program (UPWP)	Adopted in April 2025	Scheduled for adoption in May 2026
Regional Transportation Plan (RTP)	Adopted in November 2023	Scheduled for adoption in November 2028
Metropolitan Transportation Improvement Program (MTIP)	Adopted in July 2023	Scheduled for adoption in July 2026
Annual Listing of Obligated Projects Report	Completed at the end of each calendar year	Scheduled for December 31, 2026
Title VI Plan	Adopted in October 2025	Scheduled for October 2028
Title VI Program	Updated in October 2024	Scheduled for October 2027
Limited English Proficiency Plan	Updated in October 2024	Scheduled for October 2027
Public Participation Plan	Adopted in March 2024	Scheduled for March 2029
ADA Self-Evaluation & Facilities Update Plan	Adopted at the end of each fiscal year	Scheduled for June 2026

Metro Overview

Metro was established in 1979 as the MPO for the Portland metropolitan area. Under the requirements of FAST Act, Metro serves as the regional forum for cooperative transportation decision-making as the federally designated Metropolitan Planning Organization (MPO) for Oregon portion of the Portland-Vancouver urbanized area.

Federal and state law requires several metropolitan planning boundaries be defined in the region for different purposes, see map on the following page. The multiple boundaries for which Metro has a transportation and growth management planning role are:

- Metro Jurisdictional Boundary
- Urban Growth Boundary (UGB)
- Urbanized Area Boundary (UAB)
- Metropolitan Planning Area Boundary (MPA)
- Air Quality Maintenance Area Boundary (AQMA)
- Federal Aid Urban Boundary (FAUB)

First, Metro's jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. This boundary represents the Metro district as established by the voters in the region.

Second, under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region's urban growth boundary that encompasses 24 cities and portions of the 3 counties that make up our region.

Third, the Urbanized Area Boundary (UAB) is defined by the U.S Census Bureau and is distinct from the Metro UGB. This boundary is shown in the map below and described in the legend as "Census Urbanized Area (2020)."

Regional Planning Boundaries

- Other census urbanized area (2020)
- Metro jurisdictional boundary area outside of census urbanized area
- Metro urban growth boundary area outside of census urbanized area
- Urban reserve
- County boundary
- Air quality maintenance area boundary
- Metro census urbanized area (2020)
- Metropolitan planning area boundary (2024)
- Federal-Aid Urban Boundary (2024)
- Oregon
- Washington

Vancouver
Camas
Washougal
Troutdale
Gresham
Portland
Milwaukie
Happy Valley
Beaverton
Hillsboro
Forest Grove
Cornelius
Tigard
Lake Oswego
Tualatin
Sherwood
West Linn
Gladstone
Oregon City
Wilsonville
Newberg
McMinnville
Canby
Sandy
Estacada

Source: Metro, US Census

0 5 10 Miles

2026 Unified Planning Work Program

Metro

Fourth, MPO's are required to establish a Metropolitan Planning Area (MPA) Boundary, which marks the geographic area to be covered by MPO transportation planning activities, including development of the UPWP, updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and allocation of federal transportation funding through the Regional Flexible Fund Allocation (RFFA) process. At a minimum, the MPA boundary must include the urbanized area, areas expected to be urbanized within the next twenty years and areas within the Air Quality Maintenance Area Boundary (AQMA).

A fifth boundary is the federally designated AQMA, which includes former nonattainment areas in the metropolitan region that are subject to federal air quality regulations. As a former carbon monoxide and ozone nonattainment region, the Portland metropolitan region had been subject to a number of transportation conformity requirements. As of October 2017, the region has completed and is no longer required to perform transportation conformity requirements for carbon monoxide. Transportation conformity requirements related to ozone were lifted in the late 2000's due to the revocation of the 1-hour ozone standard, which was the standard the region had been in nonattainment. However, Metro continues to comply with the State Implementation Plan for air quality, including Transportation Conformity Measures.

A sixth boundary is the Federal Aid Urban Boundary (FAUB), which is an adjusted boundary line surrounding a U.S. Census-defined urban area (minimum 5,000 population) used by the FHWA to determine eligibility for federal transportation funding.

Regional Policy Framework

The 2023 RTP plays an important role in implementing the 2040 Growth Concept, the region's adopted blueprint for growth. To carry out this function, the RTP is guided by six desired regional outcomes adopted by the Metro Council, which in turn are implemented through the RTP goals and objectives adopted by JPACT and the Metro Council that make up the policy framework of the plan.

While these broad outcomes establish a long-term direction for the plan, the near-term investment strategy contained in the 2023 Regional Transportation Plan focuses on key priorities within this broader vision for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP.

The planning activities described in this UPWP were prioritized and guided by the RTP goals and policies as a way to make progress toward the desired outcomes. Regional planning projects included in the UPWP are also described in detail within the 2023 RTP, itself, in terms of their connection to the broader outcomes envisioned in the plan. These descriptions are included in Chapter 8 of the 2023 RTP, which serves as the starting point for Metro's annual work plan for transportation planning.

Metro Governance and Committees

Metro is governed by an elected regional Council, in accordance with a voter-approved charter.

The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro. Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

Joint Policy Advisory Committee on Transportation (JPACT)
JPACT is a 17-member policy committee that serves as the MPO Board for the region. JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that will be either elected officials or principal staff representatives from Clark County, the City of Vancouver, the Washington Department of Transportation, the Southwest Washington Regional Transportation Council and C-TRAN. All MPO transportation-related actions are approved by JPACT and recommended to the Metro Council. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region. Metro staff also update JPACT on the transportation-related land use actions of MPAC.

Metro Policy Advisory Committee (MPAC)
MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB)
- Open Space and Parks
- Water Supply and Watershed Management
- Natural Hazards
- Coordination with Clark County, Washington

- Management and Implementation

In accordance with these requirements, the transportation plan is developed to meet not only federal requirements in the FAST Act, but also the Oregon Transportation Planning Rule (OAR Division 12), OAR Division 44, and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

Transportation Policy Alternatives Committee (TPAC)
TPAC is comprised of technical staff from the same jurisdictions as JPACT, plus a representative from the Southwest Washington Regional Transportation Council, and six community members. In addition, the Federal Highway Administration and C-TRAN have each appointed an associate non-voting member to the committee. TPAC makes recommendations to JPACT.

Metro Technical Advisory Committee (MTAC)
MTAC is comprised of technical staff from the same jurisdictions as MPAC plus community and business members representing different interests, including public utilities, school districts, economic development, parks providers, housing affordability, environmental protection, urban design and development. MTAC makes recommendations to MPAC on land use related matters.

Metro Public Engagement Committees
The Metro Public Engagement Committee advises the Metro Council on engagement priorities and ways to engage community members in regional planning activities consistent with adopted public engagement policies, guidelines and best practices.

On November 6, 2018, voters in greater Portland approved the nation's first regional housing bond. The bond will create affordable homes for 12,000 people across our region, including seniors, veterans, people with disabilities, and working families. Housing affordability is a key component of Metro's 2040 growth concept. Metro Council adopted a framework to guide implementation and appointed an Affordable Housing Bond Oversight Committee to provide independent and transparent oversight of the housing bond implementation.

Planning Priorities in the Greater Portland Region

FAST Act, the Clean Air Act Amendments of 1990 (CAAA), the Oregon Transportation Planning Rule, the Oregon Transportation Plan and modal/topic plans, OAR Division 44, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan together have created a comprehensive policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt, and implement a multi-modal transportation system. Metro has a unique role in state land use planning and transportation. In 1995, the greater Portland region adopted the 2040 Growth Concept, the long-range strategy for managing growth that integrates land use and transportation system planning to preserve the region's economic health and livability in just, environmentally sound and fiscally responsible manner. A primary mission of the RTP is implementing the 2040 Growth Concept and supporting local aspirations forgrowth.

These Federal, state and regional policy directives also emphasize development of a multi-modal transportation system. Major efforts in this area include:

- Update of the Regional Transportation Plan (RTP)
- Update to the Metropolitan Transportation Improvement Program (MTIP)
- Implementation of projects selected through the STIP/MTIP updates
- Completing multi-modal planning work in the 82nd Avenue Transit Project, Tualatin Valley Highway Transit and Safety Project

Metro's regional priorities not only meet the most critical planning needs identified within our region, but also closely match federal planning priorities, as well:

- The 2023 RTP continues to use an outcomes-based policy framework that not only allows our decision makers that base regulatory and investment decisions on desired outcomes, but also meet federal requirements for performance base planning and implementation of the congestion management process.
- The Regional Freight Delay and Commodities Movement Study was developed in 2023 to address rapidly changing port conditions in our region, including the effects of COVID on goods movement and emerging role of e-commerce.
- The 2018 Regional Safety Strategy responds to strong public demand for immediate action to improve multimodal safety on our major streets while also helping establish measures to help track safety to meet state and federal performance monitoring.
- The 2018 Regional Transit Strategy not only expands on our vision for a strong transit system to help shape growth in our region, but will also help ensure that we continue to meet state and federal clean air requirements through the transition to a Zero Emissions transit fleet and goals for ridership growth. The High-Capacity Transit element of the strategy was further updated in 2023.
- The 2018 Emerging Technology Strategy identifies steps that Metro and its partners can take to harness new developments in transportation technology; and the increasing amount of data available to both travelers and planners - to support the regions goals.
- The region’s Carbon Reduction Strategy was adopted in December 2014, as required by OAR Division 44, and is currently being implemented through the 2023 RTP.The Congestion Management Process (CMP) was adopted as part of 2023 RTP. Many of the elements of the CMP are included as part of the Transportation System Management and Operations (TSMO) program and Regional Travel Options work programs.

Metro’s annual development of the UPWP and self-certification of compliance with federal transportation planning regulations are part of the core MPO function. The core MPO functions are contained within the MPO Management and Services section of the work program. Other MPO activities that fall under this work program are air quality compliance, quarterly reports for FHWA, FTA and other funding agencies, management of Metro’s advisory committees, management of grants, contracts and agreements and development of the Metro budget.

Quadrennial certification review took place in February 2025 and is covered under this work program.

Glossary of Resource Funding Types

PL – Federal FHWA transportation planning funds allocated to Metropolitan Planning Organizations (MPOs)

STBG– Federal Surface Transportation Program transportation funds allocated to urban areas with populations larger than 200,000. Part of Metro's regional flexible fund allocation (RFFA) to Metro Planning, or to specific projects as noted

5303 – Federal FTA transportation planning funds allocated to MPOs and transit agencies

FTA / FHWA / ODOT – Regional Travel Option grants from FTA, FHWA and ODOT

Metro Local Funds – Metro support from Metro general fund or other sources provided in addition to any required match.

Metro Required Match – Local required match support from Metro general fund or other sources.

Local Partner Support – Funding support from local agencies including ODOT and TriMet.

Personnel Services - Direct expenses for salaries, wages, and fringe benefits of Metro employees.

Materials and Services - Direct expenses for contractual services, materials, supplies and other charges that are not Personnel Services.

Indirect Costs - Metro's federally allowable overhead expenses, including costs of central services from the Cost Allocation Plan.



Metro-Led Regionwide Planning

Transportation Planning

Staff Contact: Kim Ellis (kim.ellis@oregonmetro.gov)

Description

As the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, Metro is responsible for meeting all federal planning mandates for MPOs. These include major mandates described elsewhere in this Unified Planning Work Program (UPWP), such as the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Plan (MTIP) that follow this section. In addition to these major mandates, Metro also provides a series of ongoing transportation planning services that support other transportation planning in the region, including:

- Periodic amendments to the RTP and UPWP
- Periodic endorsements of locally preferred alternatives (LPAs) for major projects in the region
- Periodic updates to the regional growth forecast
- Periodic updates to the regional revenue forecasts
- Maintenance of RTP project database and RTP geospatial data
- Policy and technical support for regional corridor and investment area planning and RTP implementation
- Coordination to support ongoing transportation model updates and enhancements
- Policy and technical support for implementation of the regional mobility and congestion management process
- Compliance with federal performance measures
- Coordination and collaboration with Portland State University and local, regional and state partners

Metro also brings supplementary federal funds and regional funds to this program to provide general planning support to the following regional and state-oriented transportation planning efforts and requirements:

- Policy and technical planning support for the Metro Council
- Administration of Metro's regional framework and functional plans
- Ongoing compliance with Statewide planning goals and carbon reduction targets
- Policy and technical support for periodic updates to the urban growth report and Future Vision
- Policy, technical support and coordination with local government Transportation System Planning efforts, including participation on TSP advisory committees and ensuring consistency of TSPs with the RTP
- Collaboration in statewide transportation policy, planning and rulemaking
- Collaboration with Oregon's MPOs through the Oregon MPO Consortium (OMPOC)

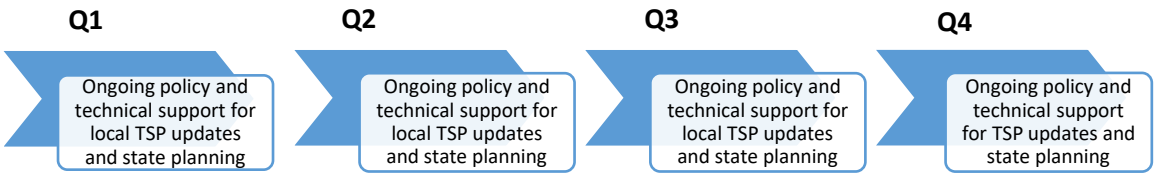
In addition to supporting local governments on transportation planning efforts, Metro's transportation planning program involves ongoing, close coordination with the Oregon Department of Transportation (ODOT), SMART and TriMet, our major state and regional partners in transportation related to implementation of the Regional Transportation Plan.

Work completed in FY 2025-26:

- Start-up and convening three Regional Transportation System Plan Coordination Group meetings
- Endorsement of locally preferred alternatives (LPAs) for three major transit projects – 82nd Avenue Transit Project, Tualatin Valley Transit and Safety Project, and Montgomery Park Streetcar Extension Project
- Amendments to the Regional Transportation Plan to reflect endorsed LPAs for the three major transit projects
- Participation in TSP updates for the cities of Beaverton, Gresham, Milwaukie, Portland, Sherwood, and Tualatin and Clackamas County.
- Scoping for the 2028 Regional Transportation Plan update to develop work plan and engagement plan to guide the update.
- Migration of RTP project database to a new Project Tracker data management system that integrates RTP project data with project data for the Metropolitan Transportation Improvement Program (MTIP).

In 2026-27, major efforts within this program include addressing corrective and recommended actions from the 2025 Certification review related to financial planning and project prioritization in the RTP, continuation of ongoing technical and policy support of local TSP updates and statewide transportation planning activities, including a major update to the Oregon Highway Plan. The OHP update will advance implementation of the mobility policy adopted in the 2023 RTP, new policies and actions adopted in the Oregon Transportation Plan in 2023 and the 2024-28 Strategic Action Plan adopted by the Oregon Transportation Commission. Implementation and refinement of the new Project Tracker data management system will continue and support the 2028 RTP Call for Projects. Staff will also support the Community Transportation Academy at Portland State University (PSU) and its efforts to engage the public in transportation planning processes.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:	
Personnel Services	$ 893,020
Materials & Services	$ 102,800
Indirect Costs	$ 629,579

Resources:	
PL	$ 480,570
PL Match (ODOT)	$ 32,766
PL Match (Metro)	$ 22,237
5303	$ 349,167
5303 Match (Metro)	$ 39,964
STBG	$ 223,364

		STBG Match (Metro)	$ 25,565
		Community Transportation Academy (ODOT Grant)	$ 38,283
		Community Transportation Academy (ODOT Grant) Match (Metro)	$ 4,382
		Metro Local Funds	$ 379,102
		Local Support	$ 30,000
TOTAL	**$ 1,625,399**	**TOTAL**	**$ 1,625,399**

Carbon Reduction Program

Staff Contact: Kim Ellis, kim.ellis@oregonmetro.gov

Description

This program is an ongoing activity to support regional and local action to meet state-mandated carbon pollution reduction targets, including implementation of the region's Carbon Reduction Strategy (first adopted in 2014). This includes monitoring and reporting on the region's progress in achieving the policies and actions adopted in the strategy through scheduled updates to the Regional Transportation Plan (RTP), and ensuring implementation activities and updates to the strategy and RTP meet the OAR Division 44 and the Oregon Transportation Planning Rule (OAR Division 12). The program supports implementation of state requirements, Oregon Transportation Plan policies related to low-carbon transportation designs and investments that support low carbon travel (walking, biking and transit) to reduce reliance on single-occupancy vehicles, and Oregon's Carbon Reduction Strategy. This program supports RTP goals and policies.

Typical program activities include maintaining a public web page; providing technical and policy support; working with state, regional and local partners; coordination with other Metro work; and reporting on local and regional implementation and monitoring activities.

Key FY 25-26 deliverables and milestones included:

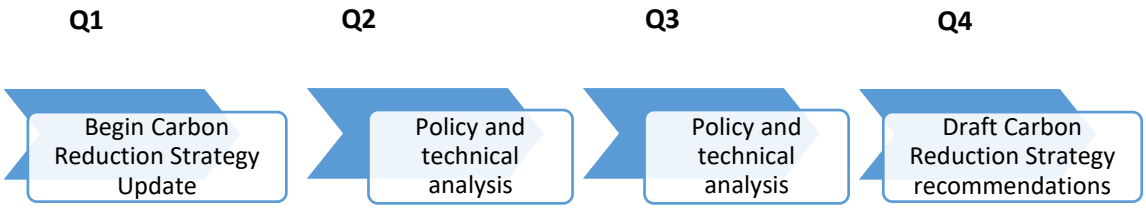
- Provided technical and policy support for carbon reduction and monitoring at the local, regional and state levels, including:
    - participation in DLCD review of OAR Division 44;
    - coordination with the statewide CFEC Program implementation; and
    - submission of annual CFEC implementation report to DLCD.
- Received LCDC approval of the 2023 Major CFEC Report and recommendations and corrective actions.
- Coordination with Metro Data Resource Center and State of Oregon data partners to improve regional data and analysis tools and capabilities to inform policy and investment decisions that have carbon impacts and future monitoring and evaluation efforts.
- Provided technical and policy support for allocation of federal Regional Flexible Funds Allocation (RFFA) and federal Carbon Reduction Program (CRP) funding, using the region's Carbon Reduction Strategy as a policy framework in coordination with ODOT and in alignment with Oregon's Statewide Transportation Strategy and supporting Oregon Carbon Reduction Strategy.
- Provided planning, policy and legislative support to the Metro Council and agency leadership, including:
    - participation in internal task force to identify opportunities for coordination of carbon reduction and resilience work across Metro departments;
    - completion of the Cooling Corridors Study to identify areas of heat risk in the region and potential strategies to address extreme heat; and
    - identification of potential Metro actions for an agency-wide action plan.

Anticipated work in FY 26-27 includes:

- Begin an update to the region's Carbon Reduction Strategy. This work was paused in FY 25-26 to follow LCDC consideration of the 2023 Major CFEC Report and completion of the EPA Comprehensive Action Plan. The update will be an element of the 2028 RTP update and address corrective actions approved by LCDC in January 2025.
- Coordination with Metro Data Resource Center and State of Oregon data partners to improve regional data and analysis tools and capabilities to inform policy and investment decisions.
- Ongoing and expanded communication and engagement with local partners on carbon reduction.
- Submission of annual CFEC implementation report to DLCD.
- Tracking and evaluation of the effectiveness of the federal Carbon Reduction Program funding investments on reducing carbon.

More information can be found on Metro's website.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 343,498	STBG	$ 525,516
Materials & Services[1]	$ 220,000	STBG Match (Metro)	$ 60,148
Indirect Costs	$ 242,166	Metro Local Funds	$ 220,000
TOTAL	**$ 805,664**	**TOTAL**	**$ 805,664**

[1] The budgeted amount for Materials & Services includes potential costs for consultant activities.

Regional Transportation Plan Update (2028)

Staff Contact: André Lightsey-Walker, andre.lightsey-walker@oregonmetro.gov

Description

The Regional Transportation Plan (RTP) is a blueprint to guide local and regional planning and investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The RTP is maintained and updated regularly to ensure continued compliance with state and federal requirements and to address growth and changes in land use, demographics, financial, travel, technology and economic trends. The plan identifies current and future transportation needs and investments needed to meet those needs consistent with the RTP goals, policies and the congestion management process. The plan also identifies what funds the region expects to have available during the plan period to build priority investments as well as maintain and operate the transportation system.

In addition to meeting federal requirements, the plan serves as the regional transportation system plan (TSP), consistent with Statewide Planning Goals, the Oregon Transportation Planning Rule (TPR), the OAR Division 44 and the Oregon Transportation Plan and its modal and topical plans. The plan also addresses a broad range of regional planning objectives, including implementing the 2040 Growth Concept – the region's adopted land use plan – and the Carbon Reduction Strategy – the region's adopted strategy for reducing carbon emissions from cars and small trucks.

Federal regulations require an update to the RTP every five years. The last update to the plan was adopted in November 2023. The next update is due for completion by November 30, 2028, when the current plan expires. The 2028 RTP update will continue to use an outcomes-driven, performance-based planning approach to advance RTP policy priorities. The update also provides an opportunity to incorporate information and recommendations from relevant local, regional and state planning efforts and policy updates completed since 2023. Consultant services are anticipated for communications, engagement and consultation, transportation project-related planning analysis, and revenue forecasting-related analysis.

The 2023 RTP update will continue into FY 2027-28.

More information can be found at www.oregonmetro.gov/rtp

Work completed in FY 2025-26:

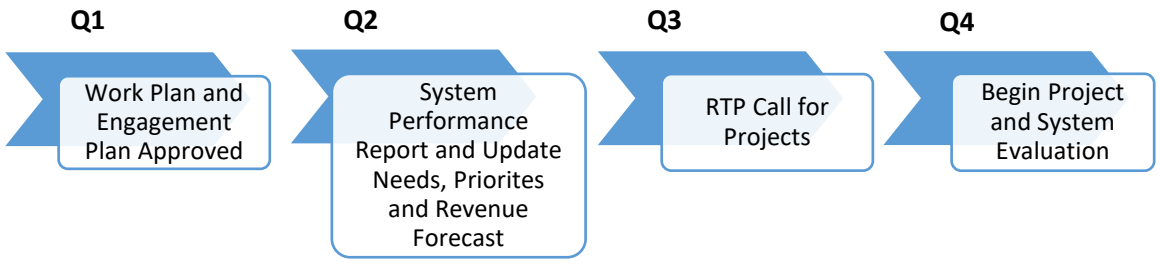
- Initiated scoping activities for the 2028 RTP update, including:
  - prepared regional data/models/tools
  - identified key trends, challenges, opportunities, and priorities to be the focus of the update
  - conducted consultation and engagement activities
  - refined project-level and system evaluation measures and methods, as needed, to support evaluation process as recommended in Chapter 8 of the 2023 RTP; and

  - created inventory of information and recommendations from relevant local, regional and state planning efforts and policy updates completed since 2023 to inform development of the work plan and public engagement plan for the 2028 RTP update
  - participated in statewide long-range revenue forecast committee convened by ODOT
- Developed work plan and public engagement plan to guide the 2028 RTP update

Anticipated work in FY 2026-27:

- Conduct engagement and consultation activities in support of the plan update
- Prepare needs analysis and system performance report
- Update transportation needs and priorities
- Develop draft revenue forecast, documenting the methods and inflation factor used to determine year-of-expenditure (YOE) project costs and strategies for ensuring availability new funding sources assumed in the forecast
- Conduct RTP Call for Projects
- Begin project and system performance analysis
- Refine RTP investment priorities (project lists)

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 1,692,020	PL	$ 1,224,268
Materials & Services[1]	$ 403,000	PL Match (ODOT)	$ 83,473
Indirect Costs	$ 1,192,874	PL Match (Metro)	$ 56,650
		STBG	$ 569,027
		STBG Match (Metro)	$ 65,128
		Metro Local Funds	$ 1,289,349
TOTAL	**$ 3,287,894**	**TOTAL**	**$ 3,287,894**

[1] The budgeted amount for Materials & Services includes potential costs for consultant activities.

Metropolitan Transportation Improvement Program (MTIP)

Staff Contact: Jean Senechal Biggs, jean.senechalbiggs@oregonmetro.gov

Description

The MTIP identifies the four-year program of projects from the approved long range Regional Transportation Plan (RTP) to receive funding for implementation. It ensures that the program of projects meets federal program requirements and informs the region on the expected performance of the program of projects relative to adopted goals.

The following types of projects are included in the MTIP:

- Transportation projects awarded federal funding.
- Projects located on the State Highway System and awarded ODOT-administered funding.
- Transportation projects that are state or locally funded but require any form of federal approval to be implemented.
- Transportation projects that help the region meet its requirements to reduce vehicle emissions (documented as Transportation Control Measures in the State Implementation Plan for Air Quality).
- Transportation projects that are state or locally funded, but regionally significant (for informational and system performance analysis purposes).

A significant element of the MTIP is the programming of funds to transportation projects and program activities. Programming is the practice of budgeting available transportation revenues to the costs of transportation projects or programs by project phase (e.g. preliminary engineering, right-of-way acquisition, utility relocation, construction) in the fiscal year the project or program is anticipated to spend funds on those phases. The revenue forecasts, cost estimates and project schedules needed for programming ensure USDOT that federal funding sources will not be over-promised and can be spent in a timely manner. Programming also ensures that the package of projects identified for spending is realistic. A performance evaluation of the program of projects assesses anticipated outcomes with these new investments being implemented according to their programming timeframes. To enhance the accuracy of programming in the MTIP, Metro includes a fifth and sixth programming year, although the fifth and sixth years are informational only and programming in those years is not considered approved for purposes of contractually obligating funds to projects.

When undergoing a major update, the MTIP verifies the region's compliance with federal MTIP requirements, demonstrates fiscal constraint over the updated MTIP's first four-year period, evaluates the outcomes of the four-year program, and informs the region on progress in implementation of the RTP investment priorities and performance targets. Between major MTIP updates, the MPO manages and amends the MTIP as needed to ensure project funding can be obligated based on the project implementation schedule.

The MTIP program also administers the allocation of the urban Surface Transportation Block Grant (STBG)/Transportation Alternatives (TA) set-aside federal funding programs, the Congestion Mitigation Air Quality (CMAQ) federal funding program, and the Carbon Reduction Program (CRP) federal funding program. These federal funding programs are awarded to local projects and transportation programs through the Metro Regional Flexible Fund Allocation (RFFA) process. MTIP

program staff work with local agencies to coordinate the implementation of projects selected to receive these funds. In addition, Metro also administers local projects that were awarded federal funds, but where those funds were exchanged for local dollars. These local fund exchange projects tend to be those in need of initial project development prior to seeking funds through construction or small-scale capital projects not conducive to the federal aid process. The process to select projects and programs for funding follow federal guidelines, including consideration of the Congestion Management Process. Projects are evaluated and rated relative to their performance in implementing the adopted RTP policy goals and objectives to inform their prioritization for funding.

Work completed in FY2025-26 (July 2025-June 2026)*:*

- *Completion of the 2028-30 RFFA process*. Metro completed the allocation of federal fiscal year revenues for 2028-30 in the first quarter of state fiscal year 2025-26. This allocation process included a call for projects, project evaluation, public comment period and MPO decision process. These RFFA process elements incorporated new policy direction from the 2023 RTP, an update from the previous allocation cycle. (Quarter 1 of FY25-26)

- *Finalization of the 2027-30 MTIP pending adoption*. Metro worked in coordination with federal transportation funding administrative agencies (ODOT, TriMet and SMART) and the region's transportation stakeholders on the cooperative development of the 2027-30 TIP. This included coordination with the 2028-30 RFFA process, regional investment policy input to the funding allocation processes of ODOT and the region's transit agencies, performance evaluation of the programming of projects, public comment, and documentation of this cooperative development. Adoption of the 2027-30 MTIP is scheduled for July 2026.(End of FY 25-26)

- *Implementation of transportation projects and programs from the Regional Flexible Fund Allocation*. Metro began preparations to implement the transportation projects and programs previously awarded regional flexible funds and ready them to enter the federal aid project delivery process beginning in federal fiscal year 2028. Metro staff worked with ODOT Region 1 staff and local agency staff on an on-going basis to ensure the selected projects completed the steps necessary to obligate their funds and proceed to implementation. Additionally, Metro staff continue to administer and monitor those projects previously awarded regional flexible funds but then had federal funds exchanged for local funding. (On-going)

- *Published the Federal Fiscal Year (FFY) 2024-25 Obligation report*. All project obligations for federal fiscal year 2024-25 were confirmed and documented in the annual obligation report. The obligation report published in the second quarter of the fiscal year. (Quarter 2 in FY25-26)

- *FFY 2024-25 Funding Obligation Targets Reporting and Adjustment of Programming*. Metro monitors and actively manages an obligation target for MPO allocated funds (STBG/TA set-aside, CMAQ, CRP) each fiscal year. This is a cooperative effort with ODOT and the other Oregon Transportation Management Area MPOs (TMA MPOs). If the region meets its obligation targets for the year, the region is eligible for additional funding from the Oregon portion of federal redistribution of transportation funds. If the region does not meet obligation targets for the year, it is subject to funds being re-allocated to other projects. MTIP staff reported on the region's performance in obligating funds in FFY 2024-25 relative to the schedule of project funds scheduled to obligate and worked with ODOT to adjust revenue

projections and project programming. (October 2025 report on FFY 2024-25 performance, January 2026 report to establish FFY 2025-26 target amount)

- *Launch and implementation of the new Project Tracker data management system.* As a part of a broad transportation project tracking system, MTIP staff continued to work in cooperation with other MPOs in the state, ODOT and transit agencies to implement and refine a data management system to improve MTIP administrative capabilities. In Q1 FY 2025-26, Metro launched the MTIP module of the new Project Tracker database, populating it with project and programming data and utilizing its reporting capabilities. Metro remains in active discussion to develop additional modules of the database, such as a long-range planning project module to build and manage the RTP project list. (On-going)

In addition, there are several MTIP work program elements that are on-going throughout the year without scheduled milestones. These include:

- Amendments to project programming for changes to the scope, schedule or cost of projects selected for funding or for updated revenue projections
- Administration of projects selected to be delivered under a fund exchange of federal RFFA funding with local funding
- Coordination with ODOT, transit agencies, and local lead agencies for project delivery of MTIP projects
- Coordination with financial agreements and UPWP budget for purposes of MTIP programming

Anticipated work in FY2026-27 (July 2026 - June 2027).

- *Adoption of the 2027-30 MTIP.* Metro Council is scheduled to consider taking action to adopt the 2027-30 MTIP in July 2026. Upon approval, Metro will transmit the adopted 2027-30 MTIP to the Governor for inclusion without change in the 2027-30 MTIP.

- *Kickoff of the 2031-33 RFFA process*. Metro will begin the next allocation cycle for the anticipated regional flexible funds available in federal fiscal years 2031-33. Initial allocation process activities include the development of the Program Direction statement which outlines the focused 2023 RTP policy objectives to emphasize as part of the allocation, outlining the call for project process. (Quarter 3 of FY26-27)

- *Begin 2030-33 MTIP Development*. Working in coordination with federal transportation funding administrative agencies (ODOT, TriMet and SMART) and the region's transportation stakeholders, begin the cooperative development process for the 30-33 TIP. Initial activities include development of the STIP and MTIP schedules for mutual coordination with ODOT to help ensure consistency between the STIP and MTIP, developing the MPO area financial forecast, and outlining regional investment policy input to the funding allocation processes administered by ODOT and the region's transit agencies. (Quarter 2 of FY 26-27)

- *Continued implementation of transportation projects and programs from the Regional Flexible Fund Allocation*. Continue to support ODOT and local agency partners to ready transportation projects and programs previously awarded regional flexible funds to enter the federal aid project delivery process beginning in federal fiscal year 2028. (On-going)

- *Publish the Federal Fiscal Year (FFY) 2025-26 Obligation report*. Confirm and report on all project obligations for federal fiscal year 2025-26 in the annual obligation report document. (Quarter 2 in FY2026-27)

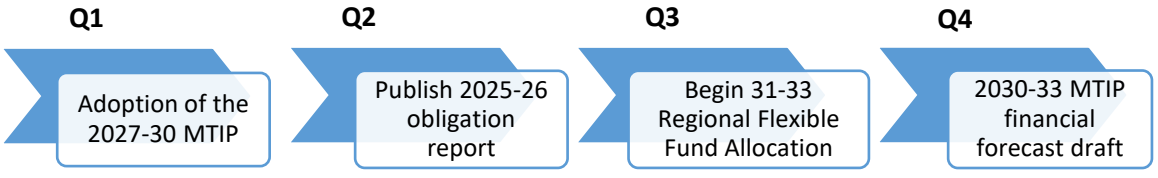
- *FFY 2025-26 Funding Obligation Targets Reporting and Adjustment of Programming*. Continuation of Metro's monitoring and active management of the MPO obligation target for MPO allocated funds (STBG/TA set-aside, CMAQ, CRP) each fiscal year. This is a cooperative effort with ODOT and the other Oregon TMA MPOs. MTIP staff to monitor and report on the region's performance in obligating funds in FFY 2025-26 relative to the schedule of project funds scheduled to obligate and worked with ODOT to adjust revenue projections and project programming. (October 2026 report on FFY 2025-26 performance, January 2027 report to establish FFY 2026-27 target amount)

- *Continued implementation and refinement of the new Project Tracker data management system.* As a part of a broad transportation project tracking system, MTIP staff continue to work in cooperation with other MPOs in the state, ODOT and transit agencies to implement, refine, and operate a data management system to improve MTIP administrative capabilities. Metro plans to launch an online version of the database accessible to the public following adoption of the 2027-30 MTIP. Possible development of additional modules of the database to enhance administrative and comprehensive reporting abilities. (On-going)

Expected MTIP work program elements that are on-going throughout the year without scheduled milestones include:

- Amendments to project programming for changes to the scope, schedule or cost of projects selected for funding or for updated revenue projections
- Administration of projects selected to be delivered under a fund exchange of federal RFFA funding with local funding
- Coordination with ODOT, transit agencies, and local lead agencies for project delivery of MTIP projects
- Coordination with financial agreements and UPWP budget for purposes of MTIP programming

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 1,070,775	PL	$ 782,352

Materials & Services[1]	$ 519,800	PL Match (ODOT)	$ 53,343
Indirect Costs	$ 754,896	PL Match (Metro)	$ 36,201
		STBG	$ 448,650
		STBG Match (Metro)	$ 51,350
		Metro Local Funds	$ 973,575
TOTAL	**$ 2,345,471**	**TOTAL**	**$ 2,345,471**

[1] The budgeted amount for Materials & Services includes potential costs for consultant activities.

Air Quality Program

Staff Contact: Grace Morris, grace.morris@oregonmetro.gov

Description

Metro's Air Quality Monitoring program ensures activities undertaken as part of the Metropolitan Planning Organization (MPO), such as the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), carry out the commitments and rules set forth as part of the Portland Area State Implementation Plan (SIP) and state and federal regulations pertaining to air quality and air pollution. The Oregon Department of Environmental Quality (DEQ) and the Environmental Quality Commission (EQC) oversee implementation of the SIP. In addition to carrying out provisions of the SIP, the program coordinates with other air quality initiatives in the Portland metropolitan area.

This is an ongoing program. Typical program activities include:

- Stay up-to-date on the region's air pollution levels, with an emphasis on regulated criteria pollutants, particularly ozone, because of the region's history
- Stay up-to-date on regulations pertaining to the Clean Air Act and inform partners on its applicability to the Portland region
- Stay up-to-date on technical tools and resources to assess emissions of air pollutants with a focus on emissions generated from transportation sources
- Monitor vehicle miles traveled (VMT) per capita and if key thresholds are triggered (as outlined in the SIP) then undertake the contingency provisions outlined in the SIP
- Facilitate interagency consultation with federal, state, regional, and local partners
- Continue to implement the Transportation Control Measures as outlined, unless a specific date or completion point has been identified in the SIP
- Continue to participate in U.S. Environmental Protection Agency (EPA) transportation conformity and air quality meetings
- Continue to participate in the statewide transportation conformity annual meetings
- Collaborate with DEQ as issues emerge related to federal air quality standards, mobile source pollution, and transportation
- Collaborate and coordinate with regional partners on other air quality, air pollution reduction related efforts, including the implementation of legislative mandates or voluntary initiatives

As part of Metro's on-going responsibilities to the State Implementation Plan (SIP), Metro continues to work closely with DEQ on monitoring the national ambient air quality standard (NAAQS) update, the region's ozone pollution levels as well as other criteria pollutant levels, and report on vehicle miles traveled. Air quality monitoring and implementation activities are consistent with RTP policy.

Work completed FY 2025-26 included:

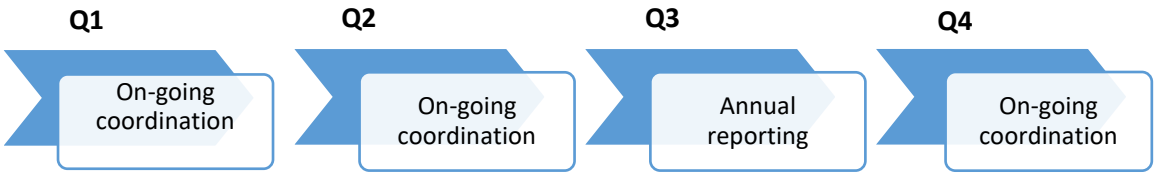
- Participation in quarterly U.S. EPA Region 10 transportation conformity meetings.
- Participation in the annual Oregon statewide transportation conformity meeting.
- Implementation of MOVES4.
- Providing Oregon DEQ an annual update on the region's vehicle miles traveled per capita per required SIP monitoring.

- By request, participation in NEPA reviews for the air quality section for major projects in development in the region.

Anticipated work to be completed in FY 2026-27 includes, but not limited to:

- Participation in quarterly U.S. EPA Region 10 transportation conformity meetings and the annual Oregon statewide transportation conformity meeting.
- Providing Oregon DEQ an annual update on the region's vehicle miles traveled per capita per the required monitoring from the SIP.
- Update to the MOVES5 emissions model.
- Continued coordination efforts as they emerge.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 10,394	STBG	$ 15,902
Indirect Costs	$ 7,328	STBG Match (Metro)	$ 1,820
TOTAL	**$ 17,722**	**TOTAL**	**$ 17,722**

Regional Transit Program

Staff Contact: Ally Holmqvist, ally.holmqvist@oregonmetro.gov

Description

Metro's Regional Transit Program conducts long-range transit planning for the Portland Metro region. Providing high quality transit is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding accessibility, frequency and reliability of transit in our region is also key to achieving RTP goals and policies, and maintaining compliance with state and federal air quality standards and carbon reduction targets in OAR Division 44. In 2018, Metro Council and JPACT adopted a comprehensive Regional Transit Strategy (RTS) to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes. In 2023, Metro Council and JPACT adopted an updated High Capacity Transit (HCT) Strategy that prioritizes HCT investments across the region, Together, the Regional Transit Strategy and Regional High Capacity Transit Strategy provide a roadmap for making regional transit investments over time in collaboration with transit providers and state and local government partners across the region.

During FY 2026-27, work will include:

- Work to finalize the Community Connector Transit (CCT) Study, which is building from the high-capacity transit network re-envisioned in the 2023 RTP and 2023 HCT Strategy to consider how micro-transit could be used to further expand its reach and as a solution for underserved suburban and new growth areas in particular.
- Identifying proposed revisions to the RTS and Regional Transportation Functional Plan with updates from both the CCT Study and the High Capacity Transit Strategy updated as part of the 2023 Regional Transportation Plan (RTP).

The vision outlined in the RTP and RTS also includes high speed rail along the I-5 Corridor from Vancouver, BC to Portland, supporting travel to/from our region through a more environmentally-friendly alternative than driving or flying. The Cascadia Ultra-High-Speed Rail Project led by the Washington Department of Transportation includes the pre-NEPA technical and advisory study planning requirements to advance the project to feasibility-level planning decisions which Metro will co-lead with ODOT for Oregon. Metro is currently participating on the technical and policy advisory committees to support the creation of a formal, legal entity to continue project development while seeking community engagement and input, gaining critical support from decision makers, and positioning the corridor for future funding opportunities and an efficient environmental process.

Metro's Regional Transit Program work also includes:

- Ongoing coordination with transit providers, cities and counties to ensure implementation of the Regional Transit Strategy and Regional High Capacity Transit Strategy through plans and capital projects
- Periodic support for major transit planning activities in the region
- Coordination with local, regional and state transit planning officials and transit providers

During FY 2025-26, the program supported:

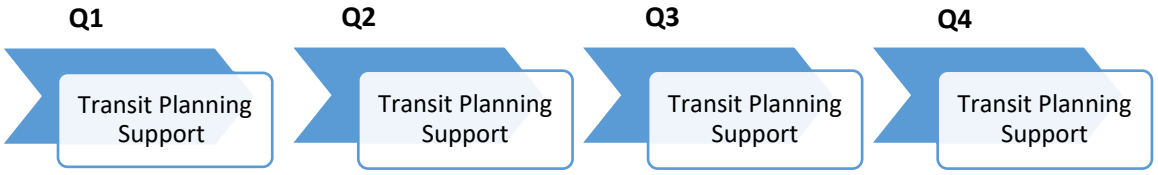
- A monthly transit highlight report for Metro committees
- Transit planning for local Transportation System Plans

- TriMet's Forward Together (Phase I and II) and FX Implementation plans and HB 2017 Transit Advisory Committee

During FY 2026-27, the program will continue to support:

- A monthly transit highlight video/report for Metro committees
- Transit planning support for local Transit Development Plans and Transportation System Plans
- Transit planning for updates to the Regional Transportation Plan and Carbon Reduction Strategy
- TriMet's HB 2017 Transit Advisory Committee
- Convening of a periodic Metro Transit Forum to exchange ideas and information and have open discussion about local, regional and state transit projects, planning and implementation in the region

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 79,626	PL	$ 57,554
Indirect Costs	$ 56,136	PL Match (ODOT)	$ 3,924
		PL Match (Metro)	$ 2,663
		Metro Local Funds	$ 71,621
TOTAL	**$ 135,762**	**TOTAL**	**$ 135,762**

Regional Freight Program

Staff Contact: Tim Collins, tim.collins@oregonmetro.gov

Description

The Regional Freight Program leads updates to and implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and the Regional Freight Strategy. The program provides guidance to jurisdictions in local transportation system planning for freight movement on the regional transportation system. The program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to freight-related needs and issues across the region. Ongoing freight data collection, analysis, education, and coordination with local, regional and state freight partners are also key elements of Metro's freight planning program.

Metro's freight planning program also coordinates with and participates in periodic updates to the Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized RTP freight projects are competitively considered within federal, state, and regional funding programs. The program is closely coordinated with other region-wide planning activities. The Regional Freight Strategy has policies and action items that address the policies in the 2023 RTP.

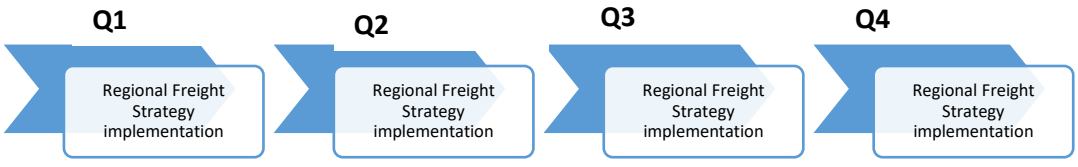
Work completed in FY 2025-26:

- Updated the Regional Freight Strategy to incorporate new information and recommendations from the Regional Freight Delay and Goods Movement Study
- Ongoing participation in OFAC and PFC meetings

Work anticipated in FY 2026-27

- Local TSP update freight planning support
- Ongoing participation in OFAC and PFC meetings

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 79,400	STBG	$ 121,474
Indirect Costs	$ 55,977	STBG Match (Metro)	$ 13,903
TOTAL	**$ 135,377**	**TOTAL**	**$ 135,377**

Complete Streets Program

Staff Contact: André Lightsey-Walker, andre.lightsey-walker@oregonmetro.gov

Description

Metro's Complete Streets Program advances implementation of the Regional Transportation Plan (RTP) and the 2040 Vision for safe, walkable, bikeable, and transit-supportive centers, neighborhoods, and corridors. The program supports local jurisdictions in designing and constructing transportation projects that improve safety and mobility for all users while contributing to broader regional goals for carbon reduction, economic vitality, affordable travel options and reduced pollution and stormwater runoff.

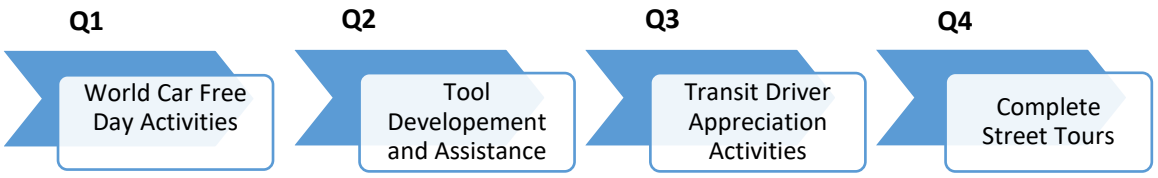
In FY 2025–26, program activities focused on maintaining regional resources, providing targeted technical assistance, and ensuring alignment between Metro's design guidance and local planning efforts. Activities included:

- Provided technical assistance for local Transportation System Plans, corridor studies, and project design efforts.
- Provided technical support to the development of the Cooling Corridors Study
- Supported Metro and local partners in applying Complete Streets principles through project development and funding processes.
- Began planning for Metro led, in-person, Complete Street activities such as World Car Free Day and Complete Street walking and bike tours.

In FY 2026-27 the Complete Streets Program will:

- Maintain and expand the Designing Livable Streets and Trails webpage and photo library to support local partners and enhance regional design consistency.
- Continue to provide technical assistance for local Transportation System Plan updates and related updates to street codes, corridor planning, and design projects.
- Develop new resources and tools to increase understanding and application of the Designing Livable Streets and Trails Guide and related design policies.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 173,672	PL	**$** 127,226
Materials & Services	**$** 4,000	PL Match (ODOT)	**$** 8,675
Indirect Costs	**$** 122,439	PL Match (Metro)	**$** 5,887
		PL Set Aside[1]	**$** 133,934
		Metro Local Funds	**$** 24,389
TOTAL	**$ 300,111**	**TOTAL**	**$ 300,111**

[1] The IIJAL § 11206 (Increasing Safe and Accessible Transportation Options) requires MPOs to expend not less than 2.5 percent of PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The Complete Streets Program meets these requirements. There is no match requirement for this PL Set Aside.

Regional Travel Options/Safe Routes to School

Staff Contact: Grace Stainback, grace.stainback@oregonmetro.gov

Description

The Regional Travel Options (RTO) Program advances & implements RTP goals and policies with the aim of reducing drive-alone auto trips and personal vehicle miles of travel and increasing the use of travel options. The program improves mobility and reduces air pollution by carrying out the travel demand management (TDM) components of the RTP. The RTO program is also the demand management element of the region's Congestion Management Process and the Transportation System Management and Operations strategy. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand. The RTO Program focuses on three program areas: Commute trip reduction, community-based travel options, and Safe Routes to School. Approximately two-thirds of the RTO funding is awarded through grants to the region's government, educational and non-profit partners working to reduce auto trips.

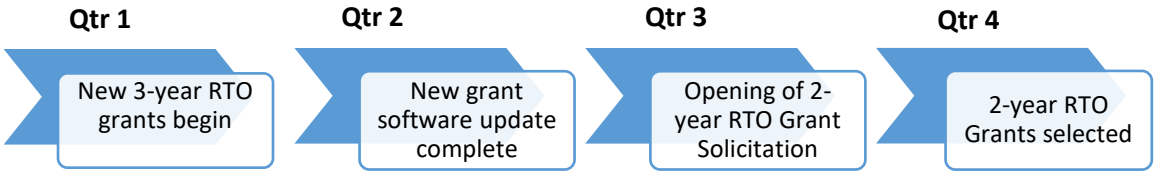
Highlights of work completed in FY2025-26 (July 2025 - June 2026):

- The Regional TDM Strategy, and an accompanying update to the RTO program-specific Strategy, were completed. The plans were brought to TPAC, JPACT and Metro Council for adoption. Implementation will occur directly following adoption, with integration of recommendations informing the RTO grants that begin July 1 2026.
- Grants: The first, and primary round of funding for the FY2027-2029 RTO Grant Cycle opened in early 2026. Projects to be funded through this opportunity will begin on or after July 1, 2026, and will be one to three years in duration.
- Signed grant agreement with the Safe Streets for All program to deliver SRTS programming with partners

Anticipated work in FY 2026-2027 (July 2026 – June 2027)

- TDM Strategy implementation begins with new grant agreements starting July 1, 2026. The first round of grants will be 3-year grants, delivering TDM services in the region by Core Partners.
- Launching a new grant software, and first 'open' call for RTO projects will open in January 2027, after a pilot phase with Core Partners. The 'open call' for RTO projects will include 2-year project-focused grants, with grants selected and finalized by June 30, 2027.
- If Metro's grant agreement with USDOT & NHTSA is signed for the SS4A SRTS project, FY 2026-2027 will be the first school year Metro delivers programming with partners.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 803,143	RTO/Safe Routes (FTA Grant)	$ 3,939,180
Materials & Services[1]	$ 4,098,845	RTO/Safe Routes (FTA Grant) Match (Metro)	$ 147,284[2]
Indirect Costs	$ 566,216	RTO (ODOT/FHWA Grant)	$ 787,307
		RTO (ODOT/FHWA Grant) Match (Metro)	$ 34,900[3]
		Portland TDM (FTA Grant)	$ 135,000[4]
		Safe Routes SS4A (NHTSA Grant)	$ 387,533[5]
		Metro Local Funds	$ 37,000
TOTAL	**$ 5,468,204**	**TOTAL**	**$ 5,468,204**

[1] The budgeted amount for Materials & Services includes potential costs for consultant activities.
[2] In addition to the above Metro provided match, an additional $303,573 of match is provided by Metro's grantees.
[3] Only a portion of this grant has a match requirement.
[4] Match requirement is met by the City of Portland.
[5] March requirement is met by Metro's partners.

Transportation System Management and Operations

Staff Contact: Caleb Winter, caleb.winter@oregonmetro.gov

Description

The Transportation System Management and Operations (TSMO) Program implements Regional Transportation Plan policies and the Regional TSMO Strategy (2021) through system management and operations investments and coordination. The TSMO Program supports regional multimodal data collection and engages local, regional and state agencies in developing technology solutions to operate the transportation system. Partner agencies and operators include ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland, City of Gresham (along with many other city partners), Port of Portland, Portland State University and Southwest Washington regional and state partners. TSMO partners coordinate and deploy technologies and other operational strategies to improve safety and make better use of the existing road and transit infrastructure and services, and promote use of transit and other travel options with real-time traveler information and traffic signal timing. TSMO projects can reduce the impacts of excess vehicle demand or incidents, improving safety and restoring reliability.

In FY2025-26,

- TSMO agency partners worked on ten (10) regionally prioritized, Metro-funded TSMO projects, many of which upgrade signalized intersections with modern Advanced Transportation Controllers and high-speed data communication. These intersections support cloud-based Transit Signal Priority, timing to improve pedestrian safety, speed management, performance metrics and more. Many cities and counties will serve multimodal transportation using 100% modern controllers as a result of these investments.
- Several projects bring capabilities to all regional TSMO partners including multimodal data services from Portland State University, Metro coordination for better sidewalk data, City of Portland data network for traffic signals, training and more.
- TransPort, a subcommittee of the Transportation Policy Alternatives Committee (TPAC), met monthly to share expertise on all TSMO-related projects.
- Staff led a TSMO Call for Projects, finalizing criteria and scoring project applications, aligning TSMO Program investments with the adopted 2021 TSMO Strategy.

FY2026-27 will include TSMO Program support from staff and consultant services to:

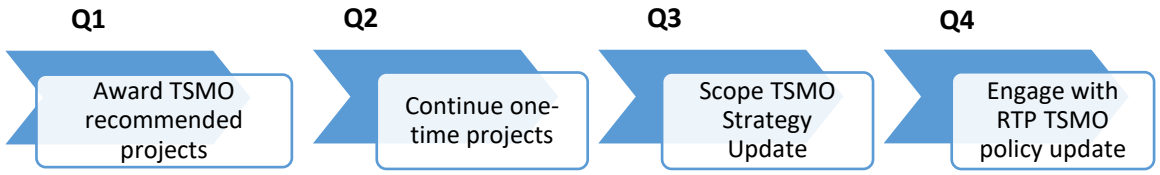
- Engage planners and operators through TransPort as agencies, administer TSMO-funded partner-led projects.
- Support federally-funded TSMO projects until each project kicks-off and is on track to implement the 2021 TSMO Strategy (e.g., deploying Intelligent Transportation Systems (ITS), Mobility on Demand, traveler information).
- Support the 2028 RTP update on TSMO policy and related system monitoring in support of the Congestion Management Process.
- Continue work on the TSMO Program Plus project. Funded with one-time TSMO Program Regional Flexible Funds , this project will assist local transportation system planning, participation in state TSMO planning, policy development supportive of operator agreements, research to fill gaps, training for TSMO partners and support for communicating TSMO to more audiences. Metro delivering this contract as a certified agency.

- Continue work to develop accessible, routable sidewalk data, region-wide. Funded with one-time TSMO Program Regional Flexible Funds, this project will involve residents and partners to improve data sets used by people with disabilities to customize trip planning and support their access needs.
- Continue work on the TSMO Program Investment project. Funded with one-time TSMO Program Regional Flexible Funds, this project will update the region's Intelligent Transportation System (ITS) Architecture document and data files, coordinate transit signal priority projects, and evaluate progress on the 2021 TSMO Strategy.

The TSMO Program is ongoing. Consultant services will be used to support some of the one-time funded tasks. Metro is certified to deliver planning projects with Federal Funds and will procure services.

Metro staff request anyone working in parallel efforts to the actions in the TSMO Strategy to join regional coordination. Information and updates can be found at www.oregonmetro.gov/tsmo including monthly TransPort meetings.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:	
Personnel Services	$ 298,170
Materials & Services[1]	$ 181,550
Indirect Costs	$ 210,210

Resources:	
STBG	$ 371,880
STBG Match (Metro)	$ 42,563
TSMO Program Plus (ODOT/FHWA Grant)	$ 150,026
TSMO Program Plus (ODOT/FHWA Grant) Match (Metro)	$ 17,171
TSMO Program Investment (ODOT/FHWA Grant)	$ 97,169
TSMO Program Investment (ODOT/FHWA Grant) Match (Metro)	$ 11,121

[1] The budgeted amount for Materials & Services includes potential costs for consultant activities.

TOTAL $ 689,930	**TOTAL $ 689,930**

Better Bus

Staff Contact: Alex Oreschak, alex.oreschak@oregonmetro.gov

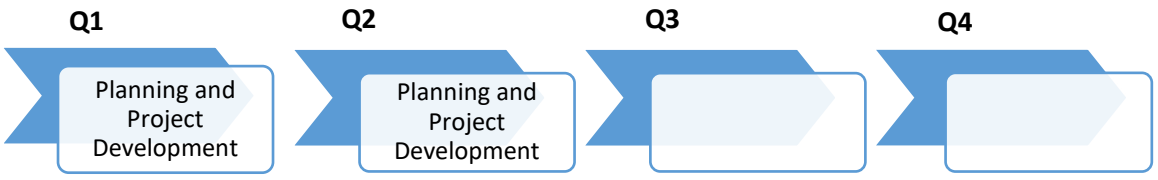
Description

The Better Bus program is a joint Metro and TriMet endeavor that identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet bus lines or streetcar lines, building on the previous Enhanced Transit Concepts (ETC) Program. Better Bus treatments are relatively low-cost to construct, context-sensitive, and can be implemented quickly to improve transit service in congested corridors. The program develops partnerships with local jurisdictions and transit agencies to design and implement Better Bus capital and operational investments.

In FY 2025-2026, Metro and TriMet continued to advance and finalize design work on the first round of selected projects and identified candidate projects for construction funding. Local agency partners also initiated construction on multiple projects. These projects were identified when the program assessed transit delay across the entire TriMet service area, and looked at currently planned transportation projects in the region for their capacity to include Better Bus treatments to leverage already-planned work, reduce construction costs, and to distribute projects across a larger geography. The program also investigated opportunities to implement Better Bus projects benefiting areas where TriMet-identified justice transit lines and Metro-identified justice focus areas overlap, and identified a second round of projects in coordination local agency partners in areas of high transit delay. The Better Bus program also completed an update to the Bus Delay Analysis Tool (BDAT), which is used to identify locations with delay and reliability issues for potential investment.

In FY 2026-2027, the Better Bus program will continue to finalize designs and provide construction funding for identified projects from the first round, and local agency partners will continue to construct the Better Bus improvements. The program will also begin project development and design for a second round of projects that were identified in FY 2025-2026. These projects will be identified in Spring 2026, but have not been selected as of the time of publication of this draft UPWP.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 69,675	Metro Local Funds	**$** 118,796
Materials & Services	**$** 0[1]		
Indirect Costs	**$** 49,121		
TOTAL	**$ 118,796**	**TOTAL**	**$ 118,796**

[1] The budget reflects the costs of Metro's planning activities and does not include the $1,730,000 Metro is budgeting to provide to TriMet for design and construction work as those activities are outside the scope of the UPWP.

Community Connector Transit Study

Staff Contact: Ally Holmqvist (ally.holmqvist@oregonmetro.gov)

Description

Providing high quality transit service across the region is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding transit access is also key to meeting all RTP goals, including improving safety and mobility and connecting people to jobs, schools and services. In 2018 Metro adopted a comprehensive Regional Transit Strategy to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes. The high-capacity transit element of the strategy was updated as part of the 2023 Regional Transportation Plan (RTP). Additional work to better plan for improved local access to the regional transit network was identified by local stakeholders as part of the RTP and HCT strategy updates.

Local transit service has long used smaller vehicles that range from vans and shuttles to small buses with fixed to flexible routes to fill the gap between traditional bus and rail services, as well as local destinations. An emerging trend in these types of services is using ride-hailing and other new technologies to provide on-demand micro transit services.

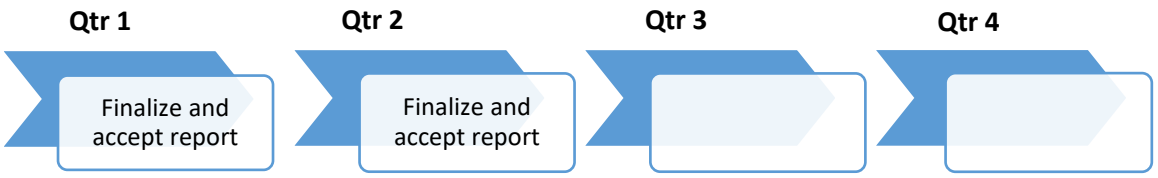
This study is working to identify local service and coordination gaps and opportunity areas within the region, especially for areas of the region and regional parks not currently served by or with limited transit service, document the range of potential solutions and explore innovative ways to improve transit access and convenience for users (e.g., microtransit), particularly for the first and last mile. This work is using consultant services in building upon local planning efforts (e.g., Transit Development Plans, Statewide Transportation Improvement Fund Plans) and being completed in close coordination with public transit service providers in the region.

FY 2025-26 Key deliverables and milestones completed for the study included:

- updating the future transit vision and assessing opportunity area readiness with input from community and business engagement;
- developing and finalizing tools and recommended regional actions for supporting the updated transit vision;
- describing the study work and outcomes in a report; and
- making recommendations for consideration in the 2028 RTP update.

Work in FY 2026-27 will include committee review, finalization and acceptance of the study report by JPACT and the Metro Council.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 19,907	PL	$ 14,389
Materials & Services[1]	$ 100,000	PL Match (ODOT)	$ 981
Indirect Costs	$ 14,034	PL Match (Metro)	$ 666
		Metro Local Funds	$ 117,906
TOTAL	**$ 133,941**	**TOTAL**	**$ 133,941**

[1] The budgeted amount for Materials & Services includes potential costs for consultant activities.

EPA Carbon Reduction Grant

Staff Contact: Eliot Rose, eliot.rose@oregonmetro.gov

Description

Metro is leading an EPA Carbon Reduction planning grant for the Portland-Vancouver Metropolitan Statistical Area (Clackamas, Clark, Columbia, Multnomah, Skamania, Washington, and Yamhill Counties). Under this grant, Metro inventories and forecasts regional carbon pollution; and identifies actions that reduces this pollution based on factors such as potential carbon pollution, implementation readiness, and other co-benefits. In addition to aligning with the authority of agency partners within the region, the plans created under the grant identify actions that advance justice and workforce development. Planning grant funds support the technical analysis and engagement needed to identify the actions that best meet these criteria.

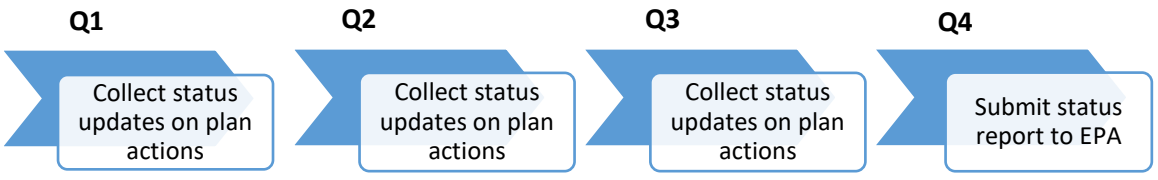
This work involves three deliverables:

- A Priority Action Plan, submitted to EPA in March 2024, that is focused on identifying high-impact carbon reduction actions that can readily be implemented by agency partners within the MSA during 2025-30.
- A Comprehensive Action Plan, submitted to EPA in December 2025, that accounts for all sectors in the region and recommends a broader and potentially longer-term set of carbon reduction actions.
- A status report, due late summer 2027, that provides an update on the reduction actions and identifies any changes to the actions or results of implementing these plans.

During FY 2025-26, work focused on creating the Comprehensive Action Plan in collaboration with partner organizations, submitting the plan to EPA, and collecting status updates on carbon reduction actions. During FY 2026-27, Metro will continue to collect status updates and develop a status report to submit to EPA. This work will support agencies across the Metro region (and beyond) in identifying and funding strategies to reduce carbon pollution, which will in turn help to meet the regional goals and targets in the Regional Transportation Plan that aim to meet state requirements. This work will also inform an update to the region's strategy for reducing carbon emissions from light-duty vehicles.

More information is available here.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 27,429	STBG[1]	**$** 41,964
Indirect Costs	**$** 19,337	STBG Match (Metro)	**$** 4,803
TOTAL	**$ 46,766**	**TOTAL**	**$ 46,766**

[1] This budget assumes that EPA grant funds are fully expended prior to FY27. However, if grant funds are remaining, those will be used prior to the use of STBG.

Economic Value Atlas (EVA) Implementation

Staff Contact: David Tetrick, david.tetrick@oregonmetro.gov

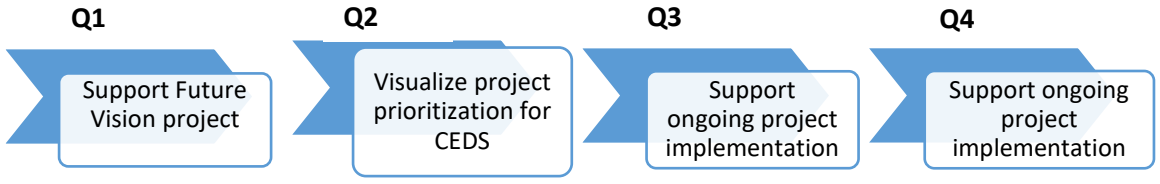
Description

Metro's Economic Value Atlas (EVA) established tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. This is an ongoing program that began implementation in FY 2019-2020. Early implementation work included test applications among partner organizations and jurisdictions, refinements to the tool, and integration into agency-wide activities. Since FY 2019-2020, the EVA tool has provided new mapping and discoveries about our regional economic landscape, linked investments to local and regional economic conditions and outcomes and was actively used to inform policy and investment – providing a foundation for decision-makers to understand the impacts of investment choices to support growing industries and create access to family-wage jobs and opportunities for all.

The EVA tool informed the Emerging Growth Trends report, 2023 Regional Transportation Plan update (Thriving Economy Goal and Policy Guidance), and Industrial Site Readiness Toolkit in FY 2023-2024, and in FY 2024-2025 informed Metro's Urban Growth Report. The tool supports policy decisions on an ongoing basis and was improved to include a new "share analysis" function where users can perform tract analysis, save the work as a link that generates the results in FY 2024-2025.

In FY 2025-26, the EVA supported the Regional Workforce Gap Analysis (RWGA) project to address current and future workforce development needs to support growing our regional economy and Metro's Future Vision update, a renewed 50-year vision for the region. This project also identified workforce gaps and needs to support implementation of the Comprehensive Action Plan for reducing carbon pollution. In FY 2026-27, the EVA will support implementation of the RWGA's findings and recommendations and continue supporting the Future Vision project. The regional Comprehensive Economic Development Strategy (CEDS) will also be updated, beginning in FY 2025-26 and completing in FY 2026-27. The EVA will be actively used to visualize the regional economy and help devise strategies to grow the region's traded sector and local-serving businesses.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements: **Resources:**

Personnel Services	$ 51,089	STBG	$ 5,139
Indirect Costs	$ 36,018	STBG Match (Metro)	$ 588
		Metro Local Funds	$ 81,380
TOTAL	**$ 87,107**	**TOTAL**	**$ 87,107**



Metro-Led Corridor/Area Planning

Investment Areas (Corridor Refinement and Project Development)

Staff Contact: Kelly Betteridge Kelly.Betteridge@oregonmetro.gov

Description

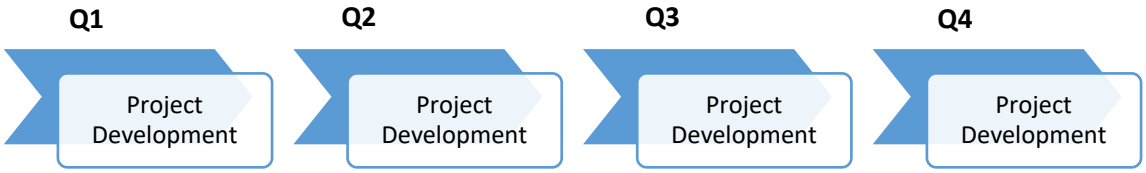
Metro's Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit-oriented development (TOD) in the region's mixed-use areas, conducting multijurisdictional planning processes to evaluate high-capacity transit and other transportation improvements and integrating freight and active transportation projects into multimodal corridors.

The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional, and state investments in economic investment areas that support the region's growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro aids local jurisdictions with the development of specific projects as well as corridor-based programs identified in the RTP. Metro works to develop formal funding agreements with partners in an Investment Area, leveraging regional and local funds to get the most return. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies.

In FY 2025-2026, Investment Areas staff supported partner work on TV Highway, Better Bus, 82nd Avenue, Montgomery Streetcar Extension, the Interstate Bridge Replacement Program, additional support for the Development Strategy of the Southwest Corridor, Sunrise Corridor visioning, Regional Rail Study and mobility and transit capacity improvements across the region. In FY 2026-2027, Metro and TriMet will also continue to work with partners to identify potential paths forward for the SW Corridor Transit Project, which was paused after the regional transportation funding measure did not pass in 2020.

This is an ongoing program; staff will further refine the projects listed above as well as potentially identifying additional projects to further the goals identified for mobility corridors in our region.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 453,039	STBG	**$** 506,144
Materials & Services	**$** 26,350	STBG Match (Metro)	**$** 57,930
Indirect Costs	**$** 319,392	Metro Local Funds	**$** 65,001
		Local Support	**$** 169,705
TOTAL	**$ 798,781**	**TOTAL**	**$ 798,781**

TV Highway Transit and Safety Project

Staff Contact: Kate Hawkins, kate.hawkins@oregonmetro.gov

Description

The Tualatin Valley (TV) Highway Transit and Safety Project is a collaborative effort between surrounding communities and relevant jurisdictions to advance a bus rapid transit project on the TV Highway corridor between Beaverton and Forest Grove. The project also brings together community to create a development strategy with actions to stabilize and support community when future transportation investments occur. It is a partnership between Metro, TriMet, ODOT, Washington County, Beaverton, Hillsboro, Cornelius and Forest Grove. In January 2025 Metro was selected to receive $2 Million from the Reconnecting Communities grant program for additional community engagement and planning for workforce development and housing needs to support implementation of the EDS. Example community engagement strategies include:

- Providing inclusive community engagement and education that supports navigating transit and programs available to low-income individuals and community members with limited English proficiency.
- Developing new methods to engage community members and residents, especially hard-to-access community members who do not typically engage in planning meetings.
- Supporting civic engagement and advocacy by involving community throughout the planning process, planning for community placemaking, programming and events.

In FY 2025-26, project partners developed a transit and safety concept for the corridor and reached agreement on a Locally Preferred Alternative (LPA). Metro supported the process of LPA approval and endorsement by local jurisdictions, the TriMet Board, JPACT, and Metro Council.

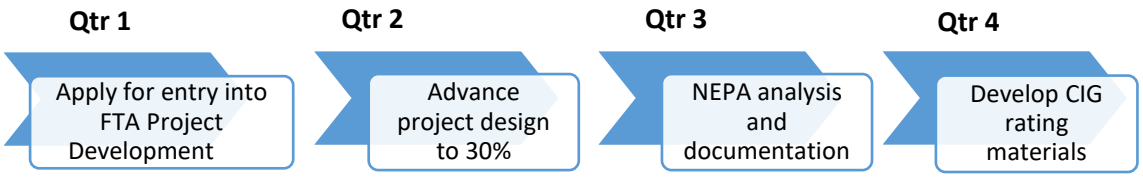
The project team applied for entry into FTA CIG Small Starts Project Development in September 2025 and received approval in October 2025. Upon entry the project team will begin early scoping in the NEPA process, advance design, and work on materials for the FTA funding process. The project team will also codify the LPA into the 2023 Regional Transportation Plan via amendment. Key milestones anticipated during FY 26-27 include:

- Amend 2023 RTP to incorporate the LPA
- Enter FTA CIG Small Starts Project Development phase
- Continue supporting EDS community partners with priority action implementation
- Begin NEPA analysis and documentation
- Advance project design to approximately 30%
- Develop materials for FTA CIG Small Starts project rating to be submitted in subsequent year

This project advances the 2023 Regional Transportation Plan goals and policies. It also advances the 2023 High Capacity Transit Strategy, which identifies TV Highway as a priority corridor for transportation investments.

Additional project information is available at: https://trimet.org/tvhighway/

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:			**Resources:**		
Personnel Services	$	571,906	TV Highway (FTA Grant – Flex Transfer)	$	3,275,100 [1]
Materials & Services[2]	$	2,303,000	Metro Local Funds	$	3,000
Indirect Costs	$	403,194			
TOTAL	**$**	**3,278,100**	**TOTAL**	**$**	**3,278,100**

[1] Match is provided by Metro's partner.
[2] The budgeted amount for Materials & Services includes potential costs for consultant activities.

82nd Avenue Transit Project

Staff Contact: Melissa Ashbaugh, melissa.ashbaugh@oregonmetro.gov

Description

TriMet, in partnership with Metro, the City of Portland, Clackamas County, and the Oregon Department of Transportation is leading a collaborative process to advance a bus rapid transit (BRT) project on the 82nd Avenue Corridor. The purpose of the project is to improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue. The project seeks to address the needs of people who live, work, learn, shop, and travel within the corridor both today and in the future through context-sensitive transit improvements in a constrained corridor. The 82nd Avenue Transit Project advances the Regional Transportation (RTP) goals and policies. The Project will be delivered in close coordination with the City of Portland's Building a Better 82nd work and will undergo a shared National Environmental Policy Act (NEPA) process.

In FY2025-26, project partners:

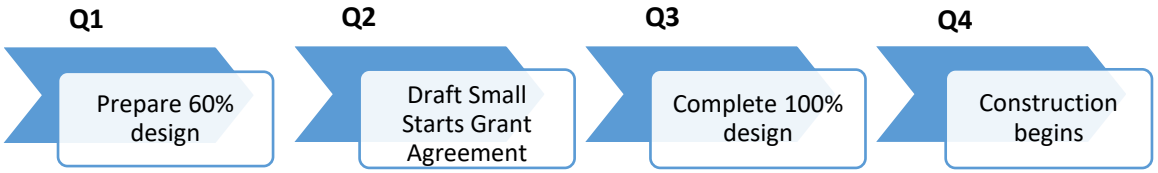
- Supported the adoption of the Locally Preferred Alternative (LPA) into the fiscally-constrained RTP by MPAC, JPACT, and Metro Council
- Completed environmental analysis and NEPA documentation
- Advanced the project through 60% design

During FY2026-27, project partners will:

- Develop and submit materials for a Capital Investment Grant (CIG) Small Starts grant agreement
- Demonstrate commitment of funding
- Complete design
- Begin construction

Additional project information is available at: https://trimet.org/82nd/

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 431,160	82nd Ave (FTA Grant – Flex Transfer)	**$** 1,135,128 [1]
Materials & Services[2]	**$** 528,000	Metro Local Funds	**$** 128,000
Indirect Costs	**$** 303,968		
TOTAL	**$ 1,263,128**	**TOTAL**	**$ 1,263,128**

[1] Match is provided by Metro's partner.

[2] The budgeted amount for Materials & Services includes potential costs for consultant activities.



Metro Administration & Support

MPO Management & Services

Staff Contact: Kim Ellis (kim.ellis@oregonmetro.gov)

Description

The Metropolitan Planning Organization (MPO) Management and Services program is responsible for the overall management and administration of the region's responsibilities as a federally-designated MPO. These responsibilities include:

- creation and administration of the annual Unified Planning Work Program (UPWP)
- procurement of services
- contract administration
- federal grants administration
- federal reporting
- annual self-certification for meeting federal MPO planning requirements
- periodic on-site certification reviews with federal agencies
- public participation in support of MPO activities
- convening and ongoing support for MPO advisory committees

As an MPO, Metro is regulated by Federal planning requirements and is a direct recipient of Federal transportation grants to help meet those requirements. Metro is also regulated by State of Oregon planning requirements that govern the Regional Transportation System Plan (RTSP) and other transportation planning activities. The purpose of the MPO is to ensure that Federal transportation planning programs and mandates are effectively implemented, including ongoing coordination and consultation with state and federal regulators.

Metro's Joint Policy Advisory Committee on Transportation (JPACT) serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions. The Transportation Policy Alternatives Committee (TPAC) serves as the technical body that works with Metro staff to develop policy alternatives and recommendations for JPACT and the Metro Council.

As the MPO, Metro is also responsible for preparing the annual Unified Planning Work Program (UPWP), the document you are holding in your hands now, and that coordinates activities for all federally funded planning efforts in the Metro region.

Metro also maintains the following required intergovernmental agreements (IGAs) and memorandums of understanding (MOUs) with local on general planning coordination and special planning projects:

- DOT/Metro Annual Unified Planning Work Program funding agreement *(updated annually)*
- 4-Way Planning IGA with ODOT, TriMet and SMART *(extended through November 30, 2030)*
- SW Regional Transportation Council (RTC) MOU *(effective through June 30, 2027)*
- Oregon Department of Environmental Quality MOU *(effective through March 7, 2023)*

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards, and Metro staff also collaborates with other MPOs and transit districts in quarterly staff meetings districts convened by ODOT. OMPOC is funded by voluntary contributions from all eight Oregon MPOs.

In 2026-27, Metro will work with our federal partners to implement actions required in our 2025 onsite federal certification review, including responding to any recommendations and actions with a work program to guide our subsequent, annual self-certifications.

Key Project Deliverables / Milestones

The primary deliverables include annual updates to MOUs and IGAs, as needed, development and adoption of the UPWP and self-certification with federal planning requirements and an onsite federal MPO certification. Ongoing administrative deliverables include administration of contracts, coordinating, leading and documenting TPAC and JPACT meetings and required federal reporting.



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 473,814	PL	**$** 363,925
Materials & Services[1]	**$** 50,600	PL Match (ODOT)	**$** $24,813
Indirect Costs	**$** 334,039	PL Match (Metro)	**$** 16,840
		Metro Local Funds	**$** 452,875
TOTAL	**$ 858,453**	**TOTAL**	**$ 858,453**

[1] The budgeted amount for Materials & Services includes potential costs for consultant activities.

Title VI Program

Staff Contact: Alfredo Haro, alfredo.haro@oregonmetro.gov

Description

Metro's transportation-related planning policies and procedures are in compliance with Title VI of the 1964 Civil Rights Act and related statutes; Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973/Americans With Disabilities Act of 1990 (disability); the United States Department of Transportation (USDOT) Order 1050.2A; Goal 1 of Oregon's Statewide Planning Goals and Guidelines and Metro's organizational values of Respect and Public Service.

The Title VI program works to continuously improve practices and processes to ensure that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color, national origin, sex, age or disability in any of Metro's programs and activities.

Metro's Title VI Program is ongoing. Typical activities include receiving, and reporting discrimination complaints against Metro and its subrecipients; conducting benefits and burdens analysis of investments and decisions; conducting focused public involvement efforts enhancing Metro's transportation plans and programs, providing language resources, including translation of vital documents, providing free language assistance guidance and training for staff to assist and engage with persons with limited English proficiency.

In FY2025-26, Metro:

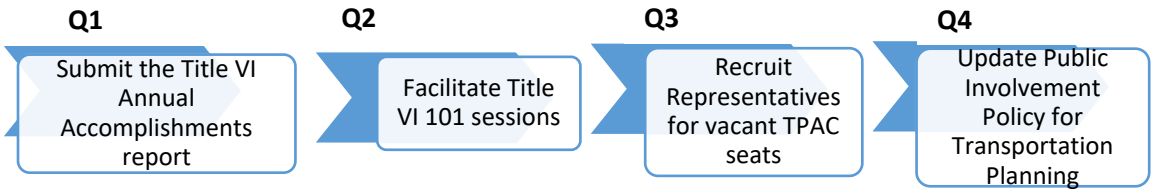
- Metro Council adopted the 2025 Title VI Plan and submitted to ODOT and FHWA
- Submitted the 2025 Title VI Annual Accomplishments Report to ODOT
- Facilitated Title VI 101 sessions with Planning, Development and Research (PD&R) department staff
- Support departments across Metro departments with Title VI compliance best practices
- Support subrecipients with Title VI compliance best practices
- Ensure Title VI compliance within Regional Transportation Planning (RTP) efforts
- Recruit community members to vacant community representative seats in the Transportation Policy Alternatives Committee and the Metro Technical Advisory Committee
- Updated complaint form and procedures to reflect current federal guidelines
- Manage and document complaints Metro receives

In FY2026-27, Metro will:

- Submit the 2026 Title VI Annual Accomplishments Report to ODOT
- The Title VI designated official will re-sign and affirm the Title VI standard assurances ODOT Order 1050.2A
- Facilitated Title VI 101 sessions with PD&R and other departmental staff
- The Title VI coordinator will participate in Title VI specific trainings
- Support departments across Metro departments with Title VI compliance best practices
- Support subrecipients with Title VI compliance best practices

- Ensure Title VI compliance within Regional Transportation Planning (RTP) efforts
- Recruit community members to vacant community representative seats in the Transportation Policy Alternatives Committee (TPAC)
- Update Public involvement Policy for Transportation Planning for FTA and FHWA
- Updated complaint form and procedures to reflect current federal guidelines
- Manage and document complaints Metro receives

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Note: Title VI costs are allocated through Metro's overhead rate, which is allocated across all projects.

Data Management and Visualization

Staff Contact: Madeline Steele, madeline.steele@oregonmetro.gov

Description

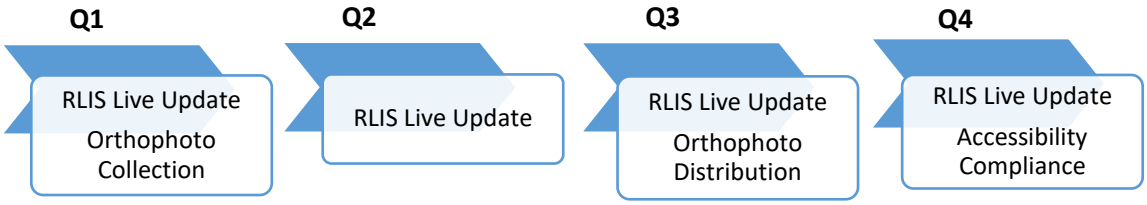
Metro's Data Resource Center (DRC) provides technical services that support Metro and regional partners. These services include data management, visualization, analysis, application development, and systems administration. The DRC works with Metro programs to advance planning, modeling, forecasting, policy development, resiliency, and performance measurement. It also coordinates joint purchases of digital aerial orthophotography and lidar for local governments and nonprofit organizations. This consortium approach reduces costs through shared investment.

In FY2025–26, the DRC continued supporting Metro's MPO functions by maintaining and publishing data through the Regional Land Information System (RLIS). RLIS has a 30-year history of providing high-quality GIS data and analysis for transportation and land use planning. The team delivered quarterly updates to transportation datasets, including street centerlines, sidewalks, trails, and transit routes, and annual updates to crash data, vehicle miles traveled, and demographic data. Land use data such as zoning and vacant land inventory informed transportation planning as well. The DRC also continued its ArcGIS Online governance program to ensure that Metro's public-facing GIS content is of the highest quality.

Key accomplishments included development of a routable pedestrian network to support Safe Routes to School, the Regional Transportation Plan, and other MPO programs. Staff provided on-demand analytics for MPO projects such as the Regional Emergency Transportation Routes update, distributed validated lidar data from USGS, coordinated an orthophoto flight and compiled and distributed the resulting imagery. The team upgraded servers and migrated to ArcGIS Enterprise 11, continued accessibility improvements for public-facing content to meet compliance deadline of April 2027, piloted Esri AI Assistants, and contributed to agency-wide AI policy development. The DRC expanded its capacity for public engagement by creating online comment tools that supported Regional Flexible Fund Allocation (RFFA) project selection, the Community Connectors Transit Study, and other planning efforts. RLIS also added Longitudinal Employer-Household Dynamics (LEHD) data to improve access for planners and partners.

In FY 2026–27, the DRC will continue regular RLIS updates and coordinate the collection and distribution of summer orthophotos. The team will finalize accessibility compliance work and expand transit data coverage to include additional neighboring agencies. They will also compile a more detailed land use dataset for preliminary stakeholder review, and begin incorporating and redistributing high-resolution land cover data to support development analysis. The DRC will also begin work on a new application that will make it easy to explore Metro's regional aerial imagery collection. This collection includes imagery captured nearly every year since 1996 and will provide transportation planners and other regional partners with a new tool to track historic changes in the region. These efforts will strengthen regional planning and ensure data resources remain accurate, accessible, and aligned with MPO needs.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 1,214,488	STBG	$ 978,893
Materials & Services[1]	$ 531,719	STBG Match (Metro)	$ 88,931
Indirect Costs	$ 856,214	STBG Match (ODOT)	$ 23,108
		Metro Local Funds	$ 1,384,823
		Local Support	$ 126,667
TOTAL	**$ 2,602,421**	**TOTAL**	**$ 2,602,421**

[1] The budgeted amount for Materials & Services includes potential costs for consultant activities.

Land Use Modeling Program

Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

Description

The Land Use Modeling Program assembles historical data and develops future forecasts of population, land use, and economic activity that support Metro's regional transportation planning and transportation policy decision-making processes. The forecasts are developed for various geographies, ranging from regional (MSA) to Transportation Analysis Zone (TAZ) level, and across time horizons ranging from 20 to 50 years into the future. The Land Use Modeling Program also includes activities related to the continued development of the analytical tools and models that are applied to produce the above-mentioned forecasts.

Previously this entry also included long-range economic and demographic modeling tasks. Metro now has a centralized department that conducts economic forecasting. These forecasts continue to inform transportation corridor studies, regional transportation plans, and land use planning alternatives. The work creates the key inputs (i.e., population, housing, jobs) for the analytical tools (e.g., travel demand model) that are used to carry out federal and state transportation planning requirements and support regional transportation planning process and project needs.

The resources devoted to the development and maintenance of the Metro's core forecast toolkits are critical to Metro's jurisdictional and agency partners to do transportation planning and transportation project development. Local jurisdictions across the region rely on the forecast products to inform their comprehensive plan and transportation system plan updates. Because the modeling toolkit provides the analytical foundation for informing the region's most significant decisions, ongoing annual support acts to leverage significant historical investments and to ensure that the analytical tools are always ready to fulfill the project needs of Metro's partners. The analytical tools are also a key source of data and metrics used to evaluate the region's progress toward meeting the Regional Transportation Plan goals. This is an ongoing program.

Work completed (July 2025 – June 2026):

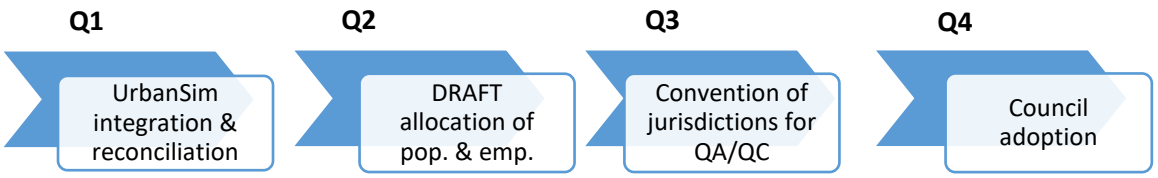
- For the purposes of creating estimation bundles for the activity-based transportation model under parallel development, forecast household demographics at the census-block level and post-processed results to align with county-level trends and 2024 ACS
- Programmed a procedure to reshape regional economic and demographic forecast array breakpoints to match the structure required by UrbanSim and the transportation model
- Identified and correction of errors in the UrbanSim model (e.g. elimination of ill-conditioning of the loss function in the model calibration procedure by removing or constraining the demolition model so that there is a unique solution to the optimization of construction & demolition)
- Harmonized residential and employment capacity inputs to UrbanSim at the census block level for multiple geographies: within UGB, expansion area, outside of UGB, and in Washington State
- Finalized UrbanSim inputs, specification, and parameters
- Applied UrbanSim inputs to distributed forecast of population and employment

- Conducted outreach with local jurisdictions for refinement & validation of the distributed forecast

Work to be initiated/continued/completed (July 2026 – June 2027):

- Processing of distributed forecast outputs as inputs to the transportation model(s) in preparation for the next *Regional Transportation Plan*, working with transportation planners and modelers, as needed
- Coordination with Revenue and Analytics Division for development of new regional economic and demographic forecasting models
- Ongoing analysis & reporting of employment, demographic, and land use data
- Statistical analysis of deviations from the adopted forecast
- Correction of procedures for significant deviations, if any

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 176,098	5303	$ 272,104
Materials & Services[1]	$ 81,000	5303 Match (Metro)	$ 31,143
Indirect Costs	$ 124,149	Metro Local Funds	$ 78,000
TOTAL	**$ 381,247**	**TOTAL**	**$ 381,247**

[1] The budgeted amount for Materials & Services includes potential costs for consultant activities.

Travel Model Program

Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

Description

The Travel Model Program is a coordinated portfolio of projects and tasks devoted to the continued development and maintenance of the core analytical toolkit used to inform and support regional transportation policy and investment decision-making. Individual elements of the toolkit include:

- Trip-based Travel Demand Model
- Activity-based Travel Demand Model (ActivitySim)
- Freight Travel Demand Model
- Bicycle Route Choice Assignment Model
- Multi-Criterion Evaluation Tool (Benefit/Cost Calculator)
- Housing and Transportation Cost Calculator
- FTA Simplified Trips On Project Software (STOPS)
- Dynamic Traffic Assignment Model
- VisionEval Scenario Planning Tool

The resources devoted to the development and maintenance of the travel demand modeling toolkit are critical to Metro's jurisdictional and agency partners. Because the modeling toolkit provides the analytical foundation for evaluating the region's most significant transportation projects, ongoing annual support acts to leverage significant historical investments and to ensure that the modeling toolkit is always ready to fulfill the project needs of Metro's partners. The modeling toolkit is also a key source of data and metrics used to evaluate the region's progress toward meeting its goals and federal and state requirements. This is an ongoing program.

Work completed (July 2025 – June 2026):

- Trip-based Travel Demand Model (current version, i.e., Kate)
    - Updated base year (2024/5) networks
    - Updated base year (2024/5) input data
    - Completed/refined updated Transportation Analysis Zone (TAZ) system

- Activity-based Travel Demand Model (i.e., ActivitySim) Development
    - Updated Population Synthesizer (i.e., PopulationSim)
    - Refined Micro-Analysis Zones (MAZ), Transportation Analysis Zones (TAZ), and networks. Populated zones with Base Year parking cost and student enrollment.
    - Completion of coding auto, transit, and bike networks for base year estimation (2024/5).
    - Creation of base year (2024/5) input data for model estimation, including employment, population/households, other land use variables
    - Completed initial rounds of statewide estimation of ActivitySim model using Oregon Travel Study survey results

- Freight Travel Demand Model - Updated to 2024/5 base year
    - Updated to national FAF dataset 5.7.1 including low, medium, and high forecasts.

  - Refined Firm Synthesis model to refresh seed data using the latest County Business Patterns dataset.
  - Updated Port of Portland terminal commodity allocations.
  - Refreshed Distribution Centers with new locations and attributes.
  - Updated National Skim Data to include non-truck networks and national highways; link to new zone system and prepare VISUM compatible skims with documentation.

- Bicycle Route Choice Assignment Model
  - Created updated 2025 base-year all streets and trails bicycle modeling network
  - Updated scripts and tools to handle new network and zone system
  - Adapted trip-based bicycle model tools to activity-based model
  - Validated bicycle model to new bicycle counts
  - Reviewed and assessed most recent Oregon Travel Study bicycle route data for potential bicycle model re-estimation

- STOPS Model
  - Updated model calibration based on Fall 2025 ridership data
  - Refined model calibration to be applied to three different CIG submissions: Interstate Bridge Replacement (IBR), TV Highway BRT, and Montgomery Park Streetcar.
  - Developed experimental synthetic origin-destination dataset for STOPS incremental application. Coordinated with FTA on potential implementation – depending on outcome, this may become the new regional model calibration.

- Household Travel Survey
  - Received and reviewed final Oregon Travel Study deliverables, including final weighted data and value of travel time study results
  - Developed method and created initial estimation data bundles for use in ActivitySim model development
  - Began planning for future household travel surveys, including consideration of more regularly recurring surveys (once every 2-3 years)

Work to be initiated/continued/completed (July 2026– June 2027):

- Trip-based Travel Demand Model (i.e., Lenny)
  - Complete initial estimation using Oregon Travel Study survey results

- Activity-based Travel Demand Model (i.e., ActivitySim) and Trip-based Travel Demand Model (i.e., Lenny) development
  - Further refinement of networks, land use, and other inputs to ActivitySim model
  - Final rounds of statewide estimation of ActivitySim model using Oregon Travel Study survey results
  - Porting of statewide estimation of ActivitySim model to Portland region
  - Begin final estimation, calibration, and validation of Portland ActivitySim model.

- Freight Travel Demand Model
  - Further refinement of networks, land use, and other inputs to Freight model.
  - Begin final estimation, calibration, and validation of Portland Freight model.
  - Refresh documentation on freight models.

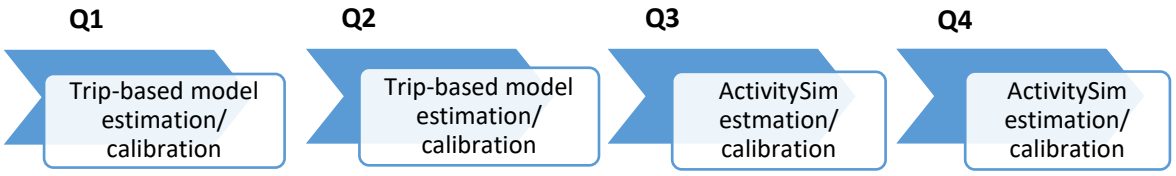
- Future Year project application and sensitivity testing – understand growth rate increases.

- Bicycle Route Choice Assignment Model
  - Finalize new version of bicycle model tools compatible with the new activity-based travel demand model framework (ActivitySim)
  - Begin process of re-estimating core bicycle model components based on updated data from the Oregon Travel Study
  - Initiate creation of 2028 RTP future scenario all streets and trails bicycle modeling networks
  - Assess potential for bicycle model updates incorporating multiple classes of bicycle users

- STOPS Model
  - Update model calibration based on Fall 2026 ridership data
  - Document and setup regional STOPS model calibration for long-term utilization by external partners and consultants in the region

- Household Travel Survey
  - Develop future survey collection plan in coordination with the Oregon Statewide Modeling Collaborative
  - Coordinate survey data delivery for use in trip-based travel model updates and ActivitySim model development
  - Disseminate survey data to researchers

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 801,733	5303	**$** 269,849
Materials & Services[1]	**$** 312,450	5303 Match (Metro)	**$** 30,885
Indirect Costs	**$** 565,222	STBG	**$** 656,568
		STBG Match (Metro)	**$** 75,147
		Metro Local Funds	**$** 381,655
		Local Support	**$** 265,300
TOTAL	**$ 1,679,405**	**TOTAL**	**$ 1,679,405**

[1] The budgeted amount for Materials & Services includes potential costs for consultant activities.

Technical Assistance Program

Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

Description

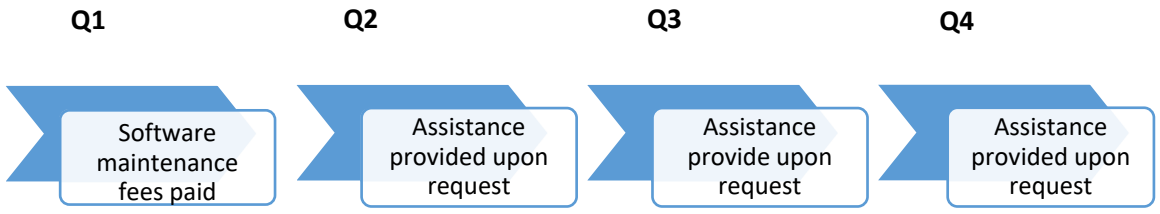
US Department of Transportation protocols and procedures require the preparation of future year regional travel forecasts to analyze project alternatives. The Technical Assistance Program provides transportation data and travel modeling services to support system planning and project development by partner jurisdictions. Clients of this program include cities and counties, TriMet, the Oregon Department of Transportation, and the Port of Portland.

Metro provides data and modeling outputs upon request, and the program also funds licenses and maintenance for some jurisdictions to access the same transportation modeling software used by Metro. This is an ongoing program.

In FY 2025-26, the program provided:

- Clackamas County TSP support
- 2045 mode share results to Beaverton
- Clackamas County project support
- City of Milwaukie TSP support
- City of Sherwood TSP support
- Port of Portland project support
- Visum networks, trip tables; model runs in support of ODOT (Rose Quarter)

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 81,390	STBG	$ 150,002
Materials & Services	$ 28,400	STBG Match (Metro)	$ 17,168
Indirect Costs	$ 57,380		
TOTAL	**$ 167,170**	**TOTAL**	**$ 167,170**



State-Led Transportation Planning of Regional Significance

ODOT - Development Review

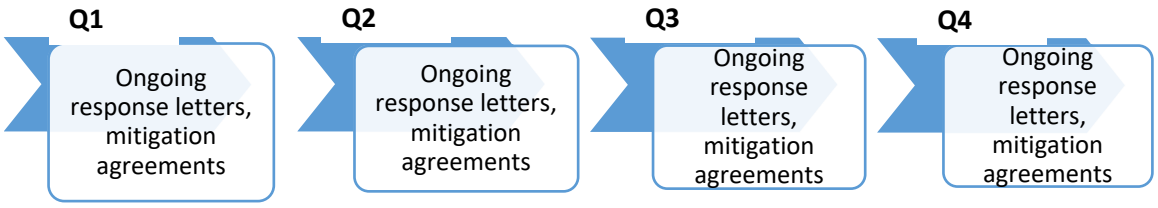
Staff Contact: Neelam Dorman, Neelam.Dorman@ODOT.Oregon.gov

Description

ODOT reviews local land use actions and participates in development review cases when those actions may have safety or operational impacts (for all modes of travel) on the state highway system, or if they involve access (driveways) to state roadways. ODOT staff work with jurisdictional partners and applicants/developers. Products may include written responses and/or mitigation agreements. This work also includes review of quasi-judicial plan amendments, code and ordinance text amendments, transportation system plan amendments, site plans, conditional uses, variances, land divisions, master plans/planned unit developments, annexations, urban growth boundary expansions and recommendations for industrial land site certifications. ODOT also works to ensure that long-range planning projects integrate development review considerations into the plan or implementing ordinances, so that long-range plans can be implemented incrementally over time.

In a typical fiscal year, Region 1 staff review of over 1,000 land use actions, with approximately 200 written responses and 100 mitigation agreements.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Source

Requirements:		**Resources:**	
Personnel Services	$ 825,000	Federal grant	$ 740,272
Materials & Services	$ 0	Local Match	$ 84,728
TOTAL	**$ 825,000**	**TOTAL**	**$ 825,000**

ODOT – Transportation and Growth Management

Staff Contact: Neelam Dorman, Neelam.Dorman@ODOT.oregon.gov

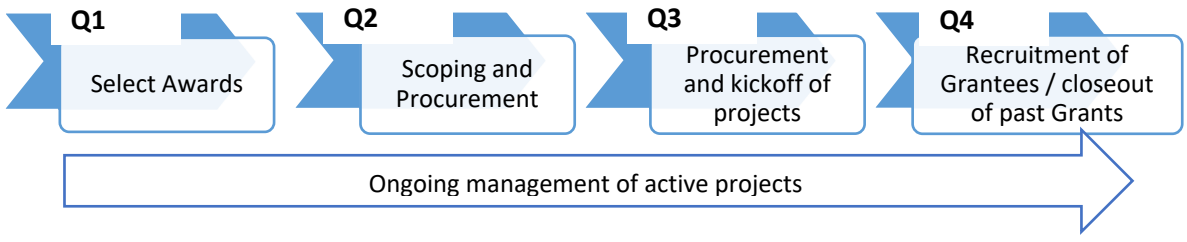
Description

The Transportation and Growth Management (TGM) program is a partnership between the Oregon Department of Land Conservation and Development and Oregon Department of Transportation. The program helps governments across Oregon with skills and resources to plan for long-term, sustainable growth in their transportation systems in line with other planning for changing demographics and land uses. TGM encourages governments to take advantage of assets they have, such as existing urban infrastructure, and walkable downtowns and main streets. The goals of the program are:

1. Provide transportation choices to support communities with the balanced and interconnected transportation networks
2. Create communities composed of vibrant neighborhoods and lively centers linked by convenient transportation
3. Support economic vitality by planning for land uses and the movement of people and goods
4. Save public and private costs with compact land uses and well-connected transportation patterns
5. Promote environmental stewardship through sustainable land use and transportation planning

TGM is primarily funded by federal transportation funds, with additional staff support and funding provided by the State of Oregon. ODOT Region 1 distributes approximately $650,000 - $900,000 annually to cities, counties and special districts within Clackamas, Hood River, Multnomah and Washington counties within the ODOT Region 1 boundary. Grants typically range from $150,000 to $300,000 and can be used for any combination of staff and consulting services. ODOT staff administer the grants alongside a local agency project manager.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements: (Est.)		**Resources:**	
Personnel Services	$ 175,000	Federal grant	$ 919,732
Materials & Services	$ 850,000	Local Match	$ 105,268
TOTAL	**$ 1,025,000**	**TOTAL**	**$ 1,025,000**

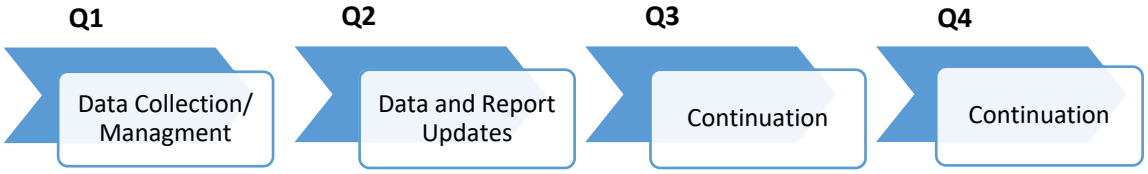
ODOT - Region 1 System Analysis and Technical Assistance

Staff Contact: Chris Ford, Chris.Ford@ODOT.oregon.gov

Description

In recent years, ODOT has produced several atlas-style documents to support the planning, programming and development of transportation investments around the region. These include the Interchange Atlas, Corridor/Traffic Performance Report, COVID Traffic Reports and Active Traffic Management Study. Every year, the data underlying these studies requires management and upkeep. The purpose of these projects is to ensure that ODOT and its partners always have up to date and useful data available. These efforts provide technical assistance, updates and refinements to important reference data sets and documents.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 115,000	Federal grant	$ 201,893
Materials & Services	$ 110,000	Local Match	$ 23,108
TOTAL	**$ 225,000**	**TOTAL**	**$ 225,000**

ODOT - Region 1 Planning for Operations

Staff Contact: Chris Ford, Chris.Ford@ODOT.oregon.gov

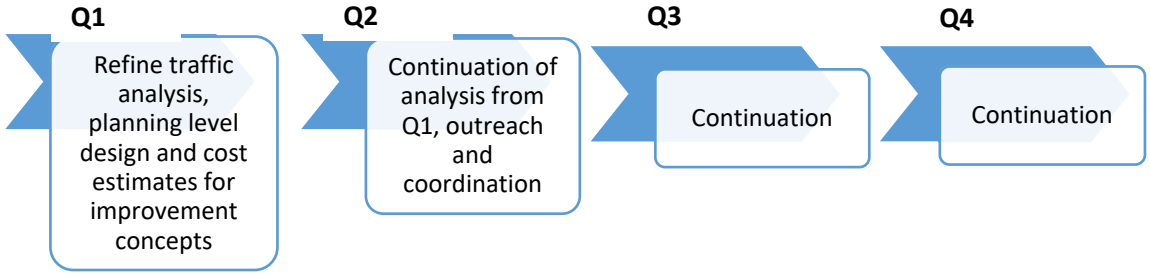
Description

ODOT seeks to leverage its work program investments in diagnosing bottlenecks and developing a strategy for intelligent transportation system (ITS) and active traffic management (ATM) implementation. This effort will seek to identify and plan for project investments that support Transportation System Management and Operations (TSMO) on highways throughout the region. These investments are meant to improve safety and efficiency for all users of the transportation system.

ODOT also collaborates with local and regional agencies to find and implement cost-effective TSMO investments; enhance ODOT's ability to support local planning efforts with respect to planning for operations; and support the regional Congestion Management Process and compliance with federal performance-based planning requirements, consistent with the ODOT-Metro-TriMet-SMART agreement's identification of opportunities to coordinate, cooperate and collaborate.

Identification of safety and efficiency improvements through planning for operations includes identifying investment opportunities that are focused on improving safety for all users of the transportation system, as well as improving efficiency, consistent the RTP goals and policies. In FY 2026-27, work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 40,000	Federal grant	$ 89,730
Materials & Services	$ 60,000	Local Match	$ 10,270
TOTAL	**$ 100,000**	**TOTAL**	**$ 100,000**



Locally Led Transportation Planning of Regional Significance

Clackamas County - I-205 Multi-Use Path Gap Alternatives Analysis

Staff Contacts: Scott Hoelscher; scotthoe@clackamas.us

Description

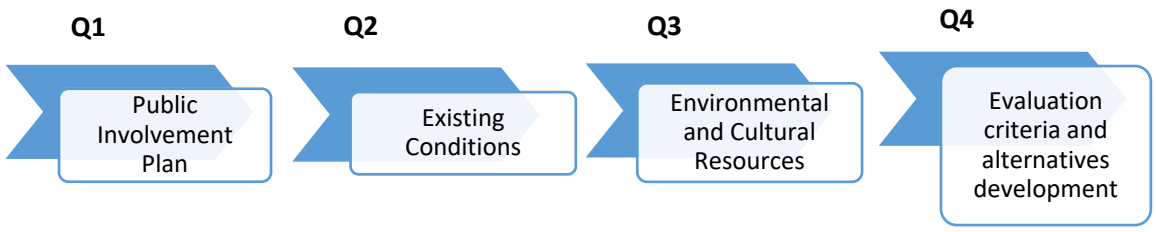
The I-205 Multiuse Path (205 MUP) provides a near continuous off-street pedestrian and bicycle facility from Vancouver, Washington to Gladstone with the exception of a one-mile gap between Hwy. 212 and Hwy. 224 in Clackamas County. The *I-205 Multi-Use Path Gap Alternatives Analysis* project will develop a community-backed design solution for a preferred route within the one-mile gap in order to facilitate non-vehicle transportation and improve safety and accessibility.

Clackamas County and the Oregon Department of Transportation (ODOT) are partnering to assess up to four route alternatives and engage the local community throughout the planning process. The project will result in a preferred alignment through the 205 MUP "gap" and a design solution for the alignment, setting the stage for future construction funding. The project will fill a gap in the regional active transportation network and provide connections to the Springwater Corridor; Marine Drive MUP; Trolley Trail; Sunnyside Road cycle track and Sunrise Multiuse Path. Work is expected to be completed by December 31, 2027.

In FY 25-26, Clackamas County entered an IGA with ODOT, procured professional services, and began the project in early 2026. In FY 26-27, the following work is anticipated:

- Develop a public involvement plan and existing conditions analysis
- Conduct environmental-cultural resources work
- Advance evaluation criteria and alternatives development.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 580,000	Federal grant	$ 580,000
Materials & Services	$ 220,215	Local Match	$ 220,215
TOTAL	**$ 800,215**	**TOTAL**	**$ 800,215**

Clackamas County - Consolidated Safe System Planning

Staff Contact: Rob Sadowsky, rsadowsky@clackamas.us

Description

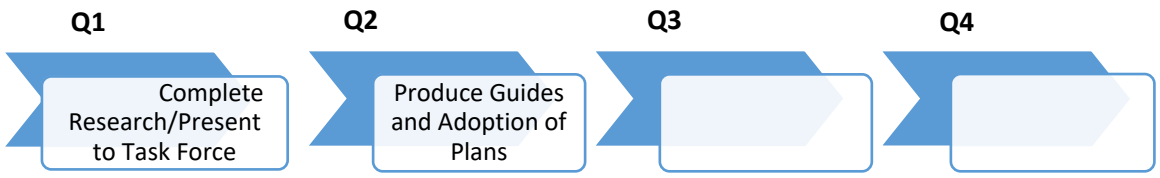
Clackamas County is undertaking a two-year comprehensive planning project centered on integrating the Safe Systems approach to traffic safety, access and community engagement into its transportation planning and engineering work. The work is funded by the Oregon Department of Transportation and the Safe Streets and Roads for All Program of the USDOT.

The project is broken down into six distinct outcomes or tasks:

1. Develop a Post-Crash Evaluation and Trauma Support Framework
2. Evaluate and Integrate Access and Community Engagement into Planning Processes
3. Perform a Safe Systems Approach Readiness Assessment
4. Maintain Crash and Data and Produce Regular Reports
5. Update the 2019 Transportation Safety Action Plan
6. Integrate the Safe Systems Approach into county policies and plans.

Work began in November 2024 and will be completed by December 31, 2026. Work completed to date includes two community meetings, in depth analyses of crashes and key factors influencing crashes, and initial interviews with external partners particularly focused on Post Crash care. Work anticipated to be completed in FY 2026-27 includes: completing peer practice interviews and research, complete all assessments and plans, publish guides for other communities, adopt plans and begin integrated safe systems into county plans and policies. This project connects with the County's Transportation System Plan and other transportation planning efforts.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 70,000	Federal grant	$ 325,000
Materials & Services	$ 325,000	Local Match	$ 70,000
TOTAL	**$ 395,000**	**TOTAL**	**$ 395,000**

City of Milwaukie – Safety Assessment of Harrison Street Corridor

Staff Contact: Jennifer Garbely, GarbelyJ@MilwaukieOregon.gov

Description

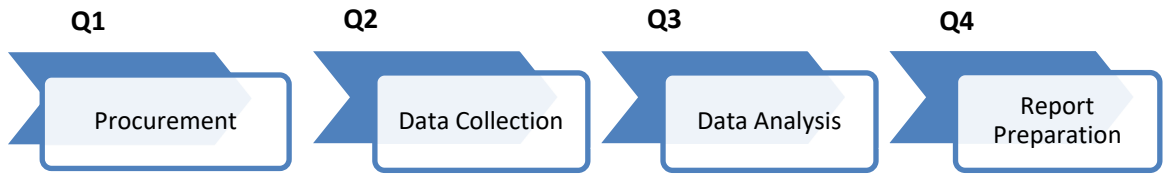
The goal of this project is to identify crash hotspots and contributing factors along the Harrison Street corridor and connecting into King Road. The study area includes King Road from 43rd Ave to 42nd Ave and then along Harrison Street from 42nd Avenue to McLoughlin Boulevard in Milwaukie Oregon, one of the most crash prone corridors in the City of Milwaukie. The study will evaluate countermeasures to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies. Community engagement will occur during this safety assessment.

In FY2026-27, the City of Milwaukie will solicit for and procure engineering services through competitive bid process. This will include survey efforts, traffic modeling, safety analysis and report preparation.

This project considers many facilities managed by agencies outside of Milwaukie such as ODOT (OR-224, and OR-99), railroad (Union Pacific Railroad and Portland & Western Railroad), and TriMet (Bus and MAX services). In addition, the project will support transportation functionality for local police (City of Milwaukie) and fire (Clackamas Fire District #1) agencies.

This project will also support Metro's RTP policy guidance by considering safety improvements for all users (Safety), bike and pedestrian access and connectivity (Mobility), and improving efficiency for freight and delivery services (Economy).

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:			Resources:		
Personnel Services	$	0	Federal grant	$	320,000
Materials & Services[1]	$	400,000	Local Match	$	80,000
TOTAL	$	400,000	**TOTAL**	$	400,000

[1] The budgeted amount for Materials & Services includes potential costs for consultant activities.

TriMet – Bus Safety and Accessibility Improvements

Staff Contact: Saba Doulabi, doulabis@trimet.org

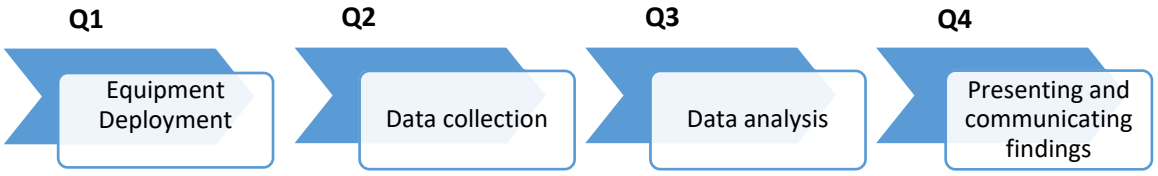
Description

Service Performance and Analysis Team at TriMet submitted the project to Federal Transit administration (FTA) in January 2025, and it is currently awaiting a final decision.

This study aims to design and prototype a bus safety and accessibility system using AI-integrated cameras and sensors to eliminate blind spots, improve situational awareness, provide AI-assisted docking and ramp monitoring, and alert operators and VRUs of potential interactions. This objective will inherently improve operator health by optimizing their equipment, such as monitor ergonomics, to reduce physical strain, including neck and eye fatigue.

Key Project Deliverables / Milestones

During the first two months of the project, 50 TriMet buses will be equipped with AI-integrated cameras, sensors, and monitors. These select buses will operate on high-injury corridors identified in the Regional Transportation Plan (RTP). The implementation plan, spanning two years, includes early stakeholder engagement, system development, testing and evaluation, ultimately fostering a safer and more inclusive transit system.



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 462,000	Federal grant	$ 665,744
Materials & Services	$ 370,000	Local Match	$ 166,436
TOTAL	**$ Total Amount**	**TOTAL**	**$ 832,180**

City of Portland – Central Eastside Railroad Crossings Study

Staff Contact: Russ Brooks, russ.brooks@portlandoregon.gov

Description

The Central Eastside Railroad Crossings Study will examine 15 at-grade railroad crossings in the Central Eastside district of Portland to investigate whether and how these crossings could be closed, improved, supplemented with grade-separated crossings, and/or replaced with grade separated crossings. These at-grade railroad crossings stretch from SE Stark Street at the north end of the study area to SE 12th Avenue at the south end of the study area, and all the crossings are located on the mainline of the Union Pacific Railroad (UPRR) between UPRR's Albina Yard and Brooklyn Yard. The at-grade railroad crossings in this area have been subject to increased blockages in recent years with growing frequency and length of time per blockage, and these blockages in turn create significant delays and safety concerns for pedestrians, people bicycling, and people driving due to unsafe behaviors resulting from delays. The delays also impact public transit (including the FX2 Division Bus Rapid Transit Line and the existing Amtrak passenger rail service) and driving, as well as delays for goods movement by truck in the Central Eastside Industrial District surrounding these crossings. By identifying and developing at-grade crossing solutions such as advisories, traffic control device upgrades, closures and grade separations, this planning study will result in a list of safety improvement projects and operational strategies that are well-scoped and ready for future funding opportunities.

This planning study is funded through a grant from the federal Railroad Crossing Elimination Program and is expected to take roughly 12 months to complete. The project began in FY 2025-2026 and will end in FY 2026-2027.

The work completed in FY 2025-26 includes:

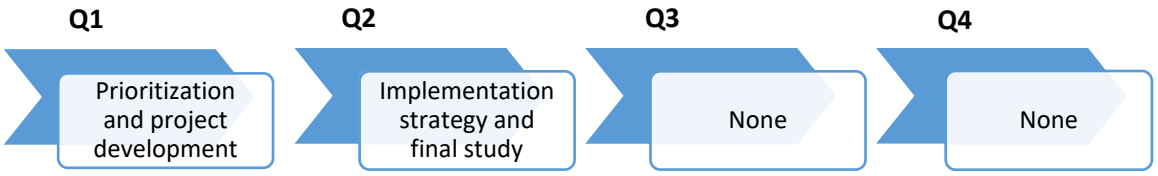
- Developing a public involvement plan
- Documenting existing conditions
- Developing initial ideas for potential solutions and mitigations

The work expected in FY 2026-27 includes:

- Prioritizing solutions and mitigations
- Developing more detailed strategies and concepts for the highest priorities
- Developing an implementation strategy
- Finalizing the study.

The project advances RTP goals and policies.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 375,000	Federal grant	**$** 300,000
Materials & Services	**$** 15,000	Local Match	**$** 90,000
TOTAL	**$ 390,000**	**TOTAL**	**$ 390,000**

City of Portland - Reconnecting Albina Planning Project

Staff Contact: Mike Serritella, Mike.Serritella@portlandoregon.gov

Description

Reconnecting Albina (formerly known as Lower Albina Reconnecting Communities) is a collaboration between the City of Portland and Albina Vision Trust to align the community vision and aspiration to revive the historic Black neighborhood in Lower Albina with city policy. The City of Portland received an $800,000 grant award from the FHWA Reconnecting Communities Pilot program in February 2023, matched by $200,000 of local funds, to perform this work. The main project deliverable is a transportation and land use development framework plan for the Lower Albina area. The project seeks to advance the years of engagement lead by Albina Vision Trust in developing a vision for the future of the Lower Albina area. This effort will translate that vision into a series of policy changes, actions, and projects that advance that vision and are aligned with other transportation projects in Albina and with local and regional policy.

In FY 2025-26, the project made major progress towards grant deliverables, including:

- Completion of multiple sub-area specific development scenarios, detailing the scale and scope of redevelopment opportunities on and around the highway cap.
- The team completed key deliverables for the district's street framework plan including classification updates, local street typologies, and future major public investments.
- The project team held two major public events in partnership with Albina Vision Trust and held numerable community meetings and workshops.

In FY 2026-27, the Reconnecting Communities project will:

- Finalize the district's Framework Plan as per federal grant agreement.
- Adopt (by resolution) the resulting framework plan with relevant TSP/Comp Plan updates
- Finalize grant compliance and reporting

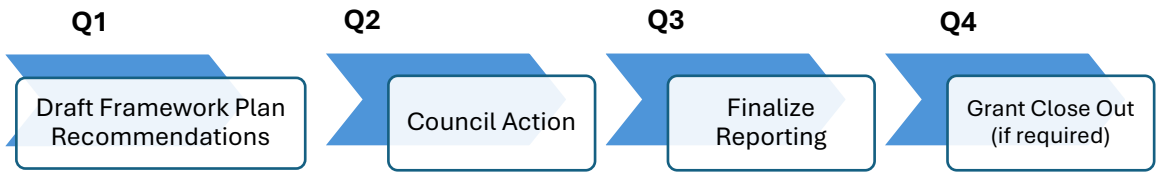
The project will finalize the recommended street framework plan, develop the resultant transportation projects and related TSP classification updates. This project will include clear next steps and recommendations for the necessary land-use, development, urban design, and public realm actions with clear roles for public and private stakeholders.

The Lower Albina Reconnecting Communities project supports ODOT's I-5 Rose Quarter Improvement Project (RQIP) by improving surface streets that connect to the improved streets and highway covers that will be created through RQIP. The project is also consistent with the 2040 Vision, which calls for the continued development of Rose Quarter and the surrounding area into a regional center; and with prior area planning completed by the City of Portland,

including the North/Northeast Quadrant Plan and Central City Plan. The project is separate and complementary to the RQIP, which is an ODOT-led project included in the RTP.

For more info about Albina Vision Community Investment Plan, visit https://albinavision.org/restorative-redevelopment

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 250,000	Federal grant	**$** 200,000
Materials & Services	**$** 0	Local Match	**$** 50,000
TOTAL	**$ 250,000**	**TOTAL**	**$ 250,000**

City of Portland – Reconnect Boise-Eliot

Staff Contact: Mike Serritella, Mike.Serritella@portlandoregon.gov

Description

Reconnect Boise-Eliot is a collaboration between the City of Portland and Oregon Department of Transportation to study and recommend changes to transportation infrastructure to reconnect the Boise and Eliot neighborhoods in North Portland. The City of Portland received a $1,000,000 grant award from the FHWA Reconnecting Communities program in late 2024, matched by $250,000 of local funds, to perform this work. The main project deliverables are 1) an I-405 Ramp Reconfiguration Study; 2) PBOT Maintenance and Operations Facility Strategy; and 3) Neighborhood Vision and Opportunities, all in service of exploring possible developable lands resulting from transportation facility changes and articulating a community-led vision for how to develop those lands.

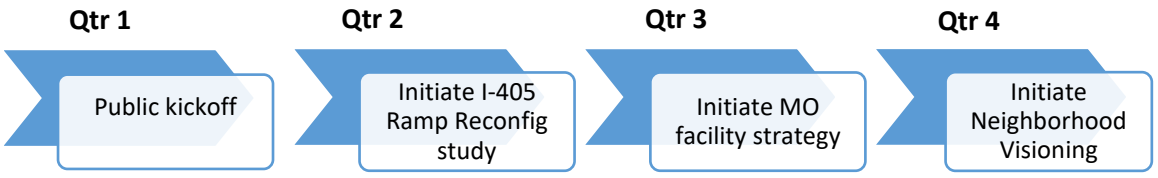
In FY 2025-26, the Reconnect Boise-Eliot project:

- Worked with FHWA to establish a grant agreement
- Met with community members to develop a timeline and detailed scope for project tasks

In FY 2026-27, the project will have its public kick off, beginning with initiation of the I-405 Ramp Reconfiguration Study (examining the geometric feasibility and traffic impacts of various ramp reconfiguration and removal concepts), the initiation of the PBOT Maintenance and Operations (MO) Facility Strategy (articulating options for consolidating or relocating city maintenance and operations facilities), and initiation of the Neighborhood Vision process.

Reconnect Boise-Eliot is related to the RTP Mobility Corridor 4 Central City Loop refinement planning needed to identify, prioritize, and fund specific projects. In its aim to make best use of potentially developable lands within the Portland central city loop, this project is aligned with RTP goals and policies.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 625,000	Federal grant	$ 500,000
Materials & Services	$ 0	Local Match	$ 125,000

TOTAL $ 625,000	**TOTAL $ 625,000**



Appendices

METRO

		Requirements	Resources[1]										
		Total Direct and Indirect Costs	PL	PL Set Aside[2]	PL Match (Metro/ODOT) 10.27%[4]	5303	5303 Match (Metro) 10.27%	STBG	STBG Match (Metro/ODOT) 10.27%	Federal Grants (Direct and Pass-Through: FTA, FHWA, ODOT, EPA and others)	Federal Grants (Direct and Pass-Through: FTA, FHWA, ODOT, EPA and others) Match (Metro) Match % Varies[3]	Metro Local Funds	Other Local Support	Total
METRO-LED REGIONWIDE PLANNING														
1	Transportation Planning	1,625,399	480,570		55,003	349,167	39,964	223,364	25,565	38,283	4,382	379,102	30,000	1,625,399
2	Carbon Reduction Program	805,664						525,516	60,148			220,000		805,664
3	Regional Transportation Plan Update (2028)	3,287,894	1,224,268		140,123			569,027	65,128			1,289,349		3,287,894
4	Metropolitan Transportation Improvement Program	2,345,471	782,352		89,544			448,650	51,350			973,575		2,345,471
5	Air Quality Program	17,722						15,902	1,820					17,722
6	Regional Transit Program	135,762	57,554		6,587							71,621		135,762
7	Regional Freight Program	135,377						121,474	13,903					135,377
8	Complete Streets Program	300,111	127,226	133,934	14,562							24,389		300,111
9	Regional Travel Options/Safe Routes to School Program	5,468,204								5,249,020	182,184	37,000		5,468,204
10	Transportation System Management & Operations	689,930						371,880	42,563	247,194	28,292			689,930
11	Better Bus	118,796										118,796		118,796
12	Community Connector Transit Study	133,941	14,389		1,647							117,906		133,941
13	EPA Carbon Reduction Grant	46,766						41,964	4,803					46,766
14	Economic Value Atlas	87,107						5,139	588			81,380		87,107
	Metro-led Regionwide Planning Total:	15,198,145	2,686,359	133,934	307,466	349,167	39,964	2,322,915	265,868	5,534,497	214,858	3,313,118	30,000	15,198,145
METRO-LED CORRIDOR / AREA PLANNING														
1	Investment Areas (Corridor Refinement and Project Development)	798,781						506,144	57,930			65,001	169,705	798,781
2	TV Highway Transit and Development Project	3,278,100								3,275,100		3,000		3,278,100
3	82nd Ave Transit Project	1,263,128								1,135,128		128,000		1,263,128
	Metro-led Corridor / Area Planning Total:	5,340,009	-	-	-	-	-	506,144	57,930	4,410,228	-	196,001	169,705	5,340,009
METRO ADMINISTRATION & SUPPORT														
1	MPO Management and Services	858,453	363,925		41,653							452,875		858,453
2	Data Management and Visualization	2,602,421						978,893	112,039			1,384,823	126,667	2,602,421
3	Land Use Modeling Program	381,247				272,104	31,143					78,000		381,247
4	Travel Model Program	1,679,405				269,849	30,885	656,568	75,147			381,655	265,300	1,679,405
5	Technical Assistance Program	167,170						150,002	17,168					167,170
	Metro Administration & Support Total:	5,688,696	363,925	-	41,653	541,953	62,029	1,785,462	204,354	-	-	2,297,353	391,967	5,688,696
	GRAND TOTAL	**26,226,849**	**3,050,284**	**133,934**	**349,119**	**891,119**	**101,993**	**4,614,522**	**528,153**	**9,944,724**	**214,858**	**5,806,472**	**591,672**	**26,226,849**

As of 4/2/26

[1]Please refer to the Overview section of the UPWP for a Glossary of Resource Funding Types.

[2]The IIJA/BIL § 11206 (Increasing Safe and Accessible Transportation Options) requires MPOs to expend not less than 2.5 percent of PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The Complete Streets Program meets these requirements. There is no match requirement for this PL Set Aside.

[3]The match amounts vary based on the requirements of each individual grant. Summaries of match requirements are provided below. Additional details can be found in the budget footnotes of the project narratives.

PSU Community Transportation Academy: ODOT Grant: 10.27%

Regional Travel Options/Safe Routes to School Program: FTA Grants: 10.27% (some of which is provided by Metro's grantees); ODOT/FHWA Grant: 10.27% (except for the Rideshare and Innovative Mobility portions of the grant's scope which have no match requirement).

Portland Transportation Demand Management: FTA Grant: 10.27% (which is provided by Metro's grantee)

Safe Streets for All Demonstration/Safe Routes to School: NHTSA Grant: 20% (which is provided by Metro's partners)

Transportation System Management & Operations: ODOT/FHWA Grants: 10.27%

TV Highway Transit and Development Project: FTA Grant: 10.27% (which is provided by Metro's partner)

82nd Ave Transit Project: FTA Grant: 10.27% (which is provided by Metro's partner)

[4]ODOT covers half of the match requirement on PL funds, except for PL carryover from FY25 in which case ODOT covers all the match.

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

UNIFIED PLANNING WORK PROGRAM

FOR

STATE FISCAL YEAR 2027

JULY 1, 2027, TO JUNE 30, 2028

DRAFT



This Unified Planning Work Program has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, and the Washington State Department of Transportation. The views expressed in this program do not necessarily represent the views of these agencies.

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第六章 非歧视通知

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Thông báo về Đạo luật Người khuyết tật Hoa Kỳ (ADA)

RTC sẽ đảm bảo rằng không có cá nhân khuyết tật đủ tiêu chuẩn nào, chỉ vì tình trạng khuyết tật của mình, sẽ bị loại khỏi việc tham gia, bị từ chối các lợi ích hoặc bị phân biệt đối xử trong bất kỳ chương trình, dịch vụ hoặc hoạt động nào của RTC như được cung cấp theo Mục 504 của Đạo luật Phục hồi chức năng năm 1973 và Đạo luật Người khuyết tật Hoa Kỳ năm 1990 (ADA).

Những cá nhân yêu cầu chỗ ở hợp lý có thể yêu cầu tài liệu bằng văn bản miễn phí, ở các định dạng thay thế, thông dịch viên ngôn ngữ ký hiệu, chỗ ở dành cho người khuyết tật hoặc chỗ ở hợp lý khác bằng cách liên hệ với RTC theo số 564-397-6067 (TTY 711) hoặc gửi email tới info@rtc.wa.gov, báo trước hai ngày.

Contents

Introduction 1

Southwest Washington Regional Transportation Council 1

A. RTC Board Of Directors 2

B. Regional Transportation Advisory Committee 3

C. Skamania County Transportation Policy Committee 3

D. Klickitat County Transportation Policy Committee 4

E. Bistate Coordination Committee 4

F. Tribal Participation 4

The Region's Key Emergent Issues 5

Maintenance and Preservation 5

Safety 5

Aging Readiness 5

Complete Streets 6

Climate Change 6

Unified Planning Work Program 7

Planning Emphasis Areas 8

Washington State Emphasis Areas 8

UPWP Adoption Process 8

UPWP Amendments 9

State Fiscal Year 2027 Work Elements 9

1. Regional Transportation Planning Program 9
   - A. Regional Transportation Plan 9
   - B. Transportation Improvement Program 12
   - C. Congestion Management Process 14
   - D. Active Transportation 16
   - E. Vancouver Area Smart Trek Program 17
   - F. Skamania and Klickitat Countlies Regional Transportation Planning Organization 19
   - G. Interstate Bridge Replacement Program 21
   - H. Regional Signal Timing Plans 23
   - I. Safe Streets and Roads for All – Klickitat and Skamania Counties 24
   - J. Regional Active Transportation Plan – Clark County 25
   - K. Human Services Transportation Plan 26
   - L. Clark County Freight System Plan 27
   - M. Transportation Futures – Clark County 28
2. Data Management, Travel Forecasting, and Technical Services 29
   - A. Regional Transportation Data and Technical Services 29
   - B. Transportation Data Study and Data Acquisition 33
3. Transportation Program Coordination and Management 35
   - A. Transportation Program Coordination and Management 35

Appendix A. Financial Tables 41
Consultant Assistance on RTC's SFY 2027 Work Elements 41
SFY 2027 Summary of Expenditures by Funding Source 42
SFY 2027 Expenditures and Revenues by Fund Type 43
SFY 2027 UPWP Funding Agreements 43
Appendix B. Unfunded Planning Activities 45
Appendix C. State, Regional, and Local Agencies' Planning Studies 48
Appendix D. Metro's 2026-2027 Unified Planning Work Program 50

Introduction

The Unified Planning Work Program (UPWP) is the tool used by regional planning agencies to direct continuous, cooperative, and comprehensive transportation planning efforts. The Southwest Washington Regional Transportation Council's UPWP is developed in coordination with Federal Highway Administration, Federal Transit Administration, Washington State Department of Transportation, C-TRAN, and local jurisdictions within the counties of Clark, Skamania, and Klickitat.

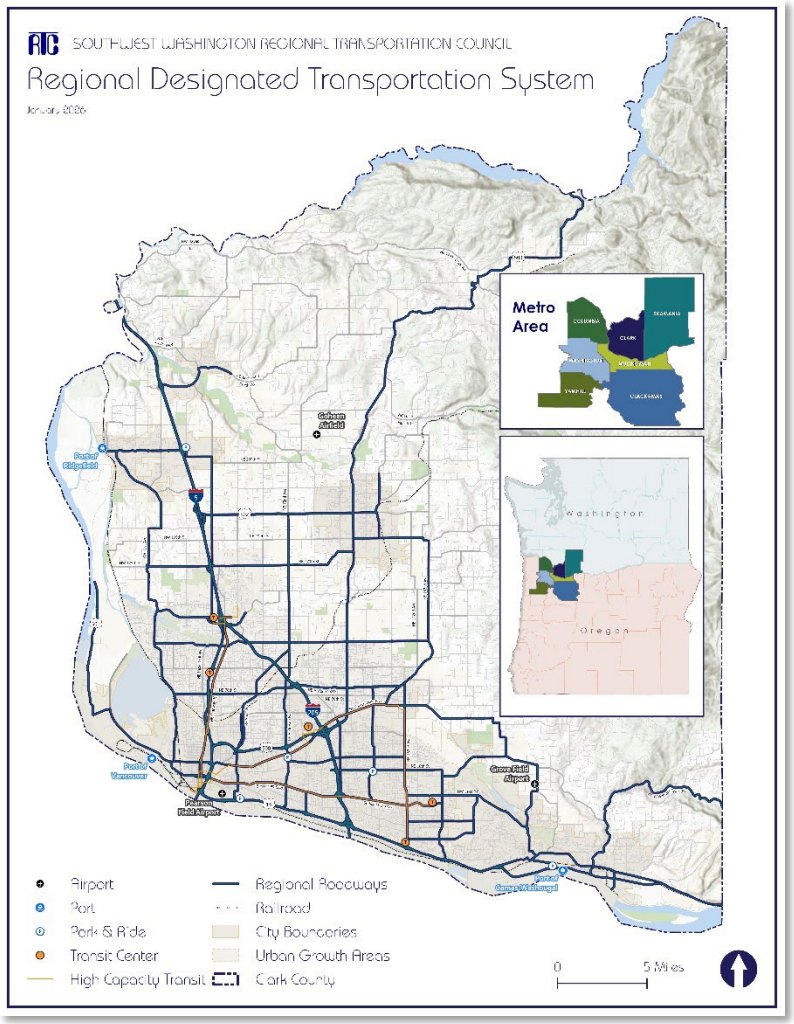
The UPWP focuses on transportation planning tasks that are priorities for federal and state transportation agencies, as well as local jurisdictions. The tasks identified in the UPWP are consistent with the regional transportation goals and objectives. The development and implementation of the UPWP is one of several transportation planning requirements that must be fulfilled in order for regional transportation projects to be eligible for federal funding.

The UPWP is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The state fiscal year 2027 (SFY 2027) UPWP runs from July 1, 2026, through June 30, 2027.

Southwest Washington Regional Transportation Council

The Southwest Washington Regional Transportation Council (RTC) is the federally designated Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area (See Figure 1).

Figure 1: RTC, Metropolitan Planning Organization



As the MPO, RTC conducts the federally required transportation planning process that is a condition for the receipt of federal transportation funds. The MPO carries out the following duties:

- Maintains a continuing, cooperative, and comprehensive transportation planning process for developing plans and programs that consider all modes of transportation.
- Ensures that interstate transportation issues are coordinated between Washington and Oregon.
- Provides citizens, affected public agencies, and other interested parties with opportunities to comment and participate in the regional transportation program.
- Develops a Regional Transportation Plan that serves as the region's long-range transportation planning document.
- Develops a Transportation Improvement Program that includes a four-year project list of all federally funded and regionally significant state and local transportation projects within Clark County.
- Conducts a continuing Congestion Management Process as defined in federal regulation and serves as a systematic process that provides for safe and effective integrated management and operation of the multimodal transportation system.
- Develops a Unified Planning Work Program that identifies the transportation planning activities in compliance with federal and state transportation planning requirements.
- Prepares a Human Services Transportation Plan to identify the special transportation needs of people with disabilities, vulnerable populations, the young and elderly, and those residing in rural locations.

RTC also serves as the Regional Transportation Planning Organization (RTPO), as required by the state Growth Management Act, for our three-county area of Clark, Skamania and Klickitat (Figure 2).

Figure 2: RTC, Regional Transportation Planning Organization



Transportation issues cross the boundaries and responsibilities of individual jurisdictions and organizations. Each member agency of RTC brings unique perspectives and jurisdictional responsibilities to the transportation planning process. However, when these members come together as RTC, they collectively pursue their shared vision for regional mobility and its relationship to future growth and development of the Clark County region. To carry out their shared vision, RTC has a decision-making board of directors that is assisted by a technical advisory committee.

A. RTC BOARD OF DIRECTORS

A three-county RTC Board of Directors provides a forum for local governments to work together on issues that affect residents on a

regional level. The RTC Board is the governing body that acts to adopt the Regional Transportation Plan (RTP).

The RTC Board currently includes three representatives from Clark County, one from Skamania County, one from Klickitat County, two from the City of Vancouver; one from the smaller cities in eastern Clark County (Camas and Washougal); one from the smaller cities in north Clark (Battle Ground, Ridgefield, and La Center); one from C-TRAN; one representative for the ports of

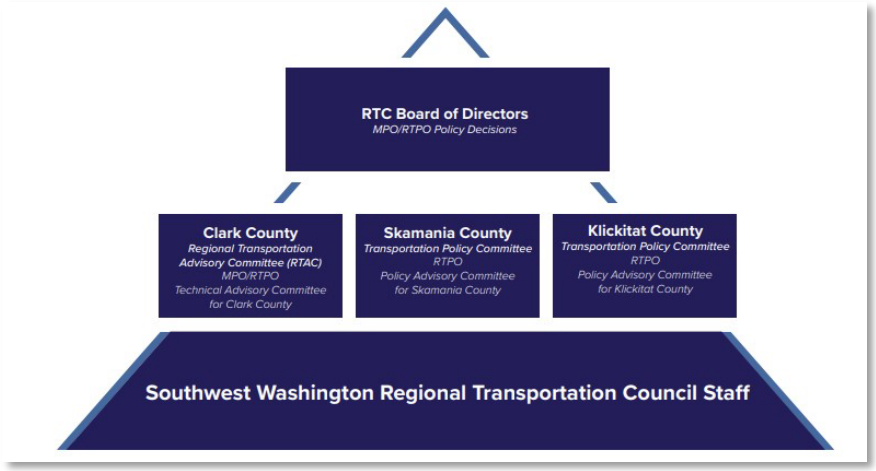


Figure 3: Southwest Washington Regional Transportation Council

Clark County; one from Washington State Department of Transportation; bistate representation from Oregon Department of Transportation and Metro; and state legislators from Washington's 14th, 17th, 18th, 20th, and 49th districts.

B. REGIONAL TRANSPORTATION ADVISORY COMMITTEE

The Regional Transportation Advisory Committee RTAC provides technical advice and assistance to the RTC Board. RTAC coordinates and guides the regional transportation planning program in accordance with RTC Board policy.



Figure 4: Southwest Washington RTC Members

C. SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

The Skamania County Transportation Policy Committee (TPC) was set up to provide a nexus for Skamania County regional transportation issues and policies to inform the Regional Transportation Planning Organization's (RTPO's) policy decisions for the region. It is composed of representatives of Washington State Department of Transportation (WSDOT), Skamania County, City Stevenson, City of North Bonneville, and the Port of Skamania County.



D. KLICKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

The Klickitat County Transportation Policy Committee (TPC) was set up to provide a nexus for Klickitat County regional transportation issues and policies to inform the RTPO's policy decisions for the region. It is composed of representatives of WSDOT, Klickitat County, City of Goldendale, City of White Salmon, City of Bingen, and the Port of Klickitat. The Klickitat County TPC carries out the regional transportation planning activities within Klickitat County.

E. BISTATE COORDINATION COMMITTEE

The Bistate Transportation Committee provides RTC, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) a forum to facilitate regional dialogue, review bistate transportation issues, and collaborate with stakeholders from Washington and Oregon.

F. TRIBAL PARTICIPATION

RCW 47.80.050 requires RTPOs to provide an opportunity for tribes with reservation or trust lands within its planning area boundaries to participate as voting members of the RTPO. RTC reached out to tribes in the region, which resulted in the Cowlitz Indian Tribe joining RTC and participating as an RTC Board member and Regional Transportation Advisory Committee member. The Yakama Nation opted to participate in the Klickitat County Transportation Policy Committee.

COWLITZ INDIAN TRIBE

CONFEDERATED TRIBES AND BANDS
YAKAMA NATION
TREATY OF 1855

The Region's Key Emergent Issues

The RTC Board recognizes that regional transportation system development is at an evolutionary point where emerging issues and programs can impact transportation networks. RTC provides the multi-jurisdictional forum for the region's collaborative transportation decision-making process.

MAINTENANCE AND PRESERVATION

Maintenance work ensures a safe, reliable, and efficient transportation system on a day-to-day basis. Maintenance activities include pothole filling, repairing damaged bridges, incident response, maximizing operational efficiency by signal timing, snow clearing, vegetation planting and clearing, drainage, fence maintenance, and litter removal. Preservation projects ensure that investment in the regional transportation system is protected. Specific projects include highway repaving, refurbishing rest areas, and bridge rehabilitation. Needs and projects are identified by local agencies and WSDOT through such programs as the Highway Performance Monitoring System, Washington State Pavement Management System, and Bridge Management System.

SAFETY

The frequency, severity, location, and type of crashes are assessed by WSDOT and local jurisdictions. To facilitate the collaboration of reducing serious and fatal injury crashes, RTC instituted quarterly reporting of fatality and serious injury collisions within the RTC region. The report is provided to RTAC and the Board of Directors.

Local Road Safety Plans

RTC partners with local agencies to fund and develop Local Road Safety Plans for Clark County and the cities of Battle Ground, Camas, La Center, Ridgefield, Vancouver, and Washougal. These safety plans are developed using the framework established in Washington's Target Zero Program using the following basic steps: 1. Analyze Crash Data; 2. Identify Needs; 3. Identify Countermeasures; 4. Develop Prioritized List of Projects. Local agencies used the prioritized list of projects to apply for WSDOT County/City Safety Grants. To further these efforts, RTC completed the development and adoption of the Clark County Safety Action Plan. RTC and local agencies will seek grant funding opportunities to address the priorities identified in the safety action plan.

AGING READINESS

Clark County is anticipating rapid growth in its population of older residents. By 2040, 25 percent of county residents will be 65 and older, up from 16.4 percent in 2020.



Clark County developed an Aging Readiness Plan that recognizes that people are working to create communities that are good places to live, work, grow up, and age in. Recommendations within this plan focus on connectivity of missing public infrastructure, support for social services, and zoning and planning standards that encourage age-friendly communities that older adults can thrive in. The findings of this report are integrated into the RTP.

COMPLETE STREETS

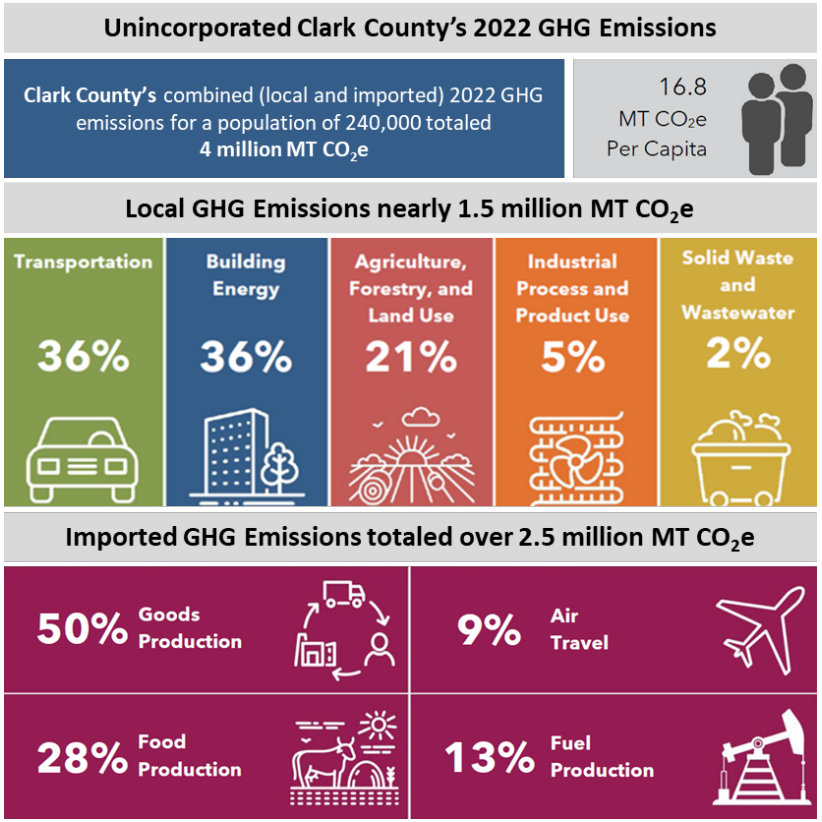
Complete Streets describes an approach to transportation planning, design, and construction that considers the needs of all potential users. In practice, it is not always possible to accommodate all modes on a single street due to right-of-way constraints; so, a practical approach to Complete Streets also focuses broadly on building complete networks to provide connectivity for different modes of travel. Local jurisdictions within Clark County are focusing on multimodal projects to provide a balanced transportation system that safely accommodates all users by developing Complete Streets plans for their jurisdictions and implementing Complete Street projects. RTC developed and adopted a Regional Complete Streets Policy, Regional Complete Streets Policy, in 2025.

CLIMATE CHANGE

Climate-related severe weather events pose an immediate and long-term threat to the reliability and capacity of the transportation network. Continued and enhanced system maintenance, repairs, and preservation will increase the resiliency of regional infrastructure. HB 1181 adds a climate goal to the GMA and requires local comprehensive plans to have a climate element with resilience and GHG mitigation sub-elements. Climate elements must maximize economic, environmental, and social co-benefits in order to avoid worsening environmental health disparities. The greenhouse gas (GHG) sub element must include goals and policies to reduce emissions and vehicle miles traveled (VMT). Clark County and the jurisdictions developed GHG goals and VMT reduction targets as part of the Comprehensive Plans to be adopted in June 2026.

GHG Emissions

The Washington State Transportation Carbon Reduction Strategy (TCRS) describes the policy framework Washington State is using to reduce transportation emissions and identifies the types of strategic actions Washington is investing in to work toward achieving state statutory GHG emissions limits. The TCRS provides a roadmap for meeting the State's GHG emission limits. The law commits Washington to limits of 45 percent below 1990 levels by 2030 and 70 percent below 1990 levels by 2040. To achieve these statutory limits, the Washington State Legislature has policies and programs to reduce GHG emissions across every aspect of Washington's economy.



Unified Planning Work Program

The UPWP delineates transportation planning activities for a fiscal year in sufficient detail to indicate who will perform the work, the schedule for completing it, expected results from the activity, and a proposed funding estimate for each task. Work tasks listed in the document are based on the policies and strategies set by the region through the Regional Transportation Plan (RTP), by guidelines established in federal (23 USC 134) and state (RCW 47.80) laws, and Washington Administrative Code (WAC) 486. The UPWP is prepared annually by RTC. The state fiscal year 2027 (SFY 2027) UPWP runs from July 1, 2026, through June 30, 2027. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN, and local jurisdictions.

The UPWP focuses on transportation tasks that are priorities for federal and state transportation agencies, as well as local jurisdictions. The planning activities relate to multiple modes of transportation and address planning issues significant to the Clark County RTP and the RTPs for Skamania and Klickitat counties.

The work program describes regional transportation planning issues and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver metropolitan area and the RTPO region with a useful basis for coordination.

Federal Planning Factors

The regulations guiding MPOs (see RTP's Appendix A) define the factors they must consider throughout the planning process. These factors orient transportation funding for projects toward community-based outcomes, ensuring that projects benefit the communities in which they are built and make the most effective use of limited funds. The federal planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

Planning Emphasis Areas

The UPWP describes the transportation planning activities and summarizes local, state, and federal funding sources required to meet the key transportation policy issues during the upcoming year.

WASHINGTON STATE EMPHASIS AREAS

Washington State's Growth Management Act established Regional Transportation Planning Organizations (RTPOs) as the institutions for identifying regional transportation priorities and coordinating transportation planning with local comprehensive plans at all jurisdictional levels. WSDOT has identified the following planning emphasis areas on which MPOs and RTPOs should focus:

Administrative
WSDOT will continue to update RTPO duties (RCW 47.80) and MPO duties (23 CFR 450.300). RTC will collaborate with WSDOT in the finalization of this guidance.

Planning Collaboration
Clark County and its municipalities will be adopting their Comprehensive Growth Management Plan on June 2026. RTC, as the RTPO for the region, developed a comprehensive guideline for the development/evaluation of the transportation elements of comprehensive plans and ensured that state, regional, and local transportation system goals are met. In addition, RTC collaborated with local agencies in the development and documentation of Multimodal Level of Service (MMLOS) standards for facilities in the regional designated transportation system and certify the transportation elements and countywide planning policies of the comprehensive plans.

RTC will collaborate with WSDOT in the development and review of the following statewide planning efforts:

- Multimodal Planning and Data Division Planning Activities:
  - Statewide Multimodal Transportation Plan Update
  - Refining and implementing the following concepts: vehicle miles traveled (VMT) reduction, land use/housing, and multimodal level of service planning efforts
- Environmental Services Office Planning Activities:
  - Washington State Transportation Carbon Reduction Strategy Update
- Public Transportation Division Planning Activities:
  - Statewide Public Transportation Plan Update
- Active Transportation Division Planning Activities:
  - Complete Streets
  - Cycle highways
  - Sandy Williams Connecting Communities Program
  - Active transportation plans
  - Active transportation data collection
  - Resiliency and emergency response planning
  - Older adults and active transportation
- Rail, Freight, and Ports Division Planning Activities:
  - State Freight Plan Update
  - Incorporate truck parking needs into Regional Transportation Plans

UPWP Adoption Process

The UPWP is the tool used to direct the continuous, cooperative, and comprehensive transportation planning efforts. In the UPWP, RTC describes tasks necessary to meet both MPO and RTPO transportation planning requirements. Created in cooperation with member entities, the tasks identified in the UPWP are consistent with the regional transportation goals and objectives identified in the Regional Transportation Plan.

The RTC UPWP is usually adopted in May by the RTC Board of Directors. This timeline meets the federal and WSDOT required timeline to have UPWPs submitted annually by June 15, with FHWA and FTA approval by June 30, thus allowing the UPWP to take effect on July 1, 2026.

RTAC has the opportunity to review the document three times: scoping, draft document, and final document. Prior to RTAC review, the draft UPWP is reviewed by planning partners from FHWA, FTA, C-TRAN, Metro, and WSDOT (HQ and SWR). Their suggested edits are discussed at a formal consultation meeting. All input received is incorporated into the final document.

UPWP Amendments

As staff availability fluctuates and regional priorities change, it may become necessary to amend the UPWP. As necessary, the UPWP is kept current during the course of the fiscal year by UPWP amendments carried through an RTC Board resolution adoption process.

State Fiscal Year 2027 Work Elements

Deliverables	Due
Transportation Improvement Program	October 2026
Regional Active Transportation Plan	December 2026
Regional Transportation Plan - Amendment	February 2027
Congestion Management Program - Update	May 2027
Clark County Freight System Plan	June 2027
Transportation Futures	June 2028

1. Regional Transportation Planning Program

A. REGIONAL TRANSPORTATION PLAN

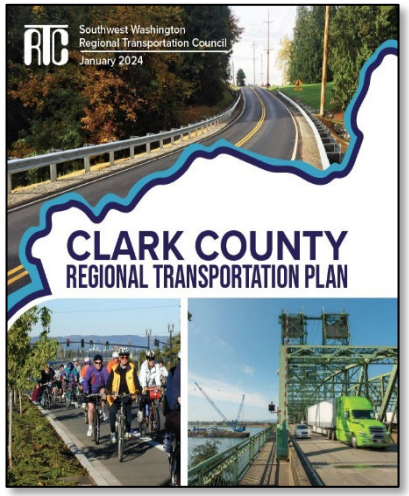
The Regional Transportation Plan (RTP) for Clark County is the region's long-range transportation plan. The of the plan is to promote and guide development of a multimodal transportation system for the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. To meet planning requirements, the RTP has a planning horizon of at least 20 years. The most recent update to the Regional Transportation Plan was adopted in February 2024, with a horizon year of 2045.

The RTP maintains consistency between federal, state, and local plans. The RTP is consistent with local land uses outlined in local Comprehensive Growth Management Plans and addresses performance-based planning and programming requirements, with listings of federal performance measures and targets established to date. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments.

Amendments to the RTP must be consistent with RTC's RTP Amendments Process Guidebook. RTP amendments can be requested by member agencies and jurisdictions to maintain consistency between state, regional, and local plans. The RTP will be amended in 2026 in order to incorporate projects and policies developed as part of the Comprehensive Growth Management Plan Updates.

Relationship to Other Work Elements: RTP

The RTP considers the reciprocal connections between land use growth and multimodal transportation system needs and development. It also identifies the mix of transportation strategies to address future transportation system needs. The RTP for Clark County is interrelated with all other RTC transportation planning work elements.



SFY 2027 Funding: RTP

Revenues		Expenses	
Federal CPG	$516,800	RTC	$760,200
Federal STBG	$227,200		
State RTPO	$16,200		
	$760,200		$760,200

Federal Program funds matched by toll credits.

Federal Planning Factors and the RTP

The following Federal Planning Factors are addressed with the proposed RTP tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

SFY 2027 Tasks and Products: RTP

- RTP Amendment – RTC staff will amend the 2024 RTP to integrate policies and projects identified by the local updated Comprehensive Plans. (February 2027)
- System Performance – RTC staff will continue to work with WSDOT and regional and local planning partners to monitor transportation system performance and report on transportation system performance measures and updates to targets in compliance with the federal transportation act. (Ongoing)

- Safety – RTC will work with local agencies to implement Complete Streets/Safe Streets Approach to ensure streets are designed for all users. Staff will develop an annual collision data report for the Clark County region, addressing safety as part of performance management, ensuring safety needs are programmed for funding in the TIP, and coordinating with local planning partners, WSDOT, and Washington Traffic Safety Commission in efforts to improve safety. (Monthly)
- Freight Transportation – RTC will continue to work with local partners on opportunities to compete for freight grant funds. (Ongoing)
- RTC will also coordinate with WSDOT to inform of freight needs in the region and with the Freight Mobility Strategic Investment Board. (Ongoing)
- Regional Freight Coordination: Strengthen collaboration between Clark County, cities, WSDOT, Metro, and private-sector freight stakeholders. Develop action strategies to be included the 2029 Clark County Regional Transportation Plan update. (Spring 2027)
- Identify and address freight truck parking issues. (Fall 2026)
- Develop Phase 2 of the Freight Mobility Plan (June 2027)



- RTC will continue to be involved in the Accessible Transportation Coalition Initiative (ATCI), which brings together stakeholders with interest in and representatives of communities with special transportation needs. (Monthly)
- RTC will continue to attend C-TRAN board meetings. (Monthly)
- Economic Development – RTC will continue to work with the Columbia River Economic Development Council to support implementation of the Economic Development Plan and regional transportation needs. RTC will compile data relating to economic analysis, including employment by industry, unemployment rates, wages and salary changes, household income, and commuting patterns to inform the transportation planning process and to support transportation funding applications. (Monthly)
- RTC will continue to coordinate with planning partners in developing the Congestion Management Process, Transportation System Management (TSM) and Transportation System Management Operations (TSMO) through RTC's VAST program and Commute Trip Reduction plans. The solutions identified in these TSM and TSMO plans are an important part of RTP transportation strategies to meet travel demands. (Ongoing)
- Emerging Transportation Technologies – RTC will continue to research emerging technologies and their use to serve transportation mobility and access for passenger, freight, and goods movement. (Ongoing)
- Corridor Planning – RTC will coordinate with WSDOT in corridor planning and TSMO implementation. (As needed)
- Project Priorities – Criteria for project priority decision-making will be reviewed and revised as needed to ensure that project investments will help the region meet

transportation system performance expectations and to support the RTP goals and objectives. (Ongoing)

- Air Quality and Climate Change – Staff will work with Metro, WSDOT, and local agencies to develop strategies to reduce vehicle miles traveled per capita and to help reduce greenhouse gas emissions to meet Washington State targets. (As needed)
- Stakeholder and Public Outreach – RTC involves the public in development of the transportation planning process. Opportunities for public participation are offered with website information, media releases, communication with neighborhood groups, and stakeholders. Consultation with resource agencies and tribes with interests in the transportation system in the Clark County region continues. At monthly Board meetings, time is set aside for citizen comments on transportation planning issues; and their input is considered in the development of our work products. (Ongoing)
- The RTP implementation process involves RTAC, whose members provide technical review and recommendations and with RTC staff providing informational briefings. The RTC Board is also updated, as needed, on the RTP implementation. (Ongoing)

B. TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is a multi-year program of federally funded and regionally significant transportation projects within the region. The MPO TIP includes a priority list of projects to be carried out in the next four years and a financial plan that demonstrates how it can be implemented. The RTPO TIP includes projects to be carried out in the next six years. The projects programmed in the TIP originate from project recommendations made in the RTP or are developed into projects from a series of program recommendations, such as preservation, maintenance, and safety. The MPO TIP is developed in a cooperative and coordinated process involving local jurisdictions, C-TRAN, and the WSDOT. The development process includes public outreach and participation. The RTPO TIP is developed in cooperation with local agencies from Skamania and Klickitat counties.

Relationship to Other Work Elements: TIP

The TIP provides the link between the RTP and project implementation. The process to prioritize TIP projects uses data from the transportation database, guidance and criteria from the CMP, and regional travel forecasting model output. The TIP program requires coordination with local jurisdictions and implementing agencies in the region.



SFY 2027 Funding: TIP

Revenues		Expenses	
Federal CPG	$295,700	RTC	$435,100
Federal STBG	$130,000		
State RTPO	$9,400		
	$435,100		$435,100

Federal Program funds matched by toll credits

Federal Planning Factors and the TIP

The following Federal Planning Factors are addressed with the proposed TIP tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

SFY 2027 Tasks and Products: TIP

- Review and update the Transportation Programming Guidebook: TIP Policies and Procedures. (Winter 2027)
- Development of the RTC's 2027-2030 Transportation Improvement Program will be coordinated with planning partners, and the public will be given an opportunity to comment on the TIP process and projects. (Fall 2026)
- Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs. (Ongoing)
- TIP amendments as necessary. (Monthly)
- Coordinate the grant application process for federal, state, and regionally competitive funding programs, such as the federal Surface Transportation Block Grant program, federal Transportation Alternatives, Congestion Mitigation and Air Quality, Carbon Reduction Program funds, state Transportation Improvement Board programs, Safe Routes to School programs (As needed)
- Reports on tracking of TIP project implementation and obligation of funding of TIP-programmed projects. (Monthly)
- Maintain a project database to help project tracking efforts. More information on development of a project database to help project tracking efforts is found in the Data/Forecast work element. (Monthly)
- Ensure TIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the STIP. (Monthly)
- Provide input to the STIP update. (November 2026)
- Public participation in TIP development, including providing information and ability to comment online. (Ongoing)

C. CONGESTION MANAGEMENT PROCESS

The Congestion Management Process (CMP) focuses on transportation performance within transportation corridors through monitoring of vehicular travel, auto occupancy, truck traffic, transit, travel demand management strategies, system management strategies, and traffic operations in an effort to identify solutions to address congestion. The CMP is used to identify system improvements, to guide investments, and to track the effectiveness, over time, of system improvements that are made.

The Congestion Management Process includes all six CMP elements. These elements include multimodal transportation system performance monitoring and evaluation, data collection, coordination with planning partners, evaluation of future system performance, identifying an implementation schedule, responsibilities and funding, and assessment of the effectiveness of implemented strategies.



Relationship to Other Work Elements: CMP

The CMP assists in identifying the most effective transportation strategies and projects to address congestion. These identified strategies and projects are described and listed in the RTP and programmed for funding in the TIP. Data and information compiled for the CMP relates to the Regional Transportation Data and Travel Forecast work element and the region's Transportation Data Study, which will include decision on data acquisition to support the regional transportation planning process.

SFY 2027 Funding: CMP

Revenues		Expenses	
Federal CPG	$63,800	RTC	$68,900
Federal STBG	$28,100	Consultant*	$25,000
State RTPO	$2,000		
	$93,900		$93,900

Federal Program funds matched by toll credits

**Average annual cost for consultant assistance from Quality Counts for traffic data collection e.g. traffic counts, travel time and speed, auto occupancy and vehicle classification data.*

Federal Planning Factors and the CMP

The following Federal Planning Factors are addressed with the proposed CMP tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

SFY 2027 Tasks and Products: CMP

- Updated traffic counts, turning movement counts, vehicle classification (truck) counts, travel delay, and other key data for numerous locations of transportation corridors throughout Clark County. (Yearly*)*
- Coordinate with local agencies to ensure consistency of data collection, data factoring, and ease of data storage/retrieval. Traffic count data is collected, validated, factored, and incorporated into the existing count program. (Ongoing)
- Update other CMP corridor data, including auto occupancy, roadway lane density, vehicle classification (truck counts), transit ridership, transit capacity, bike and pedestrian Level of Service Stress, travel time and speed. (Ongoing)
- Measure and analyze performance of the transportation corridors in the CMP network. This system performance information is used to help identify system needs and solutions. (Ongoing)
- Develop an updated annual CMP Report. (Summer 2027)
- Provide information to the Federal Highway Administration to help in FHWA's assessment of the Congestion Management Process. (As needed)
- Communicate with bistate partners (Metro) on RTC's Congestion Management Process and keep informed on development of Metro's CMP. (As needed)
- Plan for regional freight and commercial needs, including data collection and reporting. (Ongoing)

D. ACTIVE TRANSPORTATION

The Bipartisan Infrastructure Law of 2021 requires MPOs to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities (see BIL§ 11206(b)).Active Transportation is an important component of RTC's SFY 2027 transportation planning portfolio. During SFY 2027, RTC staff will be completing the Regional Active Transportation Plan, Phase 2. The goal is to develop a plan to guide us in the implementation of a safe, accessible, and cohesive regional active transportation network that provides access to the communities within Clark County and their local active transportation networks. The Regional Active Transportation Plan efforts is being tracked in work element *J. Regional Active Transportation Plan*.



Relationship to Other Work Elements: Active Transportation
The Active Transportation work program sets the foundation for transportation options in Clark County. This is accomplished throughout all the different programs and deliverables in which RTC staff is involved when engaged in active transportation activities.

SFY 2027 Funding: Active Transportation

Revenues		Expenses	
Federal CPG	$61,700	RTC	$90,700
Federal STBG	$27,100		
State RTPO	$1,900		
	$90,700		$90,700

Federal Program Funds matched by toll credits

Federal Planning Factors and the Active Transportation Program

The following Federal Planning Factors are addressed with the proposed Active Transportation proposed tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

SFY 2027 Tasks and Products: Active Transportation

- RTC will be completing the Regional Active Transportation Plan during SFY 2027. (December 2026)
- Integrate local active transportation networks and goals from comprehensive plans into the Regional Active Transportation Plan. (August 2026)
- Integrate safety and accessibility in the development of the RTP amendment and 2029 RTP update.
  RTC will continue to work with federal, state and local partners to plan for active transportation needs to support transportation options, community quality and health. (Monthly)
- Coordinate and collaborate with regional, state, and federal partners to achieve a more walkable, movable, bikeable Clark County through the development and implementation of a comprehensive action plan for the Active Transportation Subcommittee. (Monthly)
- To advance active transportation, RTC staff will continue to represent RTC at monthly meetings of the Clark Communities Bicycle and Pedestrian Advisory Committee and will orchestrate the Active Transportation Subcommittee to maintain close working partnerships between transportation and public health staff from all the agencies in Clark County. (Monthly)
- RTC will work with local partners to collect data, review policies, and suggest projects to improve nonmotorized transportation modes in the region. (As needed)



E. VANCOUVER AREA SMART TREK PROGRAM

The Vancouver Area Smart Trek (VAST) program encompasses the ongoing coordination and management of regional Transportation System Management and Operations (TSMO) and Intelligent Transportation System (ITS) activities. The VAST program is a coalition of state, regional, and local agencies working together to implement ITS active traffic management and operational solutions to address the region's transportation needs. Partners in the coalition include the City of Vancouver, City of Camas, WSDOT, Clark County, C-TRAN, and RTC.



The TSMO plan guides the implementation of operational strategies and supporting ITS technologies in Clark County and presents a strategic framework for accomplishing transportation system management objectives. It also supports future ITS technology investments and capital improvements necessary to accomplish those objectives.

Currently TSMO efforts in the region include (1) the continued implementation of the TSMO Plan, (2) ensuring ITS and TSMO project consistency with the Regional ITS Architecture, and (3) enhancement and utilization of Portland State University's Portal data element that monitors congestion and supports the Congestion Management Process, using TSMO performance metrics for recurring and nonrecurring congestion.

Relationship to Other Work Elements: VAST
The VAST work program is the operations element of the Regional Transportation Plan, the region's long-range plan. Operational strategies are identified in the RTP and are programmed for funding in the region's TIP. The TSMO plan serves to define operational improvement strategies and development of the metrics for measuring performance. The transportation data archive element also feeds into and supports the CMP. The CMP identifies regional transportation needs that can be addressed through application of TSMO strategies.

SFY 2027 Funding: VAST

Revenues		Expenses	
Federal CPG	$342,400	RTC	$291,100
Federal STBG	$150,500	Consultant	$212,600
State RTPO	$10,800		
	$503,700		$503,700

Federal Program funds matched by toll credits

Federal Planning Factors and VAST

The following Federal Planning Factors are addressed with the proposed VAST tasks and products:

- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; and
- Promote efficient system management and operation.



SFY 2027 Tasks and Products: VAST

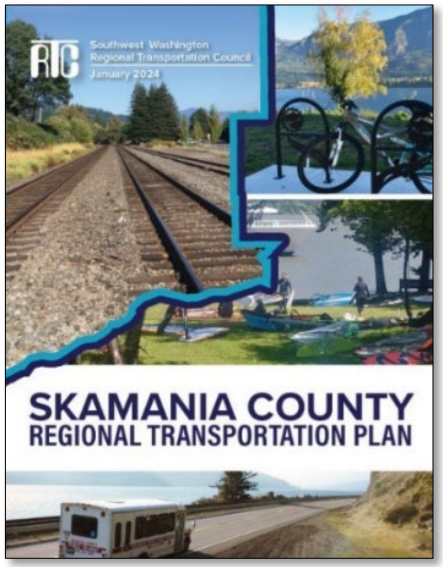
- Coordinate all VAST activities within Clark County and with Oregon. Provide a forum to host periodic VAST program events to promote regional discussion and education on TSMO and transportation technology issues. (Ongoing)
- Address regional ITS goals and policies for the Clark County region and for bistate ITS issues, including continuing development of policies for operational requirements, acceptable use, security, and other policies for the shared ITS network. (Ongoing)
- Prepare and publish the VAST Annual Report to summarize key accomplishments and recurring, recent, and upcoming activities of the program. (Summer 2027)
- VAST Committee Meetings – RTC organizes and convenes meetings of the TSMO Steering Committee, the VAST

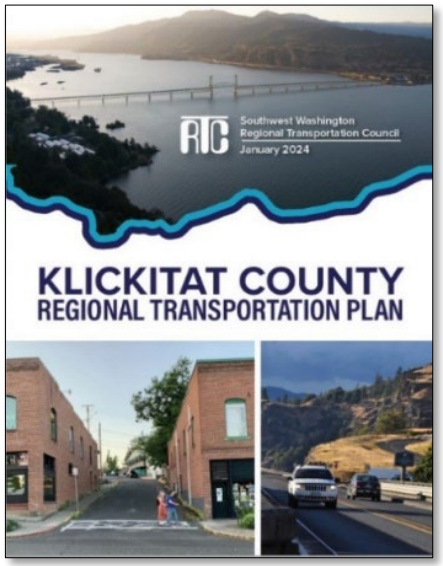
Steering Committee, and the Communications Infrastructure Committee to support the VAST program. (Ongoing)

- Implement the Clark County TSMO Plan, which provides a strategic framework to guide transportation system management objectives, informs future ITS technology investments and capital improvements necessary to support the plan's objectives. (Ongoing)
- Maintain the Regional ITS Architecture for the VAST program. (Ongoing)
- Update, maintain, and utilize the database as new fiber projects are completed. (Ongoing)
- Adopt and implement standards for fiber optic communications, equipment, and infrastructure through the VAST Communications Infrastructure Committee. Maintain and continue expansion of the multi-agency shared asset management database and mapping system and facilitate the ongoing development of asset sharing and execution of permits between the VAST agency partners. (Ongoing)
- Update and expand the Portland State University's Portal database. Collaboration with partner agencies will also address ongoing refinement of the portal to improve data quality, visual interface, usability, and transmission of real-time data to the data archive. (Ongoing)
- Manage consultant technical support activities. (Ongoing)

F. SKAMANIA AND KLICKITAT COUNTIES REGIONAL TRANSPORTATION PLANNING ORGANIZATION

The regional transportation planning work program for Skamania and Klickitat counties was established in FY 1990, when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Skamania County and Klickitat County Transportation Policy Committees meet regularly to discuss regional transportation issues. RTC provides transportation planning technical assistance for each county and monitors transportation system performance. The most recent updates of the Regional Transportation Plans were adopted in February 2024. During SFY 2027, RTC staff will be amending the Regional Transportation Plans to incorporate new projects and policies.





Relationship to Other Work Elements: RTPO
The RTPO work program for Skamania and Klickitat counties is tailored to the counties' specific needs and issues and, where applicable, coordinated across the RTPO region and with bistate partners in Oregon.

SFY 2027 Funding: RTPO

Revenues		Expenses	
State RTPO	$50,000	RTC	$50,000
	$50,000		$50,000

Federal Planning Factors and the RTP

The following Federal Planning Factors are addressed with the proposed RTP tasks and products:

- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

SFY 2027 Tasks and Products: RTPO

- Continued development of a coordinated, technically sound regional transportation planning process. (Ongoing)
- Review plans of local jurisdictions for consistency with the Regional Transportation Plans and Washington's Transportation Plan. (As needed)
- Ensure that Regional Transportation Plans are reviewed regularly. (Yearly)
- Development of the 2027-2030 Regional Transportation Improvement Program. (Fall 2026)
- Provide technical support needed for the Hood River-White Salmon Bridge Replacement Project. (Monthly)
- Gather data and update the regional transportation database. (Ongoing)
- Continue coordination with the Gorge TransLink Alliance partners and work toward the further identification of public transportation needs. (Bimonthly)

G. INTERSTATE BRIDGE REPLACEMENT PROGRAM

In its role as the MPO, RTC provides project support services and assists in key tasks for the Interstate Bridge Replacement (IBR) program. RTC staff serves on advisory committees and provides general input to the IBR project. RTC was invited by the federal lead agencies (Federal Highway Administration and Federal Transit Administration) to remain a sponsor agency to the IBR program Supplemental Environmental Impact Study. WSDOT (through the IBR program) has entered into an intergovernmental agreement with participant government agencies to recompense the agencies for staff time committed to project activities. RTC is committed to providing staff time and resources to the IBR program-led planning, financing, and related preliminary engineering studies.



Relationship to Other Work Elements: IBR

Replacement of the I-5 bridge over the Columbia River is identified in the Regional Transportation Plan and supported by several policy resolutions adopted by the RTC Board of Directors.

SFY 2027 Funding: IBR

Revenues		Expenses	
WSDOT Funds	$40,000	RTC	$40,000
	$40,000		$40,000

RTC and WSDOT entered into a Special Transportation Planning Study Agreement (GCB 3482) in April 2021. The Agreement was amended in December 2022 to extend the Agreement through June 2025, with a total reimbursement budget of up to $620,000. RTC assumes an extension of $40k through June 2027.

Federal Planning Factors and the IBR

The following Federal Planning Factors are addressed with the proposed IBR tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

SFY 2027 Tasks and Products: IBR

- Project Management/Administration: This task includes budget, scope and schedule. It also includes RTC's participation in IBR meetings, including staff-level group meetings, Executive Steering Group meetings, and Community Advisory Group meetings. RTC staff will regularly brief RTC executives in preparation for Executive Steering Group meetings and will participate in IBR working groups. RTC staff will provide consolidated comments on documents and memos. (Monthly)
- Financial Structures: RTC will assist in developing project methodologies, analysis approaches, and criteria in the discussion and resolution of policy issues, which could include finance plan updates, tolling; funding and financing opportunities, bistate ownership structures and agreement, construction economic impact analysis, and toll traffic and revenue studies. RTC staff will research and provide comments on technical reports and participate in working group meetings. (Ongoing)
- Communications: RTC staff will coordinate with communications staff to align on program activities and milestones. RTC staff will provide support and staffing for public meetings and public outreach activities as applicable, including meetings with neighborhoods and interest groups as needed and appropriate. RTC staff will lead communications efforts with RTC boards and committees and promote IBR program communications through existing RTC communications channels, such as its website and RTC-sponsored meetings. (Ongoing)
- Transportation Planning: RTC staff will be a key participant in the transportation planning process. RTC will assist in developing project methodologies, analysis approach, and criteria in the discussion and resolution of policy issues with emphasis in the following areas (Ongoing):
  - Participate in the transit analysis by providing input into transit design and impacts. This will include assisting in the analysis of modeling results.
  - Coordinate the review of the transportation planning element with the RTC Board and RTAC as appropriate.
  - Assist as needed on transportation analyses to support design engineering, financial structures, environmental, and other tasks.
- Environmental (NEPA): RTC will coordinate in the IBR environmental process, including meetings, and the review of materials.

H. REGIONAL SIGNAL TIMING PLANS

The Infrastructure Investment and Jobs Act (IIJA) established the Carbon Reduction Program (CRP), which is a regionally competitive grant program managed by Metropolitan Planning Organizations. RTC and planning partners will use the initial allocation of the CRP funds to work on regional signal timing plans.

The scope of work includes tasks to develop regional signal timing plans for major multimodal corridors in urban Clark County. Corridors will be evaluated and prioritized to develop the list of locations to be included in the final project limits.

Relationship to Other Work Elements: Signal Timing Plans

Signal timing plans support the CMP and the VAST work program. The project is consistent with the CMP and air quality requirements. The project meets the goals of the RTP by improving the regional transportation system.

Federal Planning Factors and Signal Timing Plans

The following Federal Planning Factors are addressed with the proposed VAST tasks and products:

- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; and
- Promote efficient system management and operation.

SFY 2026 Funding: Signal Timing Plans

Revenues		Expenses	
Federal CRP	$60,000	Consultant	$60,000
	$60,000		$60,000

Federal Program funds matched using toll credits

SFY 2026 Tasks and Products: Signal Timing Plans

- Coordinate all project tasks with the consultant and the VAST Steering Committee. (Monthly)
- Work with consultants to complete the development of signal timing plans pilot program and before/after reports. (December 2026)



I. SAFE STREETS AND ROADS FOR ALL – KLICKITAT AND SKAMANIA COUNTIES

Safe Streets and Roads for All (SS4A) is a federal discretionary grant program established under the Infrastructure Investment and Jobs Act (IIJA) to prevent roadways deaths and serious injuries. SS4A funds the creation and implementation of safety plans related to engineering, education, and enforcement. RTC was awarded a grant to develop safety action plans for Klickitat and Skamania counties.

Relationship to Other Work Elements: SS4A Klickitat and Skamania Counties

Development of SS4A Action Plans for Klickitat and Skamania counties relates directly to regional transportation planning in the region, with safety planning relating to the development of the RTPs; and once safety improvement projects are identified, then projects can be funded and programmed in the region's TIP.

SFY 2027 Funding: SS4A Klickitat and Skamania

Revenues		Expenses	
FHWA	$20,000	RTC	$25,000
Local Match	$5,000		
	$25,000		$25,000

SS4A funds matched using local match

Federal Planning Factors and the SS4A Klickitat and Skamania Counties

The following Federal Planning Factors are addressed with the proposed SS4A tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

SFY 2027 Tasks and Products: SS4A Klickitat and Skamania Counties

- Complete the SS4A Self-Certification Gap Analysis Eligibility worksheet and the final Quarterly Report. (Fall 2026)
- RTC will work collaboratively with local agencies to finalize the Comprehensive Safety Action Plan for Klickitat and Skamania Counties. (Fall 2026)



J. REGIONAL ACTIVE TRANSPORTATION PLAN – CLARK COUNTY

RTC will work with local agencies to complete the development of the regional active transportation plan (regional ATP) to establish a framework to better understand active transportation in the MPO region. The proposed plan will:

- Promote and improve bicycling and walking as viable transportation options and as a means to improve public health and maintain environmental quality by identifying and addressing multimodal system gaps, such as sidewalks, bicycle facilities, or trails;
- Implement Level of Traffic Stress guidelines for active transportation; and
- Ensure consistency and system connectivity across jurisdictional boundaries.

Relationship to Other Work Elements: Regional ATP

Development of the Regional ATP will support the RTP and TIP.

SFY 2027 Funding: Regional ATP

Revenues		Expenses	
Federal STBG	$50,000	Consultant RTC	$40,000 $10,000
	$50,000		$50,000

Federal Program funds matched using toll credits

Federal Planning Factors and the Regional ATP

The following Federal Planning Factors are addressed with the proposed Regional ATP tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; and
- Enhance travel and tourism.



SFY 2027 Tasks and Products: Regional ATP

- Develop a guiding document to establish regional principles and best practices for active transportation.
- Identify designated regional active transportation network (July 2026)
- Integrate local agencies active transportation networks (July 2026)
- Develop strategic actions and recommendations (September 2026)

K. HUMAN SERVICES TRANSPORTATION PLAN

The *Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) for Clark, Skamania and Klickitat Counties* update was adopted in November 2022, supporting funding applications for WSDOT's consolidated public transportation grant program. The plan must be updated every four years. RTC will develop a 2026 CPT-HSTP update for Clark, Skamania, and Klickitat Counties

Relationship to Other Work Elements: Human Service Transportation Plan

The CPT-HSTP development process brings together service providers, agencies that distribute funds, service users, and the community at large to improve special needs transportation throughout the region. Development of an HSTP is a condition for receiving funding though a statewide competitive Consolidated Public Transportation Grant program.



SFY 2027 Funding: Human Service Transportation Plan

Revenues		Expenses	
Federal CPG	$12,800	RTC	$29,100
Federal STBG	$5,600		
State RTPO	$700		
State WSDOT	$10,000		
	$29,100		$29,100

Federal Program funds matched using toll credits

Federal Planning Factors and the RTP

The following Federal Planning Factors are addressed with the proposed RTP tasks and products:

- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

SFY 2027 Tasks and Products: Human Service Transportation Plan

- Meet with service providers in Clark, Klickitat, and Skamania counties to understand transportation services and needs (Summer 2026)
- Collect and analyze demographic data for the three-county area. Create maps and infographics to display data. (Summer2026)

- Update description of existing transportation services and resources, emergency management planning, and unmet needs for people with special transportation needs. (Summer 2026)
- Conduct community engagement, including presentations to agency and community partners, and the collection of survey data. Document coordination efforts. (Summer 2026)
- Present information on the HSTP to the RTC Board of Directors, Regional Transportation Advisory Committee, and Transportation Policy Committees (Fall 2026)

L. CLARK COUNTY FREIGHT SYSTEM PLAN

The Freight System Plan (plan) will build on the analysis, data, and policy strategies developed in the Clark County Freight Mobility Study. The plan will define a long-term vision, establish priorities and evaluation tools for freight infrastructure improvements, develop strategic actions and recommendations, and identify a prioritized list of projects to implement the plan's vision and guide its implementation. Work will be carried out by RTC in coordination with planning partners and with consultant assistance.

Relationship to Other Work Elements: Freight System Plan

Development of the Freight System Plan will support the RTP and TIP.

SFY 2027 Funding: Freight System Plan

Revenues		Expenses	
Federal STBG	$100,000	Consultant	$100,000
	$100,000		$100,000

Federal Program Funds matched using toll credits

Federal Planning Factors and the Freight System Plan

The following Federal Planning Factors are addressed with the proposed Freight System Plan tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

SFY 2027 Tasks and Products: Freight System Plan

- Engage with public- and private-sector freight stakeholders to identify issues, needs, and priorities through creation of a Technical Advisory Committee. (Summer 2026 – Spring 2027)
- Update regional freight truck map. Develop regional rail and marine freight maps. (Fall 2026)
- Evaluate freight parking needs in Clark County and develop strategy. (Winter 2027)

- Develop strategic actions to implement plan. (Fall 2026)
- Prioritize projects and programs that support freight movement. (Fall 2026)
- Develop draft and final plan document. (Spring 2027)

M. TRANSPORTATION FUTURES – CLARK COUNTY

Over the past two decades, regional partners have delivered significant transportation investments, with new priorities emerging in response to evolving conditions, legislative direction, and economic growth. Ongoing efforts—including local comprehensive plan updates, C-TRAN's 2045 long-range plan, and state multimodal plans—are shaping the framework for future regional priorities. Transportation Futures will convene an initial scoping dialogue to define "what's next," aligning the next generation of 10-year priority projects and strategic initiatives to guide coordinated investment over the coming decade.

Relationship to Other Work Elements: Transportation Futures

Development of the Transportation Futures will support the RTP and TIP.

SFY 2027 Funding: Transportation Futures

Revenues		Expenses	
Local Match	$50,000	Consultant	$50,000
	$50,000		$50,000

Federal Program funds matched by local match .

Federal Planning Factors and the Transportation Futures

The following Federal Planning Factors are addressed with the proposed Transportation Futures tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing transportation system; and
- Enhance travel and tourism.



SFY 2027 Tasks and Products: Transportation Futures

- Analyze current trends and societal shifts to forecast future needs.
- Develop strategic action plan and identify funding to implement new technologies and infrastructure for a more sustainable, efficient, and connected transportation system in the Clark County region.

2. Data Management, Travel Forecasting, and Technical Services

A. TRANSPORTATION DATA AND TECHNICAL SERVICES

This element includes the development, maintenance, and management of the regional transportation database and website to support the regional transportation planning program. The database is used to monitor transportation system performance, evaluate level of service standards, and for calibration of the regional travel forecasting model. The element also includes development and use of the regional travel forecasting model to estimate and analyze future transportation needs, air quality planning, and technical support to local jurisdictions.



SFY 2027 Funding: Regional Transportation Data and Technical Services

Revenues		Expenses	
Federal CPG	$514,643	RTC	$756,862
Federal STBG	$226,200	Consultant	$75,000
Federal STBG – Projects	$75,000		
State RTPO	$16,019		
	$831,862		$831,862

Federal Program Funds matched by toll credits

A1. Regional Transportation Data

Provide data and mapping to support regional transportation planning activities, such as development of regional plans, regional travel forecast model development, and in mapmaking. Maps are used by RTC as visualization tools to help make transportation plans more understandable.

Federal Planning Factors and Regional Transportation Data

The following Federal Planning Factors are addressed with the proposed Regional Transportation Data tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

SFY 2027 Tasks and Products: Regional Transportation Data

- Update the regional transportation database and mapping with data from sources such as the U.S. Census, including Census Transportation Planning Products and the American Community Survey, as well as the National Household Travel Survey. (Ongoing)
- Compile crash data for use in development of safety management plans and project priorities. (Ongoing)
- Analysis of Clark County transportation data. The main elements include transportation performance measures, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations are used to address environmental justice issues. (Ongoing)
- Continue to coordinate with Clark County jurisdictions on the creation, updating, and implementation of GIS data layers (i.e. zoning, land use, service district boundaries, and geophysical and environmental elements) in the RTP planning process. (Ongoing)
- Continue to work with regional bistate partners on freight transportation planning, including ongoing work to improve truck forecasting ability. Continue to integrate freight traffic data into the regional transportation database. (Ongoing)
- Regularly update the content of RTC's website as the region's primary public participation, information, and outreach platform, allowing public access to the regional transportation planning program. The RTC website is a valuable tool for both disseminating information and receiving feedback from the public, as well as the RTC Board and its member jurisdictions. RTC will continue to maintain the RTC website, providing current data and information in order to inform and engage the public in the transportation planning process. (Ongoing)
- Maintain and update RTC's computer equipment and software. Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to allow for the regional transportation planning program to be carried out efficiently. Provide computer training opportunities for MPO/RTPO staff. (As needed)

A2. Regional Travel Forecasting Model

Coordinate with local jurisdictions, state agencies, and Metro to continue developing and improving the regional travel forecast model. The travel forecast model is used as a tool to help analyze the transportation system in the region. Its output is used to identify deficiencies in the regional transportation system, to develop performance measures and standards, and to assess transportation demand management and transit planning applications. RTC will provide a forum for local model developers and users to meet and discuss model development and enhancement.

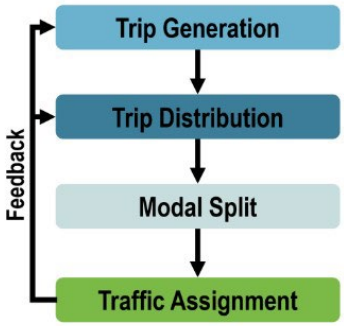
Federal Planning Factors and the Regional Travel Forecasting Model

The following Federal Planning Factors are addressed with the proposed Regional Travel Forecasting Model tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

SFY 2027 Tasks and Products: Regional Travel Forecasting Model

- Continue to coordinate with Metro in updating the regional travel forecast model. RTC will work with Metro to refine travel forecast methodology using EMME and will continue to work with Metro to assess the most useful modeling tools for use in the region. (Ongoing)
- Assist WSDOT, C-TRAN, and local agencies by supplying regional travel model data for use in planning studies, environmental analyses, development reviews, subarea plans, capital facilities planning, and transportation impact fee program updates. (Ongoing)
- Analysis of Commute Trip Reduction (CTR), congestion pricing, and Transportation System Management/Intelligent Transportation System (ITS) impacts. (As needed)
- Participate in the Oregon Modeling Steering Committee to keep informed about model development in Oregon and the Portland region. (As needed)
- Review and update future model transportation system networks, including highway and transit. (Ongoing)
- Document regional travel forecasting model procedures. (Ongoing)
- Continue implementation of interlocal agreements relating to use of RTC's model and implementation of subarea modeling. (As needed)
- Host Transportation Model Users' Group (TMUG) meetings. (As needed)



A3. Air Quality Planning

The tasks under this sub element will address air quality and greenhouse gases to meet state policy directives. RTC's region is now in attainment status for both ozone and carbon monoxide. Under the Ozone National Ambient Air Quality Standards (NAAQS), the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated as in "attainment" for ozone. As of October 2016, the Vancouver AQMA successfully completed the 20-year

"maintenance" period and is no longer required to make a conformity determination.

Federal Planning Factors and Air Quality Planning

The following Federal Planning Factors are addressed with the proposed Air Quality Planning tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns; and
- Enhance travel and tourism.

SFY 2027 Tasks and Products: Air Quality Planning



- Monitor federal guidance on the federal Clean Air Act and state Clean Air Act legislation and implementation of requirements. (Ongoing)
- Consult with local agencies, WSDOT, DOE, EPA, SWCAA, Metro, and Oregon Department of Environmental Quality on emerging air quality and transportation issues. (Ongoing)
- Work to support RCW 80.80 relating to greenhouse gas reduction, including Vehicle Miles Traveled (VMT) and VMT per capita in the region. (Ongoing)
- Coordinate with Metro to ensure collaboration on possible future conformity requirements and consistency of mobile emissions estimation procedures and air quality methodology that uses the travel forecasting model in the bistate region. (As needed)

A4. Transportation Technical Services

RTC will provide technical transportation planning and analysis services for member agencies and provide a common and consistent regional basis for traffic analysis. Technical service activities are intended to support micro traffic simulation models, the input of population, employment, and household forecasts and the translation of land use and growth forecasts into the travel demand model.



Federal Planning Factors and Transportation Technical Services

The following Federal Planning Factors are addressed with the proposed Transportation Technical Services tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

SFY 2027 Tasks and Products: Transportation Technical Services

- Fulfill local jurisdictions' needs for travel modeling and analysis. (Ongoing)
- Use output from the regional travel forecast model in local transportation GMA/development concurrency analyses. As part of the process, the travel model is used and applied in the defined transportation concurrency corridors to determine available traffic capacity and development capacity and to identify six-year transportation improvements. (As needed)
- Travel Demand Forecast Model Workshops will be organized and held as needed. Invitees will include staff of local agencies and jurisdictions. These workshops help to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region. (As needed or requested)
- Use of model results for local development review purposes. (Ongoing)

B. TRANSPORTATION DATA ACQUISITION

RTC collects and maintains transportation datasets to assist in transportation analysis of the regional transportation system. From 2023 to 2026, RTC tested the use of big data sources to provide regional travel time, travel speed and trip origin destination data. The data project found that travel time and travel speed data in TomTom's Traffic Stats product provides a robust dataset for observed travel times and speeds on regional corridors and excellent performance monitoring data for RTCs Congestion Management Process. Additionally, the TomTom Traffic Stats data in combination with TomTom's O/D Analysis tool has been used extensively by RTC partners in transportation project development and transportation planning. RTC will continue to purchase TomTom Stats and O/D Analysis data tools to provide up-to-date data and performance metrics for RTC and its partners.



Relationship to Other Work Elements: Transportation Data Study and Data Acquisition

The MPO process is designed to improve transportation policymaking and investment decisions across the MPO region. RTC and member agencies use performance analysis to inform decision-making and monitor progress toward meeting policy goals, which is informed by regional transportation data. The data will support development of the Congestion Management Process and other metropolitan transportation planning uses.

Federal Planning Factors and Data

The following Federal Planning Factors are addressed with the proposed Data tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

FY 2027 Tasks and Products: Transportation Data Study and Data Acquisition

Transportation data products and services to be provided though Cambridge Systematics, a TomTom partner, include Traffic Stats and O/D Analysis.

▪ TomTom Traffic Stats and O/D Analysis products area web based tools utilizing vehicle travel patterns. They provide insights into traffic situations on the road network for select time periods.

▪ RTC staff manages data access and training for partner agencies



3. Transportation Program Coordination and Management

A. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

This element provides for overall coordination and management required of the regional transportation planning program. Ongoing coordination includes holding regular RTC Board and RTAC meetings. It also provides for bistate coordination with Metro and ODOT to address both transportation and land use issues of bistate significance. In addition, this coordination and management work element provides for public participation activities, as well as federal and state transportation planning compliance.



SFY 2027 Funding: Transportation Program Coordination and Management

Revenues			Expenses
Federal CPG	$319,000	RTC	$469,400
Federal STBG	$140,300		
State RTPO	$10,100		
	$469,400		$469,400

Federal Program funds matched by toll credits

A1. Coordination and Management

Regional transportation coordination activities are vital to the success of the regional transportation planning program and relate to all UPWP work elements. The UPWP represents a coordinated program that responds to regional transportation planning needs.

Federal Planning Factors and the Transportation Program Coordination and Management

The following Federal Planning Factors are addressed with the proposed the Transportation Program Coordination and Management tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

SFY 2027 Tasks and Products: Coordination and Management

- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, RTAC, Skamania County Transportation Policy Committee, and Klickitat County Transportation Policy Committee. (Monthly)
- Report to the Board on key transportation issues. These may include Federal Transportation Act implementation, livability, performance measures, legislation and planning regulations, and funding programs. (Monthly)
- Participate on regional and statewide transportation committees and advisory boards, such as the Statewide MPO/RTPO Coordinating Committee, and specific modal plan studies as commissioned by WSDOT and other state agency partners. (Quarterly)
- Coordinate and support efforts for transportation entities, agencies, and jurisdictions. In SFY 2027, RTC anticipates continued coordination with the Washington State Joint Transportation Committee, the Washington State Transportation Commission, and WSDOT on statewide transportation plans as listed on page 8 of this document. RTC staff will also represent RTC's interests when working with organizations such as the Greater Vancouver Chamber of Commerce and the Columbia River Economic Development Council. (Monthly)
- Consult with, communicate with, and outreach to tribes with interests in the three-county region regarding transportation issues. (Ongoing)
- Year 2027 Budget and Indirect Cost Proposal. (Fall 2026)
- Develop the Annual Performance and Expenditure Report. (Fall 2027)
- Work with planning partners in the development of SFY 2028 UPWP. (Spring 2027)
- RTC staff will participate in training opportunities, including transportation webinars and workshops. (As needed)

A2. Bistate Coordination

Coordination with bistate transportation planning partners, including Metro and ODOT. Metro and RTC will continue to implement the bistate Memorandum of Understanding between Metro and RTC, both acting as Metropolitan Planning Organizations in the Portland metropolitan region but in two separate states: Oregon and Washington.

RTC and Metro jointly staff the Bi-State Coordination Committee, which at times has served as the communication forum to address transportation and land use issues of bistate significance. The committee will meet as needed for topical discussions relevant to the committee's charter.



Federal Planning Factors and the Bi-State Coordination Program

The following Federal Planning Factors are addressed with the proposed the Bi-State Coordination Program tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

SFY 2027 Tasks and Products: Bistate Coordination

- Provide leadership and coordination and represent RTC on policy and technical issues at committee meetings within the Portland-Vancouver region, specifically participate in Metro's regional transportation planning process and ODOT's transportation planning activities, including participation at Metro's and ODOT's transportation committees; JPACT, TPAC, and joint MTAC/TPAC meetings (Monthly)
- Continue to address bistate transportation strategies and participate in any bistate transportation studies, such as the Interstate Bridge Replacement (IBR), Columbia Connects study to unlock the potential for equitable development and programs made more difficult by infrastructure barriers, and state and jurisdictional separation in a subdistrict of the region near the Columbia River. (Ongoing)
- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement. There is bistate interest in Portland/Vancouver population and employment forecasts, transportation plans, freight mobility, and priority projects for federal consideration. RTC has particular interest in Metro/ODOT's update to regional mobility corridor policy, tolling, and congestion pricing efforts. There is also bistate interest in rail and marine

modes: BNSF rail lines cross the Columbia River between the two states; and there has been expressed interest in establishing a ferry service on the Columbia and Willamette rivers between Portland and Vancouver. (Ongoing)

A3. Public Participation

The tasks under this sub element include the involvement with and provision of information to all sectors of the public, including the traditionally underserved and underrepresented populations, in development of regional transportation plans, programs, and projects; to incorporate public participation at every stage of the planning process and actively recruit public input and consider public comment during the development of the RTP and TIP. In addition, RTC will conduct public outreach and solicit public participation in the regional transportation planning process, allowing for the earliest public involvement in the transportation planning program.

Federal Planning Factors and the Public Participation Program

The following Federal Planning Factors are addressed with the proposed the Public Participation Program tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.



SFY 2027 Tasks and Products: Public Participation

- Participate in public outreach activities related to regional transportation planning programs and projects to increase public awareness of and provide information on regional and transportation issues. (Ongoing)

- Hold public outreach activities relating to RTC's transportation planning activities, including the RTP and regional TIP, in coordination with outreach events and activities hosted by local jurisdictions, WSDOT Southwest Region, WSDOT Headquarters, and C-TRAN. Also, conduct public participation efforts for special projects and planning studies led by RTC, with outreach tailored to the specific plan or project. (As needed)
- Regularly update RTC's website, providing public access to monthly RTC Board agenda materials, the Board's CVTV coverage, as well as information on planning studies being developed by RTC. The website allows public access to RTC's regularly updated traffic count database, as well as RTC published reports. (Ongoing)
- Review the Public Participation Process for effectiveness and Public Participation Plan to determine when it should be updated. (As needed)
- Media communication through press releases and interviews, as well as through regular updates to RTC's website on significant issues and outcomes relating to the regional transportation planning process. (As needed)
- Respond to requests from various groups, agencies, and organizations to provide information and give presentations on regional transportation topics. Such groups include the C-TRAN Citizens' Advisory Committee, Vancouver's Neighborhood Traffic Safety Alliance, Clark County's Commission on Aging, the Accessible Transportation Coalition Initiative, and Clark Communities Bicycle and Pedestrian Advisory Committee. (Monthly)
- RTC will collaborate with Identity Clark County to publish an annual Transportation Alliance Policy statement to publicize transportation priorities for the region. (Ongoing)
- Maintain a mailing list of interested citizens, stakeholders, agencies, and businesses. (Ongoing)
- Respond to public records requests. (As needed)

A4. Federal Compliance

Tasks under this sub element include conducting consultation, coordination, and collaboration with resource agencies to address environmental considerations in regional transportation planning documents. Consultation may address local and state conservation plans or maps and inventories of natural or historic resources, as available. In addition, through the tasks under this sub element, RTC will comply with federal laws that require development of an RTP, a TIP, a UPWP, a CMP, and certification of the regional transportation planning program.

Federal Planning Factors and the Federal Compliance Program

The following Federal Planning Factors are addressed with the proposed the Federal Compliance Program tasks and products:

- Support the economic vitality of the metropolitan area and
- Promote efficient system management and operation.

SFY 2027 Tasks and Products: Federal Compliance

- Implement the current federal transportation act and monitor new legislative activities as they relate to regional transportation planning requirements. (Ongoing)
- Ensure that required governing documents, Memoranda of Understanding, or Memorandum of Agreement are in place

and are regularly reviewed for currency. Currently MOAs/MOUs are in place among RTC, WSDOT, and C-TRAN (314 Agreement) and between RTC and Metro. (As needed)

- Update MPO self-certification documentation, including a certification statement in the regional TIP to self-certify that the regional transportation planning process meets federal laws. (Yearly)
- Adopt the SFY 2027 UPWP; prepare an annual report on the FY 2026 UPWP; and, if needed, provide amendments to the SFY 2027 UPWP. Monthly UPWP progress reports with elements and subtasks described will be submitted to WSDOT, together with monthly invoices. (As needed)
- RTC will periodically conduct an ADA self-evaluation to identify access barriers and method and timeline to remove identified barriers. (As needed)
- Incorporate recommendations from the 2025 Certification Review into Regional Transportation Plan Amendment. (February 2027)
- Incorporate recommendations from the 2025 Certification Review into Public Participation Plan (Fall 2026)
- Establish internal/external Title VI review process per the 2025 Certification Review (Fall 2026)
- Per 2025 Certification Review RTC needs to include language access statement on its webpage and ensure all public-facing documents are accessible. (Fall 2026)
- Implement Web Content Accessibility Guidelines. Identify areas of noncompliance and provide actionable recommendations to improve accessibility, ensuring that the digital experience is inclusive, usable, and compliant with accessibility standards. (Summer 2026)



Appendix A. Financial Tables

Consultant Assistance on RTC's SFY 2027 Work Elements

During SFY 2027 RTC will engage with qualified, competitively selected consultant(s) to support implementation of RTC's regional transportation planning programs and planned activities. Agreements expected between RTC and other parties related to SFY 2027 UPWP work tasks are included in the following tables. Descriptions of the work tasks are included in their respective UPWP elements. Estimated costs are for SFY 2027 only.

	Work Element	Total RTC Budget for Work Element	Consultant Assistance *(estimate)*	Consultant Assistance - Notes	Consultant(s) Identified or Project Status
I C.	Congestion Management Process	$93,900	$25,000	estimated base amount per year	Quality Counts
I E.	Vancouver Area Smart Trek	$503,700	$212,600	Multi-year Contract	Citizen Engineers/PSU
IH	Regional Signal Timing Plans	$60,000	$55,000	Multi-year Contract	TBD
I J.	Regional Active Transportation Plan	$50,000	$42,500	for 1 year	Kittelson and Associates
I L.	Clark County Regional Freight System Plan	$100,000	$100,000	Multi-year Contract	TBD
I M.	Transportation Futures	$50,000	$50,000	for 1 year	TBD
II A.	Regional Data, Travel Forecasting & Technical Services	$756,862	$35,500	Multi-year Contract	Flow Analytics
II B.	Transportation Data Acquisition	$75,000	$75,000	Multi-year Contract	TomTom
I A-B, I-D, II-A, III-A	On-call consultant assistance - planning assistance to RTC on UPWP work elements may be provided by selected consultants from the On-Call Consultant agreement(s)	Consultant assistance will be authorized on Task Basis			On-Call Transportation Planning Consultant Roster

SFY 2027 Summary of Expenditures by Funding Source

SFY 2027 UPWP - SUMMARY OF PROGRAMS and EXPENDITURE ESTIMATES BY FUNDING SOURCE											
Work Element and Agreement #			Federal CPG	Federal FHWA STBG - UPWP Support	Federal FHWA STBG - Projects	Federal SS4A (FHWA)	Federal Carbon Reduction Program (CRP)	State RTPO	State WSDOT	Local Funds	RTC TOTAL *Estimated* Expenditures
I	REGIONAL TRANSPORTATION PLANNING PROGRAM										
	A	Regional Transportation Plan (GCC 1192)	$516,800	$227,200				$16,200			$760,200
	B	Transportation Improvement Program (GCC 1192)	$295,700	$130,000				$9,400			$435,100
	C	Congestion Management Monitoring (GCC 1192)	$63,800	$28,100				$2,000			$93,900
	D	Active Transportation (GCC 1192)	$61,700	$27,100				$1,900			$90,700
	E	Vancouver Area Smart Trek (GCC 1192)	$342,400	$150,500				$10,800			$503,700
	F	Skamania and Klickitat RTPO (GCC 1192)						$50,000			$50,000
	G	Interstate Bridge Replacement Project (GCB 3482)							$40,000		$40,000
	H	Regional Signal Timing Plans (New GCC)					$60,000				$60,000
	I	Safe Streets and Roads for All - Klickitat and Skamania Counties (SS4A)				$20,000				$5,000	$25,000
	J	Regional Active Transportation Plan (GCC 1236)			$50,000						$50,000
	K	Human Service Transportation Plan (PTD 1136 and GCC 1192)	$12,800	$5,600				$700	$10,000		$29,100
	L	Clark County Freight System Plan (new GCC)			$100,000						$100,000
	M	Transportation Futures								$50,000	$50,000
		Subtotal	**$1,293,200**	**$568,500**	**$150,000**	**$20,000**	**$60,000**	**$91,000**	**$50,000**	**$55,000**	**$2,287,700**
II	DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES										
	A	Regional Data, Travel Forecasting & Technical Services (GCC 1192)	$514,643	$226,200				$16,019			$756,862
	B	Transportation Data Acquisition (GCC 1355)			$75,000						$75,000
		Subtotal	**$514,643**	**$226,200**	**$75,000**			**$16,019**			**$831,862**
III	TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT										
	A	Transportation Program Coordination & Management (GCC 1192)	$319,000	$140,300				$10,100			$469,400
		Subtotal	**$319,000**	**$140,300**				**$10,100**			**$469,400**
		TOTALS	**$2,126,843**	**$935,000**	**$225,000**	**$20,000**	**$60,000**	**$117,119**	**$50,000**	**$55,000**	**$3,588,962**

Notes:

- Minimum local match for CPG, STBG and Work elements IJ, 1L, and IIB show use of 100% federal funds; toll credits are used as the match.
- Transportation planning assistance to RTC on UPWP work elements IA - IE may be provided by on-call consultant(s).

SFY 2027 Expenditures and Revenues by Fund Type

FEDERAL FUNDS

Funding Source	Regional Transportation Planning Program	Data Management, Travel Model Forecasting & Technical Services	Transportation Program Coordination & Management	Total Estimated SFY 2027 Expenditures	New Grant Revenue for SFY 2027	Estimated Carry-Forward from SFY 2026	Total Grant Revenue Available	Est. Carry Forward to SFY 2028
CPG SFY 2027	$1,293,200	$514,643	$319,000	$2,126,843	$1,096,843	$1,030,000	$2,126,843	$0
Local Match: Toll Credits								
FHWA STBG UPWP Support	$568,500	$226,200	$140,300	$935,000	$935,000		$935,000	$0
Local Match: Toll Credits								
FHWA STBG Projects	$150,000	$75,000	$0	$225,000	$175,000	$50,000	$225,000	$0
Local Match: Toll Credits								
FHWA SS4A - S/K (I-I)	$20,000	$0	$0	$260,120	$0	$20,000	$20,000	$0
Local Match 20%	$5,000			$5,000			$5,000	
FHWA CRP-Signal Timing	$60,000	$0	$0	$60,000	$0	$60,000	$60,000	$0
Local Match: Toll Credits								

STATE FUNDS

Funding Source	Regional Transportation Planning Program	Data Management, Travel Model Forecasting & Technical Services	Transportation Program Coordination & Management	Total Estimated SFY 2027 Expenditures	New Grant Revenue for SFY 2027	Estimated Carry-Forward from SFY 2026	Total Grant Revenue Available	Est. Carry Forward to SFY 2028
RTPO	$91,000	$16,019	$10,100	$117,119	$117,119	$0	$117,119	$0
WSDOT IBR	$40,000	$0	$0	$40,000	$0	$40,000	$40,000	$0
WSDOT HSTP	$10,000	$0	$0	$10,000	$0	$10,000	$10,000	$0

LOCAL FUNDS

Funding Source	Regional Transportation Planning Program	Data Management, Travel Model Forecasting & Technical Services	Transportation Program Coordination & Management	Total Estimated SFY 2027 Expenditures	New Grant Revenue for SFY 2027	Estimated Carry-Forward from SFY 2026	Total Grant Revenue Available	Est. Carry Forward to SFY 2028
Local Funds	$55,000	$0	$0	$55,000	$50,000	$5,000	$55,000	$0

SFY 2027 UPWP Funding Agreements

Agreements expected between RTC and other parties are depicted on this table by work element.

Existing Agreements

Agreement #	Work Element(s)
	I-A: Regional Transportation
	I-B: Transportation Improvement Program
	I-C: Congestion Management Process
	I-D: Active Transportation
	I-E: Vancouver Area Smart Trek Program
	I-F: Skamania and Klickitat RTPO
	1-K: Human Service Transportation Plan
	II-A: Regional Data, Travel Forecasting & Technical Services
	III-A: Transportation Program Coordination & Management
GCC 1192	
GCB 3482	I-G: IBR Project
GCB 3851	I-H: Regional Signal Timing Plans
SS4A 693JJ32440278	I-I: Safe Streets and Roads for All-Sk/Kl Counties
GCC 1236	I-J: Regional Active Transportation Plan
PTD 1136	I-K: Human Service Transportation Plan
GCC 1355	II-B: Transportation Data Acquisition

New Agreements

Agreement #	Work Element(s)
GCC XXXX	I-L: Clark County Freight System Plan

Appendix B. Unfunded Planning Activities

RTC is asked to include a list in the UPWP of planning activities that could be undertaken by RTC if additional funding and/or staff were made available to support regional transportation planning activities. These unfunded planning activities include:

REGIONAL PASSENGER RAIL CORRIDOR ASSESSMENT STUDY

Initiate a multi-MPO (RTC, Metro, Cowlitz-Wahkiaukum Council of Governments (CWCOG), and Salem-Keizer Area MPO) planning study to develop long-term action strategies to explore possibilities for passenger rail services to connect major population centers within Cowlitz, Clark, Multnomah, Clackamas, Washington, Marion and Polk counties. The key findings of these efforts will be incorporated into each MPO RTP.

- Cost estimate: $100,000 (scope dependent).

ADVANCED AIR MOBILITY ASSESSMENT

Research advance air mobility and develop action strategies to foster vertiport and vertistop development, ensuring open access and efficient siting. Integrate action strategies into 2029 Regional Transportation Plan Update.

- Cost estimate: $100,000 (scope dependent).

REGIONAL EV STRATEGY

The Regional EV Strategy will assess existing electric vehicle infrastructure and conditions across the region to identify gaps in coverage, accessibility, and reliability. The effort will also review and synthesize relevant policies from local comprehensive plans to understand how current planning frameworks support (or hinder) the expansion of EV infrastructure. Building on this analysis, the strategy will develop clear, actionable recommendations—aligned with regional priorities—that can be integrated into the Regional Transportation Plan to advance a coordinated, equitable, and future-ready EV network.

- Cost estimate: $100,000 (scope dependent).

REGIONAL SAFE ROUTES TO SCHOOL PLAN

Collaborate with agencies and school districts to develop a regional safe route to school (SRTS) plan for Clark County. This plan will create an interactive walking route and dashboard; identify priority sidewalk, pedestrian crossing, and other mobility improvements that would increase safety for those walking, bicycling, and rolling in designated walk zones; and update designated walking routes.

- Cost estimate: $100,000 - $150,000 (scope dependent).

REGIONAL SAFE ROUTES TO SCHOOL TOOL KIT

Collaborate with agencies to develop a regional safe route to school tool kit. The tool kit will include SRTS activities that have been successful in other regions and can be adapted for local use.

- Cost estimate: $50,000 - $75,000 (scope dependent).

REGIONAL ACTIVE TRANSPORTATION SAFETY EDUCATION PROGRAM

Collaborate with agencies and non-profits to develop a regional active transportation safety education program for users of all abilities, with a focus on youth and adults using e-bikes. This program will focus on helping users develop street knowledge (rules of the road/shared use path) to become more confident and capable users while increasing safety.

- Cost estimate: $50,000 (scope dependent).

REGIONAL SMART MOBILITY PLAN

Research the impacts of emerging technologies in the region and develop action strategies to advance transportation innovation to inform the 2029 RTP.

- Cost estimate: $100,000 (scope dependent).

REGIONAL TRAVEL DEMAND MODEL TOOLS

Research and application development for the regional travel demand modeling process. The purpose of this research and application development is to enhance RTC travel demand model tool application for use in countywide and subarea model applications, particularly in the application of dynamic traffic assignment tools.

- Cost estimate: $50,000 (scope dependent).

RESEARCH PARTNERSHIP

Partner with the University Transportation Research and Education Center to study specific topics or provide data analysis of regional interest.

- Cost estimate: $50,000 (scope dependent).

TRANSPORTATION CORRIDOR VISIONING STUDY, PHASE II

The purpose of this study is to identify and assess potential new regional transportation corridors in Clark County to address congestion, safety and mobility concerns, optimizing regional mobility.

- Cost Estimate: $1,000,000 - $1,500,000 (scope dependent).

CLARK COUNTY ACTIVE TRANSPORTATION PLAN

This study would provide Clark County with an update to the 2010 Clark County Bicycle and Pedestrian Master Plan. This would include updating the local active transportation network, policies, project prioritization, and developing a five-year implementation strategy.

- Cost Estimate: ~$200,000 (scope dependent).

72nd AVENUE CORRIDOR PLANNING STUDY

Planning study to evaluate the corridor for future improvements and develop preliminary project designs.

- Cost Estimate: $100,000 (scope dependent).

HIGHWAY 99 SAFETY AND MOBILITY STUDY

Planning study to further evaluate the safety and mobility needs along the Highway 99 corridor. This study will look to engage with the community to identify additional transportation investments to compliment C-TRAN's new Vine service on Highway 99, improve connections to the City of Vancouver's Upper Main Street Project, and further the vision of the Highway 99 Subarea Plan.

- Cost Estimate: $100,000 - $150,000 (scope dependent).

C-TRAN FISHER'S LANDING TRANSIT CENTER TOD MASTER PLAN UPDATE

Fisher's Landing Transit Center (FLTC) Transit-Oriented Development (TOD) Master Plan Update - The study will update and refresh the FLTC TOD Master Plan to current market conditions and prepare the project to proceed into development phases.

- Cost Estimate: $150,000 (scope dependent).

C-TRAN ACCESSIBLE WAYFINDING DESIGN STUDY

The study will engage community stakeholders and incorporate best practices to design and implement Braille, raised lettering, and other assistive wayfinding techniques to improve accessibility of bus stops and stations for blind and low-vision users.

- Cost Estimate: $200,000 (scope dependent).

C-TRAN BUS STOP GUIDELINES UPDATE

Analyses, engagement, and update to C-TRAN Bus Stop Design Guidelines, last updated in 2007. The study will identify and incorporate best practices transit station, stop, and amenity design into a standardized format.

- Cost Estimate: $250,000 (scope dependent).

SALMON CREEK INTERCHANGE PLANNING STUDY

Planning study to evaluate the I-5/I-205 interchange in Clark County for future improvements and develop preliminary project designs.

- Cost Estimate: $300,000 (scope dependent).

SR 503/NE 119TH STREET INTERSECTION PLANNING STUDY

Planning study to evaluate the SR 503/NE 119th Street interchange for future improvements and develop preliminary project designs.

- Cost Estimate: $300,000 (scope dependent).

Appendix C. State, Regional, and Local Agencies' Planning Studies

Federal legislation requires that all regionally significant transportation planning studies to be undertaken in the region are included in the MPO's UPWP regardless of the funding source or agencies conducting the activities. Appendix C provides a description of identified planning studies provided by local, regional and state agencies in Clark County.

BATTLE GROUND

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.

CAMAS

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.
- Downtown Subarea Plan - Study to establish a more detailed vision and action plan for downtown. Scope includes an evaluation of bike/ped safety and traffic analysis of future land use and development scenarios for some specific sites downtown.

CLARK COUNTY

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.
- ADA Plan and incorporation into Transportation System Plan.
- Traffic Safety Management Program and Systemic Safety Improvement Program - The goal of the project is to create a functional, sustainable, and actionable safety program that aligns with WSDOT's Highway Safety Improvement Program (HSIP), Target Zero, and the US DOT Safe Systems Approach principles, which will position the County to secure and implement safety funding effectively.

C-TRAN

- Transit Development Plan - Annual update to C-TRAN's 6-year mid-term planning document, identifying upcoming capital projects and service improvements.
- C-TRAN 2045: Long-Range Transit Plan - C-TRAN will complete a comprehensive update to its long-range plan in collaboration with the public and wit regional partners. The update will develop a funding and implementation plan for prioritized implementation of service and capital improvement project delivery through 2045.
- Service Performance and Design Standards - Analysis and update of C-TRAN's existing standards for service design and performance management of Fixed-Route, Microtransit, and Paratransit. The study will update and identify new metrics and best practices for how C-TRAN designs and changes new services, measures effectiveness of existing services, and analyzes Title VI and environmental justice impacts.
- Bus Stop Guidelines Update - Analyses, engagement, and update to C-TRAN Bus Stop Design Guidelines, last updated in 2007. The study will identify and incorporate best practices transit station, stop, and amenity design into a standardized format.
- Accessible Wayfinding Design Study - The study will engage community stakeholders and incorporate best practices to design and implement Braille, raised lettering, and other assistive wayfinding techniques to improve accessibility of bus stops and stations for blind and low-vision users.
- Fisher's Landing Transit Center (FLTC) Transit-Oriented Development (TOD) Master Plan Update - The study will update and refresh the FLTC TOD Master Plan to current

market conditions and prepare the project to proceed into development phases.

LA CENTER

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.

RIDGEFIELD

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.
- Ridgefield I-5 South Connection Study - Planning study to complete an alternatives analysis and select a preferred alternative for the Ridgefield/I-5 South Connector Project at the I-5/219th junction. The benefit is to provide a second main access point to the city to relieve congestion at the main entrance to Ridgefield on Exit 14/Pioneer Street.
- South 35th Avenue Extension Alternatives Analysis - This project intends to provide a new connection between NW 259th Street and Pioneer Street. During this project the City of Ridgefield and its consultant team are engaging the community to evaluate concepts that will improve local travel reliability and connectivity within the study area and provide a new connection from South 10th Way in the Gee Creek Plateau to Pioneer Street to replace the only existing connection, Bertsinger Road, which is functionally obsolete.

VANCOUVER

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.
- NE 86th/ 87th Safety and Mobility Project - Evaluate corridors for potential Complete Streets investments and improvement in alignment with planned pavement work between Fourth Plain Blvd and Mill Plain Blvd.
- NE 72nd Avenue Safety and Mobility - Evaluate corridors for potential Complete Streets investments and improvement in alignment with planned pavement work between NE 78th Street and NE 40th Street.
- NE 97th/98th Safety and Mobility - Evaluate corridors for potential Complete Streets investments and improvement in alignment with planned pavement work between Mill Plain Blvd and Burton Road.
- Citywide Electrification Strategy - Study the ownership models and feasibility of building out a public charging network. Develop a 3-year Planning Strategy for advancing electric charging for public use in Vancouver.
- City of Vancouver Wayfinding Plan - Evaluate existing wayfinding assets in downtown Vancouver, documenting wayfinding needs/requirements of user segments and/or downtown stakeholder groups, identifying wayfinding best practices that are applicable to downtown Vancouver, providing recommendations and strategic actions the City can take to improve wayfinding, and delivering a phased implementation plan that helps the City sequence wayfinding investments and actions.

WASHOUGAL

- Comprehensive Plan update, including the Transportation Capital Facilities Plan, the Transportation Element, and the plan's corresponding elements.

WASHINGTON STATE DEPARTMENT OF TRANSPORTAION

- Cascadia High-Speed Rail and I-5 Master Plan – Develop master plan for high-speed rail in Washington and develop master plan for the I-5 Corridor.

Appendix D. Metro's 2026-2027 Unified Planning Work Program

As the Metropolitan Planning Organization for the Oregon portion of the Portland-Vancouver Metropolitan Area, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration, and the Federal Transit Administration. The UPWP is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30).

Metro's UPWP includes:

- planning priorities for the region
- projects of regional significance: description, objectives, previous work, methodology, products expected, responsible entities, costs, funding sources and schedules
- transportation planning, programs, projects, research and modeling: participating entities, tasks and products for the coming year along with costs, funding sources and schedules.

Metro's 2026-2027 Unified Planning Work Program can be found here.

About Metro

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

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

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

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EXHIBIT B TO RESOLUTION NO. 26-5559

2026 Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet the requirements of federal planning rules as defined in Title 23 of U.S. Code Part 450 Subpart C and Title 49 of U.S. Code Part 613 Subpart A, the Oregon Transportation Planning Rule, which implements Statewide Planning Goal 12, and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with and supports the region's land use plans and meets federal and state planning requirements.

Metro is governed by an elected regional council, in accordance with a charter approved by the voters in 1979. The Metro Council is comprised of representatives from six districts and a Council President elected regionwide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro, including MPO administration.

2. Geographic Scope

The Metropolitan Planning Area (MPA) boundary establishes the area in which the Metropolitan Planning Organization conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan, the Metropolitan Transportation Improvement Program for capital improvements identified for a four-year construction period, a Unified Planning Work Program, a congestion management process, and conformity to the state implementation plan for air quality for transportation related emissions.

The MPA is established by the governor and individual Metropolitan Planning Organizations within the state, in accordance with federal metropolitan planning regulations, and updated following each federal census. The MPA boundary must encompass the existing urbanized area and the contiguous areas expected to be urbanized within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary. The boundary may be expanded to encompass the entire metropolitan statistical area or combined as defined by the federal Office of Management and Budget.

The current MPA boundary was updated and approved by the Governor of Oregon in March 2025 following the 2020 census. The updated boundary extends into Marion County along the Interstate-5/Highway 99E Corridor to the communities of Aurora and Hubbard. Metro has coordinated this expansion with the Oregon Department of Transportation (ODOT) and the affected local jurisdictions.

3. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro

Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

While MPAC serves in a policy advisory role to the Council under Metro's charter, JPACT is a full partner with the Council in jointly acting as the MPO policy board. Under this format, agreement of both the Council and JPACT is required when making policy decisions as the MPO.

Joint Policy Advisory Committee on Transportation

JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that will be either elected officials or principal staff representatives from Clark County, the City of Vancouver, the Washington Department of Transportation, the Southwest Washington Regional Transportation Council and C-TRAN. Together, JPACT and the Metro Council serve as the MPO board for the region in a partnership that requires joint action on all MPO decisions.

All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration until both bodies have reached agreement on a decision. Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

To ensure ongoing bi-state coordination, JPACT also includes representation from board members of the Southwest Washington Regional Transportation Council (SWRTC), our sister MPO covering the Clark County portion of the greater Portland-Vancouver metropolitan region (see reference above to the three JPACT seats from the State of Washington). JPACT and the Metro Council are also represented on the SWRTC's policy board. Both policy boards are supported by technical advisory committees that also include bi-state membership and representation.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with facilitating regional dialogue, reviewing bistate transportation issues, and collaborating with stakeholders from Washington and Oregon. The committee's charter and bylaws identify land use, economic development, and transportation as issues to be addressed. There are six committee members from Clark County and seven from the Oregon portion of the metropolitan area.

Metro Policy Advisory Committee

MPAC was established by the Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management
- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the Regional Transportation Plan is developed to meet Federal transportation planning guidelines, the Oregon Transportation Planning Rule, and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation, land use, and environmental concerns.

4. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

An annual, coordinated Unified Planning Work Program (UPWP) is adopted jointly by Metro as the MPO for the Oregon portion of the metropolitan area and the SWRTC for the Clark County portion of the greater bi-state region. It is a federally required document that serves as a tool for coordinating all federally funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of each planning program or project, including the major transportation planning tasks and milestones and a summary of the amount and source of state and federal funds to be used for planning activities. Some regionally or locally funded planning projects are also included in the UPWP when they related to other, federally-funded work or are of a scale that has regional implications.

The UPWP is developed by Metro and the SWRTC with input from local governments, TriMet, C-Tran, ODOT, WSDOT, Port of Portland, FHWA and FTA, including a formal consultation meeting with state and federal agencies. Additionally, Metro conducts its annual self-certification process for demonstrating the region's compliance with applicable federal transportation planning requirements as part of the UPWP adoption process.

b. Regional Transportation Plan (RTP)

The RTP must be prepared and updated every 5 years and cover a minimum 20-year planning horizon from the date of adoption. The RTP was last adopted in November 2023. The RTP is the

primary tool for implementing federal, state and regional policy and identifies transportation projects that are eligible for federal funding.

Elements of the RTP

The long-range transportation plan must include the following:

- Current and projected **travel demand**
- Identification of **existing and proposed transportation facilities** (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A description of the **performance measures and performance targets** used in assessing the performance of the transportation system and how their development was coordinated with state and public transportation providers.
- A **system performance report** and subsequent updates evaluating the condition and performance of the transportation system and how the plan making progress toward adopted transportation system the performance targets.
- **Consideration of federal planning factors and the results of the congestion management process**.
- A discussion of types of **potential environmental mitigation activities** and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- A **financial plan** that demonstrates how the adopted transportation plan can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and recommends any additional financing strategies for needed projects and programs in the plan.
- **Operational and management strategies** to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- **Capital investment and other strategies** to preserve the existing and proposed future regional transportation infrastructure and provide for multimodal capacity that supports regional goals and policies and addresses regional priorities and needs.
- Proposed **transportation and transit enhancement activities**

c. Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing and monitoring progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding for all regionally significant projects in the metropolitan area. Additionally, the program administers the allocation of urban Surface Transportation Block Grant Program (STBG), Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funding through the regional flexible fund process. Projects are allocated funding based upon technical and policy considerations that weigh the ability of individual projects to implement federal, state, regional and local goals. Funding for projects in the program are constrained by expected revenue as defined in the Financial Plan.

The 2024-27 MTIP was adopted in July 2023 and was incorporated into the 2024-27 STIP. Amendments to the MTIP and development of the 2027-30 MTIP are included as part of the Metropolitan Transportation Improvement Program work program.

The 2024-27 metropolitan TIP includes the following required elements:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented.
- Descriptions of each project in the TIP.
- Programming of funds in year of expenditure dollars.
- Documentation of how the TIP meets other federal requirements such as addressing the federal planning factors and making progress toward adopted transportation system performance targets.
- The MTIP also includes publication of the annual list of obligated projects. The most recent publication was provided in December 2025. All prior year obligation reports are available on the Metro website.

In FY 2025-26, Metro reached several major milestones for the MTIP program. In July 2025, the 2028-30 Regional Flexible Fund Allocation (RFFA) process concluded with JPACT and the Metro Council approving a package of transportation investments totaling $141.6 million for Step 1 program funds and ten Step 2 capital projects across the region, as well as a new major project bond totaling $88.5 million. Progress on the 2027-30 MTIP Update continued, with Metro staff coordinating with staff from ODOT, TriMet and SMART on project lists and proposed programming, and preparing for a 30-day public comment period. Staff have transitioned to the new Project Tracker data management system for monthly MTIP amendment reporting to TPAC, JPACT and the Metro Council, and the Project Tracker public site is expected to launch in spring 2026, making the MTIP database open for agency partners and community members to look up project information online. JPACT and the Metro Council approved a formal amendment to the 2024-27 MTIP that totaled close to $2 billion in approved funding for the Interstate Bridge Replacement Program (IBR Program), authorizing funding for the first of more than two dozen potential construction packages planned for the IBR Program. The Federal Fiscal Year 2025 Obligation Report is complete and available on the Metro web site.

Looking ahead to FY 2026-27, JPACT and the Metro Council are anticipated to adopt the 2027-30 MTIP in July 2026 to forward to the Governor for inclusion in the STIP. Staff anticipate commencing work on the next Regional Flexible Funding Allocation in early 2027 and developing the Program Direction for the 31-33 RFFA process. Metro staff will work with ODOT and local agency project staff to administer a new technical assistance program for the RFFA Step 2 Projects. Metro staff will also continue to develop the new RFFA Step 1 Bond program in collaboration with staff from TriMet, City of Portland, Clackamas County, and Multnomah County, which have funded projects. Staff will continue to process MTIP formal amendments and administrative adjustments consistent with STIP/MTIP change management procedures, including amendments for the region's mega projects such as the IBR Program.

d. **Congestion Management Process** (CMP)

Federal regulations require MPOs in urbanized areas with a population greater than 200,000 – called Transportation Management Associations (TMAs) – to develop and implement a Congestion Management Process (CMP). The CMP is a systematic, regionally-accepted process that identifies congestion, monitors system performance and reliability, and recommends multimodal strategies, such as operational improvements, travel demand management, transit improvements and additional system capacity – with additional highway capacity considered

after other strategies and a determination that these other strategies cannot fully address the identified congestion.

Adopted in Chapter 3 of the RTP, Metro implements the CMP in coordination with SWRTC, local governments, ODOT, TriMet, SMART, and C-TRAN. Implementation includes a coordinated program of data collection and system performance monitoring that is used to develop CMP products, such as the online Atlas of Mobility Corridors and federally-required System Performance Reports. These products incorporate the most recent data and analysis for designated multimodal mobility corridors and identify effective congestion management strategies for congested corridors. The CMP supports implementation of the 2040 Growth Concept and safety, mobility, and air quality policies in Chapter 3 of the RTP, complements other performance measures and targets contained in Chapter 2 of the RTP, and informs project priorities in the RTP and the Metropolitan Transportation Improvement Program (MTIP).

The table below summarizes key elements of Metro's CMP. The 2028 RTP update will include a review of the region's CMP, preparation of a CMP Monitoring and System Performance Report and an update to the online atlas of mobility corridors and RTP Mobility Corridors Investment Strategies to reflect current CMP data and strategies proposed for implementation for each corridor. Refer to 2023 RTP Appendix L- Federal Performance-Based Planning and Congestion Management Processes for more information about the CMP and data used to support the process.

Key Elements of the Region's Congestion Management Process (CMP)

Regional Congestion Management Process	Associated RTP/MTIP Activities
Develop congestion management objectives and policies	RTP Goals and Objectives (Chapter 2), RTP Policies (Chapter 3)
Define geographic area and network of interest	RTP (Appendix L – Figures 3 and 4)
Establish multimodal performance measures	RTP Performance Measures and Targets (Chapter 2), RTP Federal Performance Measures and Targets (Appendix L)
Collect data and monitor system performance	RTP Existing Conditions (Chapter 4), ODOT Traffic Performance Report (2020),[1] Mobility Corridor Atlas (to be updated in 2026), Metro and ODOT Federal Performance Monitoring Reports (Baseline, 2-year and 4-year reports), RTP Appendix I Throughway travel speed reliability performance analysis
Analyze congestion problems and needs	RTP Existing Conditions (Chapter 4), ODOT Traffic Performance Report (2020), RTC CMP Monitoring Report (2025), RTP

[1] ODOT, "Portland Region 2020 Traffic Performance Report." (December 2021). Available on-line at https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=ATMS

Regional Congestion Management Process	Associated RTP/MTIP Activities
	Performance Evaluation (Chapter 7), RTP Appendix I Throughway travel speed reliability performance analysis
Identify and evaluate effectiveness of strategies	RTP Investment Priorities (Chapter 6), RTP Performance Evaluation (Chapter 7), RTP (Appendix F – Environmental Analysis and Potential Mitigation Strategies), RTP (Appendix J – Climate Smart Strategy Implementation and Monitoring), RTP Appendix V (future corridor refinement planning), area studies, local transportation system plans, ODOT facility plans
Implement selected strategies and manage transportation system	MTIP, Metro, local jurisdictions, ODOT, TriMet, SMART, TransPort, Regional Transportation Functional Plan, RTP (Chapter 8)
Monitor strategy effectiveness	Scheduled RTP updates, CMAQ Performance Plan, RTP (Appendix J – Climate Smart Strategy Implementation and Monitoring), RTC CMP Monitoring Report (2025), Metro CMP Monitoring Report, Metro and ODOT Federal Performance Monitoring Reports (Baseline, 2-year and 4-year reports)

e. **Air Quality**

The Air Quality Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) for the Portland metropolitan area address state and federal regulations and coordinates with other air quality initiatives in the region.

While the region is no longer an active Maintenance Area for Ozone precursors or Carbon Monoxide (CO) and therefore is not required to complete air quality conformity analysis and findings for those pollutants for each RTP and MTIP update, the region is still required to comply with the State Implementation Plan (SIP) requirements that were developed and adopted in response to previously being out of compliance for those pollutants. The SIP requirements still in effect include the Transportation Control Measures (TCMs) adopted within the Ozone and CO SIPs.

Metro completed its time-bound TCMs in 2018 and awaits the delivery of one bicycle infrastructure project. Most immediately relevant is the SIP requirement to annually monitor the region's motor vehicle miles traveled (VMT) per capita and if the rate increases significantly, implement spending and planning requirements. Specifically, if the region reaches 20.5 VMT per capita threshold for two consecutive years, the region is to investigate the cause and propose remedies to reduce the VMT per capita rate. If the VMT per capita rate increases to 21.5 VMT per capita for two successive years, mandatory spending increases on programs that help reduce VMT would be instituted, potentially redirecting funds from other projects. To date, Metro continues to monitor the region's VMT per capita and as of the most recent available data year (2023), the region remains under the SIP identified thresholds.

Metro also has an agreement with the Oregon Department of Environmental Quality to cooperate on monitoring and analyzing emissions for all of the federal criteria pollutants and for other emissions known to impact human health as a part of the transportation planning and

programming process. To do so, Metro keeps its transportation emissions model current to federal guidelines.

5. Planning Factors

Federal requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, the ten planning factors defined in federal law. These planning factors are:

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the **safety** of the transportation system for motorized and non-motorized users;
3. Increase the **security** of the transportation system for motorized and non-motorized users;
4. Increase the **accessibility and mobility** of people and freight;
5. Protect and enhance the **environment,** promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight;
7. Promote efficient **system management and operation**;
8. Emphasize the **preservation** of the existing transportation system;
9. Improving transportation system r**esiliency and reliability** and reduce or mitigate the stormwater impacts of surface transportation; and
10. Enhancing **travel and tourism**.

Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
1. Support Economic Vitality	• All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as centers, industrial areas and intermodal facilities. • The Regional Flexible Fund Allocation (RFFA) process of awarding STBG/CMAQ funding evaluates and rates all project applications relative to performance in implementing economic vitality goals. • The MTIP process includes coordination with ODOT and transit agencies that has those agencies articulate how their funding allocation decisions considered the five RTP investment priority goals, including economic vitality. • Coordinate with ODOT allocations to support their Transportation Plan Goal 3 of Economic Vitality for all investments, and includes a specific project funding program, the Immediate Opportunity Fund, that supports local development projects which demonstrate job growth. • 2018 Regional Transit Strategy (RTS) and 2023 High Capacity Transit (HCT) Strategy and Regional Rail Futures Study are designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • The Community Connector Transit Study underway is exploring how more flexible solutions could help more people access industrial job centers that are difficult to serve with transit today. • An initiative of the Regional Travel Options Commute Program, *Get There Portland Metro* helps area employers solve their employee's transportation challenges by connecting them to commute options, such as walking, biking, carpooling, vanpooling, and using public transit. • The Regional Vanpool Strategy is establishing a strategic regional approach and action plan to take advantage of a three-year ODOT contract for vanpool subsidies, services and reporting and to ensure long-term success of vanpool programs and on-going subsidies after the ODOT contract expires. • HCT improvements identified in the 2023 High Capacity Transit Strategy for major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors. The Regional Rail Futures Study identified where freight rail infrastructure could provide opportunities to connect more people to job centers along both HCT and inter-city corridors either through shared facilities nearer-term or transferred right-of-way longer-term. • Additionally, the Cascadia High Speed Rail improvement identified in the RTP would connect regional centers to unlock economic opportunity across states (Seattle, WA) and countries (Vancouver, BC). • The 2025 Regional Freight Strategy provides a coordinated vision and approach for enhancing freight and goods movement and prioritizing freight investments based on clear priorities. • Metro maintains and utilizes the Economic Value Atlas tool to provide data and analysis to better align planning and public investments to strengthen the regional economy and support implementation of the Comprehensive Economic Development Strategy.

Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
2. Increase Safety	• The 2023 RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified in the RTP and in the 2018 Regional Safety Strategy as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040-growth management strategy). • Metro's Community Quick-build and Demonstration Projects Guide supports community and jurisdictional partners to quickly install and test treatments that have been demonstrated to improve safety and mobility, especially for people walking and bicycling. • Safe and complete streets resources for community and jurisdictional partners, including data, analysis and guides, are available at oregonmetro.gov/what-metro-does/transportation/safe-streets-all. • The Regional Flexible Fund Allocation (RFFA) process of awarding STBG/CMAQ funding evaluates and rates all project applications relative to performance in implementing safety goals. • Public Transportation Agency Safety Plan performance measures for all agencies are incorporated into the RTP. • The MTIP process includes coordination with ODOT and transit agencies that has those agencies articulate how their funding allocation decisions considered the five RTP investment priority goals, including safety. • All Metro allocation-funded projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. • Metro's Safe Routes to School programs and grantmaking provide education and encouragement activities to help children and caregivers travel safely to and from school using these modes. SRTS programs can increase physical activity, reduce congestion, boost academic performance, improve health, and provide affordable travel options for families. • Coordinate with ODOT All Roads Transportation Safety funding program select projects with proven safety elements to address high crash sites/corridors. • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations. Sidewalk completion, ADA accessibility and crossing location are also keys elements of the RTS for transit stop improvement planning more broadly.
3. Increase Security	• The 2023 RTP calls for implementing investments to increase system monitoring for operations, management, and security of the regional mobility corridor system. • Coordinate with ODOT on implementation of their Transportation Plan Goal 5 of Safety and Security. • Looking to incorporate recommendations from the Regional Emergency Transportation Routes phase 2 project and any follow-up studies into funding programs. • TriMet has updated its approach and investments in public safety and security utilizing recommendations from its Transit Public Safety Advisory Committee to address racial justice issues.

Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
	• System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.
4. Increase Accessibility and Mobility	• The 2023 RTP policies aim to increase accessibility and mobility to centers, employment and industrial areas and other essential destinations with a balanced and complete multi-modal transportation system. The policies aim to protect freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. • The MTIP program places a heavy emphasis on non-auto modes to improve multi-modal accessibility and mobility in the region. • The MTIP also reports on how each agency expending federal transportation funds is progressing on their ADA Implementation Plans with the programmed funds, and is programming a large portion of ODOT's revenues into ADA curb ramp and pedestrian signal actuation retrofit work. • The Regional Travel Options Program's community trips focus provides activities and grantmaking to support for residents and families for trips outside of work and school – such as essential destinations like healthcare as well as recreational trips to parks or social activities. Examples of programming to support these trips comes in the form of community walking and rolling events or campaigns, trip and route planning to-and-from key destinations, and increasing access to active transportation investments with outreach, engagement, and supportive infrastructure. • The planned HCT improvements in the region will provide increased accessibility and mobility to the most congested corridors and centers. • Planned Regional Rail, HCT and CCT improvements provide mobility options to persons traditionally underserved by the transportation system. For CCT in particular that includes planning service to reach destinations (e.g., parks, industrial areas, suburban neighborhoods, areas at the regional edge) that have been difficult to serve with traditional transit to further increase accessibility.
5. Protect Environment and Quality of Life	• The 2023 RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The 2023 RTP policies aim minimize the impact on the built and natural environment and reduce emissions. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The MTIP implements the Transportation Control Measures (TCMs) of the air quality SIP for CO and Ozone related emissions. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement), Carbon Reduction (CRP), and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP and other regional sources to enhance endangered salmon and steelhead passage.

Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
	• High capacity transit improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • High-Speed Rail, Regional Rail and HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers. CCT also supports this by connecting more people to the HCT network. • Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • 2023 RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues.
6. System Integration and Connectivity	• The 2023 RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The 2023 RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The 2023 RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The 2023 RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region. • Projects funded through the MTIP must be consistent with regional street design guidelines and the RTP that has resolved system integration and connectivity issues. • Freight improvements are evaluated according to resolving potential conflicts with other modes. • The Regional TDM Strategy—a topical plan of the RTP—is defining regional policies and strategies to advance TDM in coordination with partners and through Metro's Regional Travel Options (RTO) program, which provides funding and coordination for TDM efforts for the region. In addition, the Regional TDM Strategy identifies new and updated regional performance measures to assess impact and progress toward RTP goals and objectives. • A key element of the RTS is coordinating the pedestrian, bicycle and transit networks to support convenient and comfortable access. Planned High-speed Rail, Regional Rail and HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations. CCT improvements also stress this modal integration and with mobility hubs goes further to focus on wayfinding and information to help support seamless transitions between transit modes as well as active transportation modes. • The regional Transportation System Management and Operations (TSMO) program coordinates planning and operational agreements between agencies for TSMO

Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
	activities across the region, consistent with the TSMO Strategic Plan and the region's adopted ITS Architecture plan. • The Regional Travel Options (RTO) program plans for and supports delivery of transportation demand management services from a system user trip perspective across multiple modes and jurisdictions. • The Regional Transportation Demand Management (TDM) Strategy—a topical plan of the RTP—is defining regional policies and strategies to advance TDM in coordination with partners and through Metro's Regional Travel Options (RTO) program, which provides funding and coordination for TDM efforts for the region. In addition, the Regional TDM Strategy identifies new and updated regional performance measures to assess impact and progress toward RTP goals and objectives.
7. Efficient Management & Operations	• The 2023 RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed 2018 RTP projects include many system management improvements along regional corridors. • The 2023 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. • The Regional Travel Options (RTO) and Transportation System Management and Operations (TSMO) programs are funded through Metro allocations. • Transportation Demand Management (TDM) encompasses a range of programs and strategies aimed at influencing travel behavior, specifically reducing the demand for driving alone and encouraging the use of more sustainable, efficient, and shared modes of transportation. Metro encourages TDM-supportive design and infrastructure to make choosing travel options practical, safe, comfortable and attractive. These amenities are outside of the design of the streetscape itself (i.e. sidewalks, bike lanes, transit stops) and instead focuses on enhancing the experience for travel options users. • Transportation System Management and Operations strategies provide money-saving, multimodal solutions that relieve congestion, optimize infrastructure investments, provide safer operations and reduce carbon dioxide emissions. • ODOT also provides funding support to TDM and TSMO programs. • TriMet and SMART both operate TDM and Employer commute reduction programs. • Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines. CCT shuttles is another layer of feeder service that was identified based on where there are gaps in existing and planned bus service to again avoid redundancy. The study also considered where micromobility or TDM strategies like transportation wallets could provide better solutions than connector service. • The Regional Rail Futures Study identified where there may be opportunities to use existing freight rail infrastructure to provide additional passenger rail connections, promoting efficient use of the system.
8. System Preservation	• 2023 RTP projects include major roadway preservation projects.

Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
	• The 2023 RTP financial plan includes a comprehensive summary of current and anticipated operations and maintenance costs for roadway and transit systems. • Reconstruction projects that provide long-term maintenance are identified as a funding priority. • The ODOT Fix-It program and TriMet and SMART Preventive Maintenance programs that fund system preservation are two of the largest investment areas in the MTIP. Further, the RTP includes Transit Asset Management performance measures applicable to all transit agencies to support a state of good repair. • The Regional Rail Futures Study goes further to identify where the region should pursue opportunities to acquire rail right-of-way and infrastructure to preserve the system for new use in the future.
9. Resilience, Reliability and Stormwater Mitigation	• The 2023 RTP includes specific system resilience and reliability policies aimed at promoting predictable system management and operation needed to meet broader RTP outcomes, such as economic vitality and transportation equity. • The 2023 RTP includes resilience, green infrastructure and stormwater management policies that shaped the projects and programs in the plan. • Street design best practices for implementing the 2023 RTP stormwater policies were published in the Designing Livable Streets and Trails guidelines (2024). • Projects funded through the MTIP must be adopted as part of the 2023 RTP and thereby found to be consistent with RTP policies for resiliency and reliability through systems analysis of proposed RTP investments. • MTIP coordination with ODOT's efforts to incorporate resilience into the Fix-It funding program including the effects of climate change on asset management approach to their maintenance projects. • HCT projects defined in the 2023 RTP are part of a regional reliability strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments. High-speed Rail and Regional Rail corridors are another arm of this strategy to provide potential travel alternatives on inter-regional emergency transportation routes. • Projects funded through the MTIP must be designed consistent with regional street design policy for stormwater management in the 2023 RTP and the 2024 Livable Streets guidelines that implement the policy. • .The Regional Emergency Transportation Routes Phase 2 project (identified in Chapter 8 of the 2023 RTP) has prioritized and tiered the routes in the RTP which helps reaffirm the importance of funding resilience projects to help emergency responders to save lives in the immediate aftermath of a disaster (e.g. earthquake, flood, ice storm, wildfire, heat wave, etc.) • Metro's Cooling Corridors study provides strategies, recommendations and tools to address extreme heat and build community resilience in the region.
10. Enhanced Travel and Tourism	• The 2023 RTP includes specific system management policies aimed at promoting economic vitality, including travel and tourism as key components of the regional economy. • 2023 RTP projects were evaluated for consistency with regional policies as part of plan adoption.

Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
	• Projects funded through the MTIP must be adopted as part of the 2023 RTP and thereby found to be consistent with RTP policies for promoting economic vitality, including enhancing travel and tourism. • HCT projects defined in the 2023 RTP are part of a regional economic vitality strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments. CCT investments can also support recreational tourism like the Columbia Gorge Express bus and Washington Park shuttle do today. • Further, the Cascadia High-speed Rail investment identified in the RTP is a key element of supporting travel and tourism inter-regionally. By decreasing current travel times and increasing reliability, the project is expected to catalyze economic vitality in the greater Portland region.

* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

6. <u>Federal Transportation Performance Management Reporting</u>

Metropolitan planning organizations (MPOs) must establish and use a performance-based approach to transportation decision making and development of transportation plans and TIPs to support the national goal areas:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

To meet federal Transportation Performance Management (TPM) requirements established by MAP-21 and the FAST Act, Meto prepares and submits a **Mid-Performance Period and Full Performance Period Reports** to ODOT. These reports track progress toward national goals in the following areas::

- Safety (roadway)
- Pavement and Bridge Condition on the National Highway System

- System Performance on the National Highway System
- Freight Movement on the Interstate System
- Transit Asset Management
- Transit Safety

These reports ensure transparency and accountability in how federal resources are invested. The data informs updates to the Regional Transportation Plan and the Metropolitan Transportation Improvement Program, helping prioritize projects that align with regional and national goals.

Metro develops performance targets in collaboration with ODOT, TriMet, SMART, Portland Streetcar, C-TRAN, and regional advisory committees (TPAC and RTAC). These targets are formally adopted by JPACT and Metro Council in Appendix L of the RTP. Local transit agencies establish annual targets within their Public Transportation Agency Safety Plans (PTASPs) and report them to Metro and ODOT to satisfy federal requirements. Together these measures and targets support the region's Congestion Management Process and are considered alongside a broader set of performance measures and targets in the RTP.

Metro's next performance report is due to ODOT on Oct. 1, 2026 for the performance period of 2022-2025. The report will inform the 2028 RTP Update and next MTIP cycle.

7. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include people who have not historically been involved in the planning process, including communities that have been left out of decision-making and disproportionately impacted by decisions, groups involved not only in the transportation sector but also public health, healthcare, housing, food, and education, as well as the business community and other governmental agencies. Effective public involvement will result in meaningful opportunities for the public to participate in the planning process.

Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials and address the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Metro's public involvement practices follow the agency's Public Engagement Guide (formerly the Public Involvement Policy for Transportation Planning). Metro's public involvement policies establish consistent procedures to ensure all people have reasonable opportunities to be engaged in planning and policy process. Procedures include outreach to communities underserved by transportation projects, public notices and opportunities for comment. The policies also include nondiscrimination standards that Metro, its subcontractors and all local governments must meet when developing or implementing projects that receive funding through Metro. When appropriate, Metro follows specific federal and state direction, such as those associated with the National Environmental Policy Act and Oregon Department of Land Conservation and Development rules, on engagement and notice and comment practices.

Metro last updated its public engagement guide in 2024, including new practices and approaches to inclusive engagement.

Title VI – Title VI of the Civil Rights Act of 1964 - Metro is federally mandated to uphold Title VI of the Civil Rights Act of 1964. The Title VI program works to continuously improve practices and processes to ensure that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color, national origin, sex, age or disability in any of Metro's programs and activities.

Staffing and reporting structure aligns with federal best practices. A Metro Deputy Chief Operating Officer has been appointed as the agency's "Title VI Designated Official" who is responsible for ensuring and overseeing Title VI and related statutes compliance efforts. They are a primary point of contact for matters related to Title VI including resolving corrective actions. Additionally, they report to the Chief Operating Officer, who is the head of the agency, allowing for quick resolutions and efficient communication. In 2025, Metro hired a Title VI Coordinator/Specialist who is a designee and works in collaboration with senior leadership and the Title VI Designated Official to ensure effective Title VI compliance efforts.

Metro's Title VI Program is ongoing. Its activities include receiving, and reporting discrimination complaints against Metro and its subrecipients, conducting focused public involvement efforts enhancing Metro's transportation plans and programs, providing language resources, including translation of vital documents, ensuring language assistance guidance and available training for staff to assist and engage with persons with limited English proficiency.

The most recent Title VI Plan was submitted to ODOT and FHWA in October 2025 and remains in effect for a three-year period. The content of the Title VI Plan closely follows US DOT's Title VI Program Implementation Plan checklist including detailing Metro's both a non-discrimination policy statement, signed standard assurances, staffing, data collection, training, and complaint procedures. In September 2024, Metro submitted its updated Limited English Proficiency Plan and updated Title VI Program to FTA, also in effect for three-year periods. The most recent Title VI Annual Compliance Report for ODOT, covering a 12-month period from July 1, 2024 through June 30, 2025 was accepted by ODOT on October 1, 2025. The next annual report will be due Oct. 1, 2026, covering July 1, 2025 to June 30, 2026

8. Disadvantaged Business Enterprise

On October 3, 2025, the US Department of Transportation issued an Interim Final Rule making significant changes to the Disadvantaged Business Enterprise (DBE). The rule has been published in the *Federal Register* and is effective immediately. ODOT and all subrecipients of federal transportation funding subject to the DBE Program are required to comply.
ODOT has stated that the DBE program values have not changed, the way ODOT seeks to achieve them will need to shift given these new federal requirements. ODOT is actively reviewing the directions and assessing the options.
Metro submitted an updated DBE policy on April 1, 2025. Metro's policy does not contain any DBE contract goals. Metro will continue to monitor ODOT's DBE website and make updates to Metro's policy as needed.

9. Americans with Disabilities Act

Metro continually monitors and assesses its programs, activities, services, and facilities to improve accessibility. Metro works to modify existing processes and procedures to exceed the minimum

accessibility standards set by the Americans with Disabilities Act[3] (ADA). Metro has policies and vendor contracts to provide program modifications to accommodate the needs of individuals with disabilities and does not charge additional fees to people requesting program modifications due to their disability.

The ADA Self-Evaluation and Transition Plan (SETP) of the Metropolitan Planning Organization's services, policies, and practices identifies barriers and describes the methods to remove the barriers, along with specified timelines to continue compliance with Section 504 of the Rehabilitation Act[4] of 1973 and Title II of the ADA of 1990, and other applicable laws. The 2023 SETP established a schedule to improve its services, policies, and practices and to complete architectural barrier removal activities. The Plan is reviewed and reported annually, and the remaining self-evaluation and transition plan elements are scheduled through the fiscal year 2026/2027.

The SETP activities are implemented and monitored on an ongoing basis to ensure compliance with the regulations. Metro's Accessibility Program team ensures that systems are in place for a coordinated approach to accessibility. The program's goals are to eliminate policy and programmatic barriers for people with disabilities. Program staff engage in the following activities to achieve these goals:

- Work with leadership to convene, inform, and engage staff on organizational processes that impact accessibility.
- Conduct self-evaluation and transition plan activities.
- Build organizational understanding and implement accessibility best practices in policy, programs (community engagement, customer service, and communications), and capital planning.
- Create opportunities for staff to build capacity and understanding of Title II policies to ensure compliance with ADA, including training.
- Coordinate and monitor Metro's compliance with state and federal laws, regulations, and guidelines prohibiting discrimination against persons with disabilities.
- Investigate and manage complaints alleging discrimination.
- Monitoring and reporting activities include tracking the previous year's activities and efforts annually, including accomplishments and program changes, organizational structure or personnel changes, and accessibility-related goals and objectives for the coming year.

10. Lobbying

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system and will file the Disclosure of Lobbying Activities form pursuant to 31 USC 1352. A Metro employee outside of the Planning, Development & Research Department and MPO staff does provide support to local elected officials who communicate regional priorities for updates to federal transportation policy and project funding to members of Congress (and potentially federal staff in the future). No federal funds are used to support these activities.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.26-5559, FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2026-27 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: May 4, 2026 Prepared by: John Mermin, john.mermin@oregonmetro.gov

Department: Planning
Meeting Date: May 21, 2026

ISSUE STATEMENT
The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds (and other regionally significant planning efforts).

ACTION REQUESTED
Staff will be seeking Approval of the 2026-2027 UPWP at the May 21 JPACT and Council meetings.

IDENTIFIED POLICY OUTCOMES
The near-term investment strategy contained in the 2023 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on five key outcomes:

- Equity
- Safety
- Mobility
- Economy
- Climate

The planning activities within the UPWP are consistent with 2023 RTP policies and intend to help the region achieve these outcomes.

POLICY QUESTION(S)
Does the UPWP adequately correlate to the 2023 RTP Policy outcomes (described above) within the UPWP project descriptions?

POLICY OPTIONS FOR COUNCIL TO CONSIDER
None recommended for this action.

STAFF RECOMMENDATIONS
Approve Resolution No. 26-5559 adopting a UPWP for the Fiscal Year 2026-27 and certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION
How does this advance Metro's racial equity goals?
The UPWP contains Metro's Title VI and Civil Rights work plan which is basis for the agency's equity work.

How does this advance Metro's climate action goals?
UPWP contains Metro's Climate Smart / Carbon Reduction work program as well as related activities that implement Metro's Climate Smart Strategy.

Community Feedback
Draft versions of the UPWP were made available to the public through
Metro's website and through presentations to Metro's advisory committees, including the community representatives at TPAC, the Metro Council and opportunities to participate in the federal and state consultation meeting.

Legal Antecedents
This resolution adopts a UPWP for the Portland Metropolitan area, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 420 and title 49, of the Code of Federal Regulations, Part 13. This resolution also certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.

Anticipated Effects
Approval means that grants can be submitted and contracts executed so work can commence on July 1, 2026 in accordance with established Metro priorities.

Financial Implications
Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

BACKGROUND
What the UPWP Is
The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to

be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of the transportation planning activities, the relationships between them, and budget summaries displaying the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, the Oregon Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). It helps ensure efficient use of federal planning funds. The UPWP may be amended periodically as projects change or new projects emerge.

What the UPWP Is not
The UPWP is not a regional policy making document and does not make any funding allocations. Instead, the UPWP reflects decisions already made by JPACT, the Metro Council and/or the state legislature on funding and policy. The UPWP does not include construction, design or preliminary engineering projects. It only includes regionally significant planning projects (primarily those that will be receiving federal funds) for the upcoming fiscal year.

UPWP Adoption process
The Draft UPWP was sent out to Federal and State reviewers (and TPAC) on January 29, 2026. The required Federal and State consultation was held on March 5. Edits were made to reflect input from the consultation and TPAC. At its April 3 meeting, TPAC unanimously recommended adoption of the UPWP. JPACT discussed the UPWP at its April 16 meeting.

Staff will ask for adoption (by consent) at the May 21 JPACT and Council meetings. Staff will transmit the adopted UPWP to Federal & State partners as soon as possible following adoption. This allows time for the IGA to be signed by Metro's COO prior to June 30, allowing for federal funding to continue flowing into the region without delay.

Annual Self-Certification
As an MPO, Metro must annually undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements, as a prerequisite to receiving federal funds. The annual self-certification is processed in tandem with the Unified Planning Work Program (UPWP) and documents that Metro has met those requirements. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Federal Transportation Performance Measurement
- Public Involvement
- Title VI
- Disadvantaged Business Enterprise (DBE)

- Americans with Disabilities Act (ADA)
- Lobbying

Each of these areas is discussed in Exhibit B to Resolution No. 26-5559

Additionally, every four years, Metro undergoes a quadrennial certification review (with the Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) to ensure compliance with federal transportation planning requirements. The most recent quadrennial certification review occurred on February 4, 2025.

ATTACHMENTS
None

- Is legislation required for Council action? X☐ **Yes** ☐ No
- If yes, is draft legislation attached? X☐ **Yes** ☐ No

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Metro

Agenda #: 4.2

File #: COM 26-1089 **Agenda Date:**5/21/2026

Resolution No. 26-5564 For the Purpose of Accepting the Findings and Recommendations in the Regional Emergency Transportation Routes Update Phase Two Report

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JPACT Worksheet

Agenda Item Title: Resolution No. 26-5564 For the Purpose of Accepting the Findings and Recommendations in the Regional Emergency Transportation Routes Update Phase Two Report

Presenters: John Mermin, Metro

Contact for this worksheet/presentation: john.mermin@oregonmetro.gov

Purpose/Objective
Ask for action (by consent) to accept the project findings of the Regional Emergency Transportation Routes (RETR) Phase 2 project by approving Resolution No. 26-5564

Outcome
JPACT approves Resolution No. 26-5564.

What has changed since JPACT last considered this issue/item?
JPACT received a memo with draft legislative materials and a project update during the Comments from the Chair at the April 16 meeting. Nothing has changed since then.

What packet material do you plan to include?

- Resolution No. 26-5564
- Exhibit A to Resolution No. 26-5564 – RETRs for the metropolitan planning area (MPA) boundary
- Exhibit B to Resolution No. 26-5564 – RETRs for the five-county Portland-Vancouver region
- Exhibit C to Resolution No. 26-5564 – RETR Project Phase 2 Report
- Staff Report to Resolution No. 26-5564

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE FINDINGS AND RECOMMENDATIONS IN THE REGIONAL EMERGENCY TRANSPORTATION ROUTES UPDATE PHASE TWO REPORT	)))))	RESOLUTION NO. 26-5564 Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Acting Council President Duncan Hwang

WHEREAS, our region's infrastructure systems need to be resilient and prepared for multiple natural hazards, which include earthquakes, extreme heat, wildfires, landslides, floods, severe weather and volcanic events, and the increasing impacts of climate change; and

WHEREAS, emergency management planning will help mitigate the risks these hazards pose to the public health and safety of communities and the region's economic prosperity; and

WHEREAS, research and experience demonstrate that climate change and natural hazards have a disproportionately impact on marginalized communities, including Black, Indigenous and people of color (BIPOC), people with limited English proficiency, people with low income, youth, seniors, and people with disabilities, who typically have fewer resources and more exposure to environmental hazards, and are, therefore, the most vulnerable to displacement, adverse health effects, job loss, property damage and other effects; and

WHEREAS the Regional Disaster Preparedness Organization (RDPO) was created by intergovernmental agreement in 2015 as a partnership of government agencies, non-governmental organizations, and private-sector stakeholders in the Portland-Vancouver metropolitan region collaborating to build upon and unify various regional preparedness efforts and increase the region's resilience to disasters; and

WHEREAS, as a member of the RDPO Metro plays an important role in transportation and emergency management planning related to regional functions, such as data and mapping, disaster debris management and emergency transportation route designations to improve disaster response coordination and help reduce loss of life, injury and property damage during disasters; and

WHEREAS, the Regional Emergency Transportation Routes (ETR) Phase 1 project was completed from 2019 to 2021 as a joint planning effort between the Regional Disaster Preparedness Organization (RDPO) and Metro, and updated the regional emergency network and recommended a Phase 2 to prioritize the routes; and

WHEREAS, the 2023 Regional Transportation Plan (RTP) identified the need for the Phase 2 project to be completed prior to the 2028 RTP to support future planning, policy-making and investment related to regional emergency management, transportation recovery and resiliency; and

WHEREAS, Regional ETRs were first designated within the Metro jurisdictional boundary in 1996 by the Regional Emergency Management Group (REMG) at the recommendation of the Regional Emergency Transportation Route Task Force facilitated by Metro, as priority routes targeted for rapid damage assessment and debris removal during a major regional emergency or disaster and used to transport emergency resources and materials, including first responders (e.g., police, fire and emergency medical services), essential supplies, debris, equipment, patients and personnel; and

WHEREAS, the Phase 2 project work group, a multi-disciplinary team of local, regional, and state emergency management, transportation planning, engineering, operations and public works staff from 17 agencies within the five counties, supported the Phase 2 planning effort; and

WHEREAS, the geographic scope of the planning effort was the five-county Portland-Vancouver metropolitan area, including Clark County in the state of Washington, and Columbia, Clackamas, Multnomah and Washington counties in the state of Oregon; and

WHEREAS, RDPO and Metro staff coordinated and consulted with cities, counties and agencies throughout the process to develop a prioritization methodology through a series of three technical workshops held between March and November 2025; and

WHEREAS, RDPO and Metro staff coordinated and consulted with representatives from 18 community-based organizations to gather input on how the project can be responsive to the needs of vulnerable populations through a series of three workshops held between April and October 2025; and

WHEREAS, the Regional ETRs Phase 2 Report identifies a prioritized network of 3 tiers of Regional ETRs, and summarizes key policy considerations and recommendations for future planning work; and

WHEREAS, the updated Regional ETR network incorporates changes recommended in the Resiliency Assessment Plan for the Clark County region; and

WHEREAS, the prioritization methodology considered route proximity to critical infrastructure and essential facilities of state and regional importance, population centers, isolated populations, and areas with high concentrations of vulnerable populations; and

WHEREAS, Phase 2 identified the need for more localized planning and improved communication infrastructure to address the unique challenges of serving rural communities that are likely to be isolated during a regional disaster; and

WHEREAS, the report was developed in collaboration with the project work group and reflects input from regional committees and elected bodies, such as the Transportation Policy Alternatives Committee (TPAC), the Regional Transportation Advisory Committee (RTAC), the County Coordinating Committees, Southwest Washington Regional Transportation Council (SW RTC), the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council, and the RDPO Policy Committee and work groups, including the RDPO emergency management work group and the RDPO public works work group; and

WHEREAS, by accepting the report and prioritized routes, the Metro Council hereby recognizes all routes designated in the report are of state and regional importance during an emergency; and

WHEREAS, by accepting the report and updated routes, the Metro Council further recognizes the value in using the findings and recommendations in this report to inform future phases of work and ongoing local, regional and state efforts to improve the region's resilience and to develop funding strategies to make these routes more resilient; now therefore,

BE IT RESOLVED THAT:

1. The Metro Council hereby accepts:

    a. the updated Regional ETR map for the metropolitan planning area (MPA) boundary, as shown in the attached Exhibit A;

b. the updated Regional ETRs for the five-county Portland-Vancouver region, as shown in the attached Exhibit B; and

c. the findings and recommendations in the Regional ETRs Phase 2 Report, as shown in the attached Exhibit C.

2. The Metro Council hereby directs staff to use the updated Regional ETR maps, data, and report to inform planning, policy and investment priorities in the 2028 Regional Transportation Plan update and ongoing efforts to improve the region's resilience and to develop funding strategies to make these routes more resilient.

ADOPTED by the Metro Council this 21st day of May, 2026.

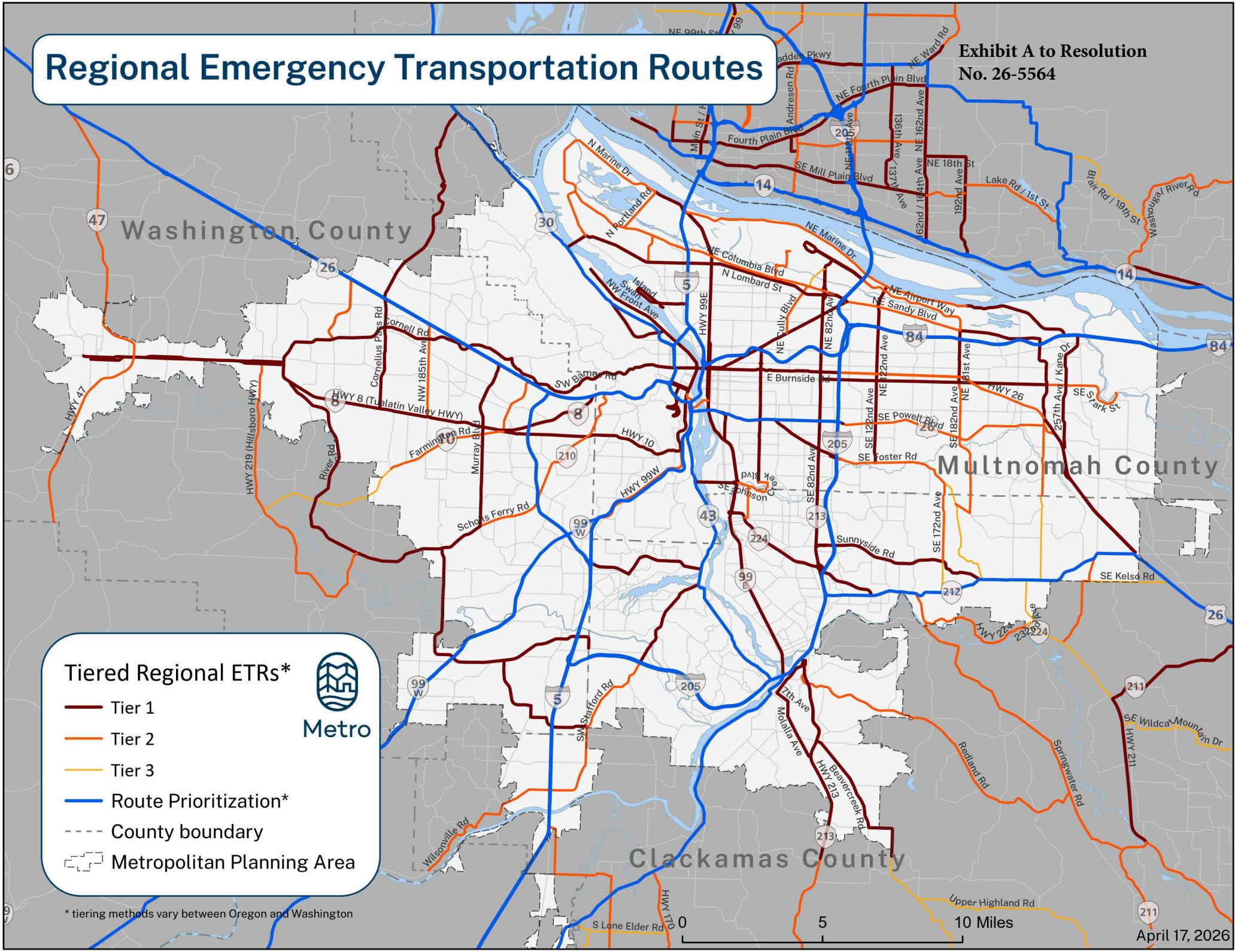
Duncan Hwang, Acting Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Regional Emergency Transportation Routes

Exhibit A to Resolution No. 26-5564



Regional Emergency Transportation Routes

Exhibit B to Resolution No. 26-5564

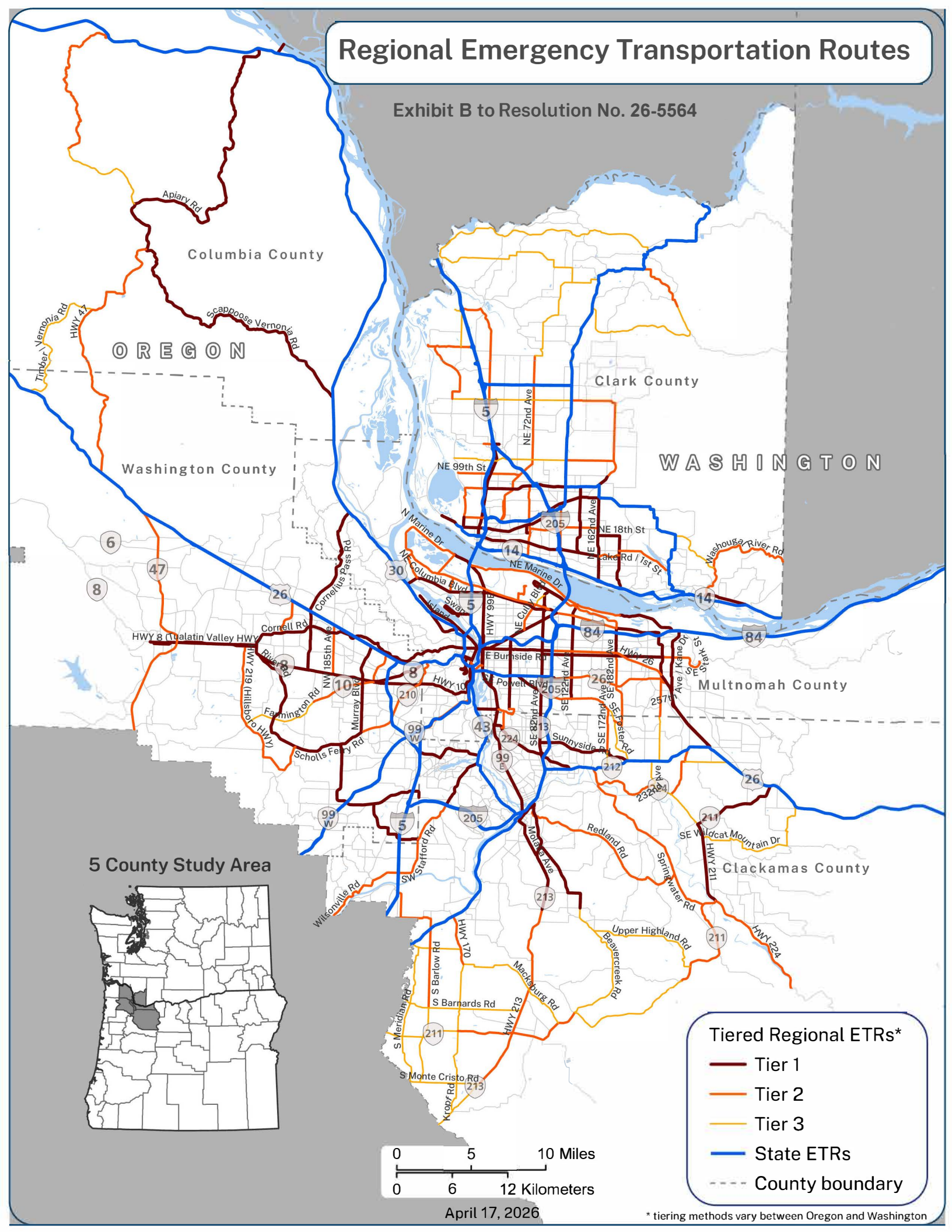


Exhibit C to Resolution No. 26-5564

Regional Emergency Transportation Routes Phase 2

Final Report

Prepared for:
Regional Disaster Preparedness Organization **May 4, 2026**
Metro

Fehr & Peers

Table of Contents

Acknowledgements .....

Executive Summary ..... **ES 1**

1. Introduction **1**

1.1 Why Now? 1

1.2 Process and Timeline 2

1.3 Key Outcomes 2

2. Background and History **3**

2.1 Phase 1 Groundwork 3

3. Key Engagements **5**

3.1 Project Work Group 5

3.2 Workshops 5

3.3 Other Engagements 6

4. Project Approach **7**

4.1 Best Practices Review 7

4.2 Data Preparation 8

4.3 Establish Evaluation Criteria 9

4.4 Prioritization Methodology Refinement 10

4.5 Results Review Workshop 12

4.6 Primary vs Alternate ETRs 13

4.7 RETRs in Clark County, Washington 13

5. Final Tiered RETRs **15**

6. Recommendations for Applications and Future Work **17**

6.1 Transition Phase 1 Recommendations to Phase 2 17

6.2 Phase 2 Recommendations (ongoing applications) 20

6.3 Phase 2 Recommendations (near-term future work) 38

6.4 Phase 2 Recommendations (long-term future work) 41

7. Conclusion **43**

8. Definitions **44**

9. Acronyms **47**

10. References **49**

Appendices

Appendix A. Best Practices Memorandum

Appendix B. Tiering Methodology and Stakeholder Summary Memorandum

Appendix C. GIS Technical Methods

Appendix D. Bridge Table

Appendix E. Table of Route Tier Changes made following final (11/12/25) technical workshop

Appendix F. SW RTC Methodology and Maps

Appendix G. Additional Maps

List of Figures

Figure 1. Steps for RETR Phase 2 2

Figure 2. Final RETR Prioritization Methodology. 12

Figure 3. Tiered Regional Transportation Routes network 16

Figure 4. Planning Framework 20

List of Tables

Table 1. Initial Evaluation Criteria 10

Table 2. Phase 2 Recommendations for RETR Application and Future Work 19

Table 3. Potential Funding Opportunities 36

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Executive Summary

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1. Introduction

From 2019 to 2021, the Regional Disaster Preparedness Organization (RDPO) and Metro completed Phase 1 of the Regional Emergency Transportation Routes (RETR) project. Phase 1 updated the network of RETRs across the five-county Portland-Vancouver metropolitan area (Clackamas, Columbia, Multnomah, and Washington counties in Oregon, and Clark County in Washington), created a comprehensive geospatial dataset, and identified 10 recommendations for future work, leading to Phase 2.

Regional Emergency Transportation Routes are travel routes that would be prioritized for rapid damage assessment and debris-removal during a major regional disaster. These routes would be used to move people, emergency personnel and resources such as first responders (e.g., police, fire and emergency medical services), patients, debris, fuel, and other essential supplies. They are intended to bridge agency boundaries and prioritize access to major regional resources.

Following Phase 1, Phase 2 of the RETR project began in 2024 and ended in 2026. This report presents the results of Phase 2 conducted by the RDPO in partnership with Metro to build on the foundational work of Phase 1 and advance a coordinated, regionwide effort to strengthen emergency response and resilience. Phase 2 focused on developing a RETR tiering framework that includes a prioritization methodology to better support emergency response, long-range planning, and capital investment—particularly in the face of increasing climate-driven hazards as well as for large-scale regional emergencies such as the possibility of a Cascadia Subduction Zone (CSZ) level seismic event. This work was funded by the U.S. Department of Homeland Security Urban Areas Security Initiative (UASI) grant program.

1.1 Why Now?

The region's infrastructure systems must be resilient and able to withstand multiple hazards, from earthquakes and wildfires to the increasing impacts of climate change, including extreme heat, landslides, and flooding. Building on the Phase 1 updates to the RETRs, the region is experiencing renewed momentum to integrate emergency preparedness and response considerations into long-range planning efforts.

1.2 Process and Timeline

The second phase of the RETR project included four key steps shown in Figure 1.

Figure 1. Steps for RETR Phase 2



1.3 Key Outcomes

The final outcomes from Phase 2 are:

- **Multi-disciplinary and multi-jurisdictional coordination and collaboration** of partners in the Portland-Vancouver metropolitan area across emergency management, transportation planning, engineering, operations, ports, transit, public works, hospitals, fire, and law enforcement.
- **A tiered RETR network** as a result of a framework for tiering the RETR network and a prioritization methodology that aims for adequate connectivity to critical infrastructure and essential facilities, incorporates expert feedback provided by partners in the region, and considers equity and access for vulnerable communities.
- **A comprehensive Geographic Information System (GIS) database and an online RETR map** to support future planning.
- **Recommendations to increase RETR integration into local, regional, and state plans** and considerations for investment decisions.
- **Additional recommendations for future work** to support ongoing local, regional, and state efforts to improve regional resilience and emergency preparedness.

2. Background and History

The RETR network has evolved since its initial designation in 1996 by the Regional Emergency Management Group (REMG), the predecessor to the RDPO, and subsequent update in 2006. Phase 1 of the RETR project (2019-21), funded by the Urban Areas Security Initiative (UASI) grant, allowed the RDPO and Metro to update regional ETRs (RETRs) and conduct research by the Portland State University (PSU) Transportation Research Education Center (TREC) and local consultant teams.

RDPO and Metro undertook Phase 1 to update the RETR network because the region had gained new knowledge about a potential Cascadia Subduction Zone (CSZ) earthquake, invested in new seismic resilience of some roads and bridges within the region, and established additional emergency planning efforts, further defining the needs of emergency transportation routes. In addition, the region experienced significant growth along with the advancement of new technology, data, and mapping applications.

The 2021 RETR update included elements such as the Oregon Department of Geology and Mineral Industries (DOGAMI) Enhanced Earthquake Impact Analysis (2018-2020) and more recent planning work by the City of Portland, the counties, and the Oregon Department of Transportation (ODOT) to evaluate seismic risks along state-designated seismic lifeline routes (SSLRs) located in Oregon. The project also accounted for seismic updates to infrastructure within the region since 2006, such as the seismically resilient Sellwood and Tilikum Crossing bridges.

Phase 1 modernized the network by incorporating new seismic research, updated hazard analyses, infrastructure investments, and demographic changes. It also highlighted three critical needs that Phase 2 directly addressed: prioritizing RETRs, improving consideration of vulnerable populations, and partially formalizing a consistent update cycle.

Phase 1 materials, including large-format maps and a RETR Update technical report with more information about RETR history, can be found on the RDPO website.

2.1 Phase 1 Groundwork

Phase 1 and its subsequent updates established an initial dataset of critical facilities, hazard impacts, and regional demographics within an online RETR map that could be distributed to emergency managers and transportation planners throughout the region. Phase 1 established several recommendations to develop future phases of the project, with the following recommendations incorporated into Phase 2:

- Prioritize or tier the RETRs;
- Better address vulnerable populations; and
- Formalize the RETRs and agree to a plan for consistent updates.

2.1.1 Prioritize or tier the RETRs

Following Phase 1, the highest priority next step was to prioritize or tier the 192 Phase 1 RETR segments. The reason for prioritization in Phase 2 was to provide operational distinctions between different RETRs for real-world event response and to support capital investment planning for key seismic and natural hazard resilience routes. Phase 2 of the project was established to develop an initial methodology for prioritizing and tiering routes, working with owners and operators of these roadways, and communicating with elected and local officials who will be core players in endorsing the recommended tiering for future investment and operational planning.

2.1.2 Better address vulnerable populations

In Phase 1, the term 'vulnerable populations' was used to describe communities with challenges accessing or utilizing the transportation system (related to age, income, race, ethnicity, language, disability, or mobility) that are often exacerbated during an emergency. Phase 1 analyzed where RETRs intersect with higher concentrations of vulnerable communities to understand the equity implications of the routes. Phase 2 anticipated incorporating the results of Metro's Social Vulnerability Tool (SVT) project (2020-22) that was still in progress when Phase 1 ended. The SVT looks at national and available local data to identify people in the region who are most likely to experience barriers to services and programs before, during and after disasters. Understanding where vulnerable populations are located relative to RETRs allows for early input from community leaders to better understand and prepare for disasters, open lines of clear communication, and allow for better refinement to a tiered RETR network.

2.1.3 Formalize the RETRs and agree to a plan for consistent updates

Phase 1 recommended that RETRs be updated at a minimum of a 10-year cycle. These types of updates help reflect the current state of infrastructure resilience, identified hazard risks, ever-changing populations, emergency resources, and changes in the transportation network. Regional partners, the RDPO, the Southwest Washington Regional Transportation Council (RTC), and Metro were anticipated to conduct shorter five-year updates to capture changes in GIS layers, such as updated infrastructure, new critical facilities, and updates to social vulnerability data. Phase 2 aimed to establish a process for regular updates of the RETR network and formalize a tiering framework.

3. Key Engagements

Partners received information and provided input throughout this project in three main ways: a Project Work Group (PWG), technical workshops, and workshops with community-based organizations (CBO). All meetings were virtual except for the final technical workshop which was offered as a hybrid meeting. Throughout the project, these partners provided critical feedback and input to the methodology, tiering decisions, and final outcomes. They also brought a wide range of backgrounds that ensured the project captured local knowledge and discipline-specific considerations. A summary of engagements is below, and more details on each meeting and outcomes are available in Appendix B.

3.1 Project Work Group

The PWG was a mix of transportation and emergency management planners and engineers. This group met quarterly for a total of six meetings throughout the project and provided technical feedback and project decision-making to guide the project's methods and outcomes. Below lists the meetings and their discussions and outcomes.

- **PWG #1:** Met in December 2024 to talk about project scope, timeline, and outcomes.
- **PWG #2:** Met in April 2025 and discussed how to structure the prioritization framework, such as criteria weighting based on location and road characteristics, establishing criteria that automatically qualified a route for a higher tier, and confirming guidelines for how to approach the tiering levels.
- **PWG #3:** Met in June 2025 and proposed updates to the prioritization framework in conjunction with a draft RETR map showing initial tiering provided by the initial framework. The group also discussed weighted criteria, as opposed to having all criteria count for equal points.
- **PWG #4:** Met in September 2025 to discuss the refined map and updates to the prioritization framework. This session formalized the final prioritization framework and scoring steps.
- **PWG #5:** Met in December 2025 to review the feedback received throughout the technical and CBO workshops, share final suggested updates to the overall RETR network, and gather input on direction for policy and planning recommendation.
- **PWG #6:** Met in March 2025 to review the final report and recommendations for the project.

3.2 Workshops

The project management team facilitated three technical workshops that brought together a broader list of partners including transportation and emergency management planners and engineers, first responders, and public works staff from counties, cities, and special

districts in the five-county region. This technical group provided subject-matter expertise and knowledge to shape the methodology and outcomes. A list of the agencies represented at the workshops can be found in Appendix B.

- **Tech Workshop #1:** Held in March 2025 and collected information about critical infrastructure and key outcomes to shape the first draft of the technical methodology.
- **Tech Workshop #2:** Held in June 2025 and solicited feedback on the first draft of prioritized routes and the draft tiering methodology.
- **Tech Workshop #3:** Held in November 2025 as a hybrid meeting at Metro Regional Center and reviewed the tiered routes and provided detailed feedback by county on the routes and any suggested changes in the tiering.

Metro's Public Engagement staff facilitated three workshops with community-based organizations to share and discuss four Metro projects, including the RETR project, focused on disaster preparedness and community resiliency. Nineteen local community leaders from a diverse group of organizations participated, including Adelante Mujeres, Centro Cultural, the Ethiopian and Eritrean Cultural Center, NW Family Services, Unite Oregon, Oregon Foodbank, Trash for Peace, Upstream Access, Familias en Accion, Community Pulse Association, Oregon Chinese Coalition, Meals on Wheels, Living Islands, Outsider Inn, El Programa Hispano Catolico, Slavic Community Center of NW, the African Youth and Community Organization, and Todos Juntos. Key takeaways included the need for effective communication channels with public agencies, a desire for community centers and resilience hubs, and discussions about frequent extreme weather events, such as snow, ice, heat, etc.

3.3 Other Engagements

Throughout the project, the project management team also met with and emailed agency partners to discuss specific needs and concerns as they arose. The Metro and RDPO project managers routinely provided project updates and briefings to their respective discipline-specific work groups and governance committees. More details can be found in Appendix B.

4. Project Approach

Phase 2 developed a tiering framework that established a prioritization methodology. This methodology was then applied to the RETR network established in Phase 1 of the project, delivering a network of RETRs grouped into three tiers. No new routes were added to this phase, though a few small edits were made to correct minor errors.

Key components in the tiering framework included:

- Researching best practices across the country
- Preparing data for analysis, including reviewing and updating Phase 1 data and splitting longer segments into more equal lengths for the tiering analysis
- Establishing prioritization methodology, including scoring criteria
- Refining the methodology based on partner feedback of criteria and sensitivity testing
- Refining the final tiering results based on local agency knowledge

4.1 Best Practices Review

The consulting team conducted desk research on emergency route prioritization frameworks for agencies across the United States, with a focus on statewide or metropolitan area applications. While few documented processes for creating and prioritizing emergency routes were found, they reviewed seven plans from Oregon, Washington, and Texas.

This review highlighted several common themes for prioritizing routes:

- Ensuring life safety and connectivity of vital emergency resources. Life safety was measured by access to infrastructure such as hospitals, fire stations, and emergency supplies.
- Connectivity included clear routes between hospitals, evacuation centers, military bases, and public facilities (such as schools) that could be used as shelters or serve as meeting points during disasters.
- Clearing high volume, high connectivity routes first, then moving on to routes that provided access to fewer resources.
- Some agencies highlighted the need to ensure access to vulnerable groups, although the definition of who qualifies as a vulnerable group was not well-defined.

These aspects were brought into the tiering framework for RETRs:

- Followed a quantitative format, similar to the one established in Houston-Galveston

- Defined a starting set of common emergency response priorities, such as highway, hospital, and public works facilities access, which was then presented to the work groups for discussion and refinement.

Partners could then help determine how to implement this tiering methodology within the greater Portland region to best serve local communities and disaster response organizations. More details on the documents reviewed can be found Appendix A.

4.2 Data Preparation

Data preparation involved reviewing and updating datasets from Phase 1, addressing identified data gaps, and preparing the underlying RETR route datasets for application of the methodology.

The consulting team and Metro's GIS team coordinated to review Phase 1 data. This included census data on demographics, hazard data, and points of interest such as hospitals, public works facilities, and fire stations. While most data from Phase 1 was identified as not requiring updates, the following was revised or otherwise flagged:

- While census demographic data was used in Phase 1, Metro has since developed a Social Vulnerability Explorer through the Social Vulnerability Tools (SVT) project. The SVT identified communities in the five-county region that experience barriers to emergency services and programs before, during, and after disasters. As the SVT outputs are more tailored to the region than a national dataset, this information was used instead of raw census data.
- State, regional, county, and community infrastructure were expected to have had minor updates over the last few years but not significantly enough to affect the RETRs. However, partner agencies were asked to confirm the location of key facilities.
- In Phase 1, the hospital data layer included locations of other medical facilities in addition to hospitals (e.g., urgent care facilities). As the Phase 2 criteria only included acute care hospitals as priority locations, this dataset was reviewed and updated accordingly.
- Bridges and bridge vulnerability, which had previously been studied by ODOT in partnership with four Oregon counties that designated them as "Vulnerable", "Potentially Vulnerable", and "Not Vulnerable" While this data was ultimately not used in the final prioritization methodology, it is still available in the metadata.

Some data cleaning was performed to better compare the data across different jurisdictions. As the RETR network had already been established in Phase 1, no major edits were made to the base network. During the analysis, some of the longest RETR segments were broken into smaller segments at key roadway crossings, which allowed for more

nuanced scoring, and therefore tiering, along longer roadways. See Appendix C GIS Technical Methods for more details.

4.3 Establish Evaluation Criteria

Using the best practices review and early PWG input, evaluation criteria were established with 13 criteria in four categories (see Table 1). Each RETR segment received points based on roadway characteristics and proximity to key points of interest (POI) using a Euclidean buffer. POIs were chosen focusing on locations deemed critical to facilitate response operations immediately after a disaster. Buffer distances were decided based on the distribution of the POIs, meaning POIs that had multiple locations across the five-county region had smaller buffers while those with fewer locations had larger buffers. For example, fire stations had smaller buffers than regional trauma centers. Buffer distances were tested for each criterion to ensure they were not too large (where too many routes would meet the criteria making it an ineffective measure) or too small (where very few routes would meet the criteria resulting in disconnected higher tiered routes).

Routes initially received a maximum of 11 points and were broken into three categories (High, Medium, and Low) using natural breaks in the total. Eventually High, Medium, and Low correlated with Tiers 1, 2, and 3 (ranging from higher priority to lower priority).

Table 1. Initial Evaluation Criteria

Category	Criteria	Buffer Distance	Points
Lifesaving/ Sustaining	Hospitals	2 Miles	1
	Police Stations	1 Mile	1
	Fire Stations	1 Mile	1
Connectivity	Connection to State Seismic Lifeline Routes	NA	1
	Principal Arterials and Highways	NA	1
	Minor Arterials	NA	1
	Bridges*	NA	-1
Public Works and Resources	Public Works Facilities	2 Miles	1
	Fueling Centers	2 Miles	1
	Water Treatment and Distribution Sites	2 Miles	1
Other Key Destinations	Airports	2 Miles	1
	Debris Management Sites	2 Miles	1
	Emergency Operations Centers (EOC)	2 Miles	1

Source: Fehr & Peers.
*Note: After discussion with partners, Bridges were removed as a criterion in the final evaluation. The project team acknowledged their importance by compiling a table that includes basic information about them, e.g. owner, bridge type, condition, vulnerability, RETR tier. This table can inform the next RTP update and help bridge owners advocate for future funding. – see Appendix D.

4.4 Prioritization Methodology Refinement

The outcomes of the quantitative evaluation were shared in a PWG #3 meeting, Technical Workshop #2, and CBO Workshop #2. Partners discussed what they thought was missing from the methodology and provided guidance on how to refine and add to the process. Key input incorporated into the next iteration of a prioritization methodology included:

- **The need to distribute a more grid-like system of Tier 1 routes** between rural and urban areas more equally. Because the qualitative evaluation was based on proximity to POIs and rural areas naturally had fewer POIs, RETRs in more rural areas skewed towards lower tiers.
- **Removing bridges** as a criterion due to their seismic vulnerability and load capacity constraints, as well as the complexity in how partners view the presence of a bridge along an RETR as a positive or negative characteristic. Each bridge has a different ability to withstand loads, therefore bridge information should still be

presented as a supplement to the methodology, although not as a contributing factor. See Appendix D for a summary table of bridges located on RETRs.

- **Ensuring connectivity for vulnerable populations**, but not as a quantitative scoring system to prioritize vulnerable communities because equity data is often aggregated and may not provide nuanced enough information for emergency response (e.g., susceptibility to power outages).
- **Considering population density**, though there was debate on whether the densest or least dense communities should be prioritized. As noted, dense areas tend to be prioritized because they have more points of interest (POIs); less dense areas have fewer people but can more easily be isolated by a single roadway failure.
- **Maintaining tiering consistency along corridors** (i.e., do not have corridors with segments that oscillate between tiers).
- **Certain POIs are high priority** and must have a Tier 1 route to access regardless of how the routes initially are tiered. These locations were narrowed down to hospitals and Portland International Airport.

The second iteration of the prioritization methodology updated the qualitative evaluation, incorporated key feedback above, and added three additional steps after scoring of the routes:

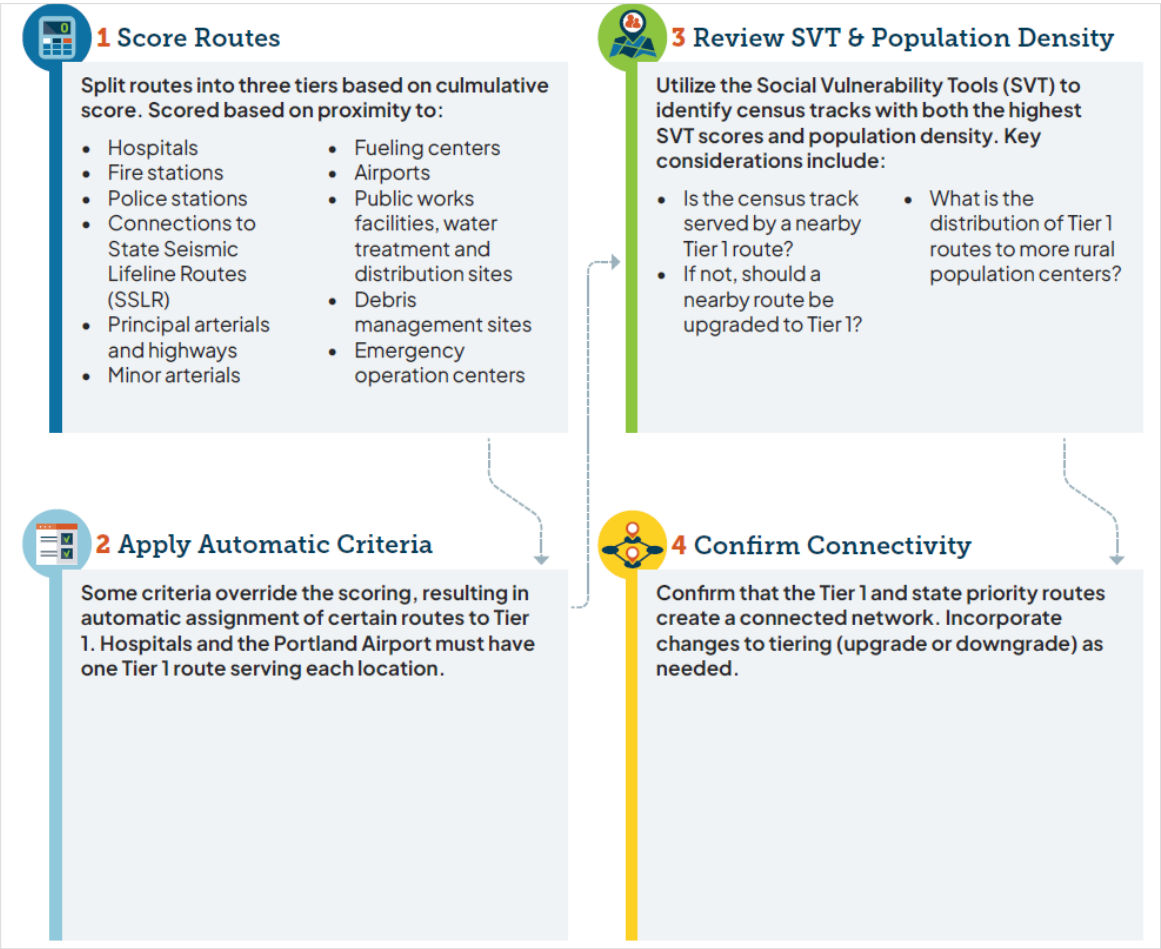
1. **Score routes**: Apply 11 criteria (bridges were removed, and public works and water treatment centers were combined) to create an initial score and split the routes into three tiers using natural breaks in the results.
2. **Apply automatic criteria**: At least one route serving every hospital and Portland International Airport is a Tier 1 route. This may require automatically elevating a lower tiered route.
3. **Conduct qualitative screens for social vulnerability and population density**: Overlay maps of tiered RETRs and census tracts that are in the top third of highest social vulnerability according to Metro's SVT (see map in Appendix G). Consider adding a Tier 1 route to connect to any of these census tracts that is not currently served by one. Overlay maps of tiered RETRs and census tracks that are in the top quarter of highest population density in the region. Consider adding a Tier 1 route to any of these census tracts that are not currently served by one.
4. **Confirm contiguous Tier 1 network**: Review the network holistically to confirm that all Tier 1 routes connect to either another Tier 1 route, an Oregon State Seismic Lifeline Route (SSLR), or a Washington Priority Route to create an interconnected network across the region.

Partners reviewed the second iteration of the prioritization methodology and their feedback led to minimal adjustments.

4.5 Results Review Workshop

Metro's GIS team generated an updated map of the tiered RETR network using the final prioritization methodology in Figure 2.

Figure 2. Final RETR Prioritization Methodology.



For the last technical workshop, Metro and RDPO hosted a hybrid gathering at Metro Regional Center with a virtual option. Participants were organized by county to review the latest tiering assigned to the RETR network. Discussion included feedback to make manual tiering adjustments for closely spaced routes to get a more even distribution across Tiers 1, 2, and 3; requests to adjust tiers based on local knowledge of road conditions, typical usage and travel patterns, and other nearby assets (positive and negative); and recommendations to fill in small gaps on the Tier 1 network. See Appendix E for detailed comments and resulting actions.

This workshop also surfaced questions and discussion that resulted in two major decisions: reassessing alternate ETRs (see 4.6) and incorporating external planning work on RETRs in Clark County, Washington (see 4.7).

4.6 Primary vs Alternate ETRs

Alternate routes were designated as part of the Phase 1 RETR project to provide a detour route in the case of expected failure of vulnerable bridges that could close a primary RETR after a seismic event. These had been identified by Oregon counties working with ODOT to identify detour routes to SSLRs. There were no alternate routes designated in Clark County. At the end of Phase 1, the expectation for alternate routes was that they would be re-evaluated for inclusion or replacement for the primary route in the RETR network in the event a vulnerable bridge is seismically retrofitted or upgraded.

In Phase 2 of the project, the distinction between primary versus alternate routes created confusion about which priority would take precedence across various tier types, such as how a Tier 1 alternate compares to a Tier 2 primary. The project management team ultimately decided to remove alternate routes from the tiering process and subsequently from the tiered RETR network. Nine alternate routes were upgraded to primary routes and brought into the tiered RETR network after discussion with local partners. Reasons to make this change include serving a hospital, improving spacing of north-south or east-west RETRs, and providing access to other critical locations such as the Critical Energy Infrastructure hub or areas with few other options. Data for alternate routes is still available as a data layer.

4.7 RETRs in Clark County, Washington

RETRs in Clark County are a part of the five-county RDPO network and were a key part of this project. However, in 2025, the Southwest Washington RTC initiated a Resiliency Assessment Plan and, as part of the early stages of that effort, prioritized ETRs that are more tailored to Clark County than the broader regional RDPO effort. This project brought in the RTC's results from that effort to ensure that RETR maps in the region, particularly in Clark County, are fully aligned. The RTC effort built on the methodology developed in Phase 2 and incorporated refinements based on local agency expertise resulting in different tiering results for certain facilities and the addition of several new routes to the network–particularly in the northern part of the county where communities are more rural. The two differences between the original RDPO RETR framework are described below.

- RETR Tier Adjustments
    - RTC convened a steering committee of partner agency staff, including representatives from Clark County, Clark Regional Emergency Services Agency (CRESA), WSDOT, Clark County Public Transit Benefit Area Authority (C-TRAN), and cities within Clark County, to review and validate the Phase 2 RETR priorities. Several routes originally classified by RETR as Tier 2 or Tier 3 were recommended to be elevated to Tier 1 due to their importance to

critical infrastructure, network connectivity, and local expertise and agency input.

- New Routes Added
    - The RTC project team also identified additional routes that were not prioritized through the Phase 2 RETR process. These were informed by stakeholder input, critical infrastructure mapping, the Clark County Hazard Mitigation Plan, and local knowledge of emergency access needs. New routes were assigned Tier 1, 2, or 3 using a qualitative assessment that generally followed the methodology and key considerations used by the RDPO RETR framework.

The final network and associated tiers for RETRs in Clark County, as well as the final RETR regional map, reflect the RTC's efforts for their Resiliency Assessment Plan. A detailed summary of the RTC methods can be found in Appendix F.

5. Final Tiered RETRs

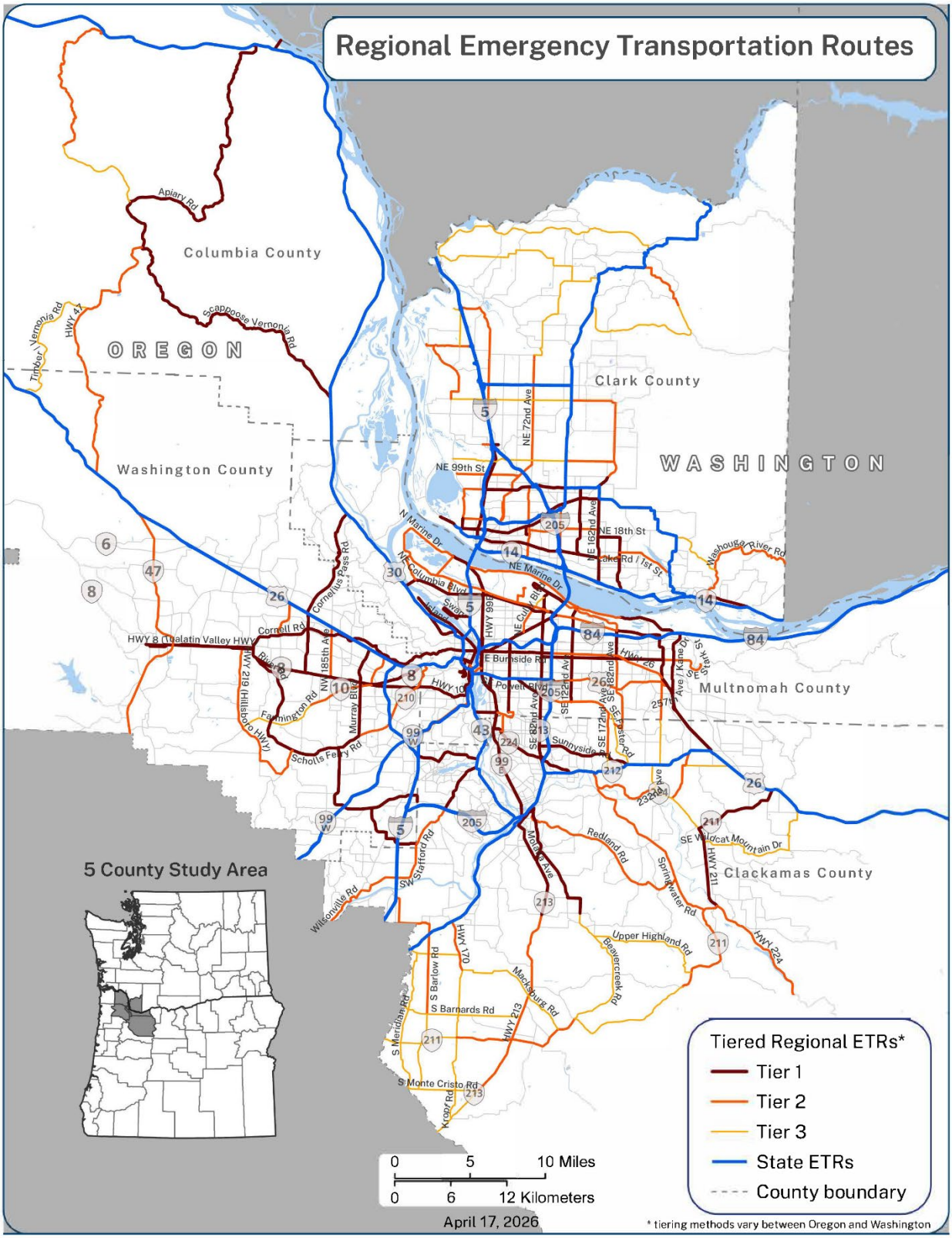
The final regional map of RETRs tiered into three categories is shown in Figure 3**.** A large format map with legend is available on the RDPO website, additional maps can be found in Appendix G, and the GIS data is available in Metro's RLIS database. There is a total of 954 miles of RETRs across the five counties. Of these, about 41% or 393 miles are designated as Tier 1.

Tier 1 routes are the highest priority routes for rapid damage assessment and debris clearance to ensure a functioning regional transportation network after a disaster and to facilitate lifesaving and life-sustaining response activities. Tier 1 routes create a network that connects emergency response personnel to critical locations and key communities across the region, and links to the ODOT SSLR and WSDOT priority network systems.

Tier 2 are the next highest priority routes that continue to build off the Tier 1 network, increasing connectivity and redundancy and providing additional access to critical locations and key communities. Tier 3 further adds to the network.

If a disaster is more localized where the affected area does not include Tier 1 routes, the highest tiered route in the affected area should then be considered the top priority for assessment, clearance, and emergency response.

Figure 3. Tiered Regional Transportation Routes network



6. Recommendations for Applications and Future Work

By bringing together partners across jurisdictions and disciplines, Phase 2 of the RETR project incorporates input from engineering, planning, public works, maintenance, emergency management, first responders, community-based organizations, and others. These partners support emergency response and the impact across regional transportation networks. In addition to bringing together partners from interconnected fields, this project influences, and is influenced by, local, regional, and state plannings efforts and initiatives.

This section shares updates to Phase 1 recommendations, including the recommendations that Phase 2 directly addressed, and proposes additional Phase 2 recommendations for further future planning, policy, and funding priority work for the RETR network. These topics emerged from partners in meetings, workshops, briefings, or other areas over the course of Phase 2 and were deemed out of time, scope, and budget for the current effort.

6.1 Transition Phase 1 Recommendations to Phase 2

Phase 1 led to 10 recommendations for future work. The status of those recommendations:

1-1. Integrate RETRs into other planning and investment decision-making processes - *Continued to address in Phase 2. See 2-1.*
1-2. Prioritize or tier the regional ETRs - *Completed in Phase 2.*
1-3. Develop RETR management plans to include: RETR operations in an emergency, evaluation of specific hazard events, maintenance and coordination between jurisdictions, and transition to recovery - *Continued to address in Phase 2. See 2-3.*
1-4. Better address vulnerable populations - *Continued to address in Phase 2. See 2-8.*
1-5. Formalize RETRs and agree to a plan for consistent updates - *Completed in Phase 2.*
1-6. Integrate RETR and Local Emergency Transportation Routes (LETRs) into evacuation planning - *Carried forward to recommendation 2-9, although local jurisdictions have advanced evacuation planning.*
1-7. Engineering evaluation of top priority routes for seismic upgrades - *Carried forward to recommendation 2-10.*
1-8. Evaluate river routes for use in response to catastrophic events - *Carried forward to recommendation 2-11.*
1-9. Develop equity-centered public messaging for transportation in emergencies - *Carried forward to recommendation 2-12.*
1-10. Evaluate bike and pedestrian options for emergency transportation - *Carried forward to recommendation 2-11.*

Phase 2 directly addressed recommendations 1-2 and 1-5, and parts of 1-1, 1-3, and 1-4. Recommendations that remain open are carried over into the Phase 2 recommendations. See Table 2 for the summary of recommendations including the ones carried over from Phase 1 as well as the ones that emerged during Phase 2. The following recommendations are organized by timeframe and identify specific actions agencies can take to integrate and advance the RETR network.

Table 2. Phase 2 Recommendations for RETR Application and Future Work

#	Phase 2 Recommendation**	Level	Lead/Key Partners
Ongoing Applications			
2-1	**Integrate RETRs into planning and investment decision-making** (e.g. TSPs, RTPs, EOPs, capital programming)	State, Regional, Local	Various
Near-term Future Work			
2-2	**Prioritize the near-term recommendations** and define future RETR project phases	Regional	RDPO, Metro, and RTC with local agencies
2-3	**Develop RETR management plans** covering operations and maintenance, design guidance, hazard scenarios, interagency coordination and recovery.	Local with Regional support	Local agencies with RDPO and Metro
2-4	**Establish network and tiering update cycle** (5-county RETR network and tiering every 10 years; minor network updates every 5 years aligned with RTP updates.)	Regional	RDPO, Metro, and RTC with local agencies
2-5	**Develop a data management plan** to ensure underlying data that informs future RETR network and tiering updates stays current.	Regional	Metro with input from RDPO and RTC
2-6	**Identify critical failure points and high-risk locations** on the RETR network including further work related to bridges.	Regional	RDPO, Metro, and RTC with local agencies
2-7	**Expand points of interest in future tiering** (e.g., resilience hubs, clinics and urgent care centers, fuel management locations, electric vehicle charging sites).	State, Regional, Local	RDPO, Metro, and RTC with local agencies
2-8	**Improve planning for vulnerable populations and rural communities** including access and service gaps.	Regional, Local	Various
2-9	**Integrate RETRs and LETRs into evacuation planning** efforts.	Regional, Local	Counties with RDPO and local agencies
Long-term Future Work			
2-10	**Conduct engineering evaluations of tier 1 routes** for seismic upgrades.	State, Regional, Local	Various
2-11	**Expand RETR concept to other modes of transportation** (e.g., transit, active transportation, rail, marine)	State, Regional, Local	Various e.g., cities, counties, Ports, DOTs and Coast Guard
2-12	**Develop equity-centered public messaging** for transportation in emergencies.	Regional, Local	RDPO Disaster Messaging Work Group

**Note: Future work on RETRs will be subject to available resources and capacity.

6.2 Phase 2 Recommendations (ongoing applications)

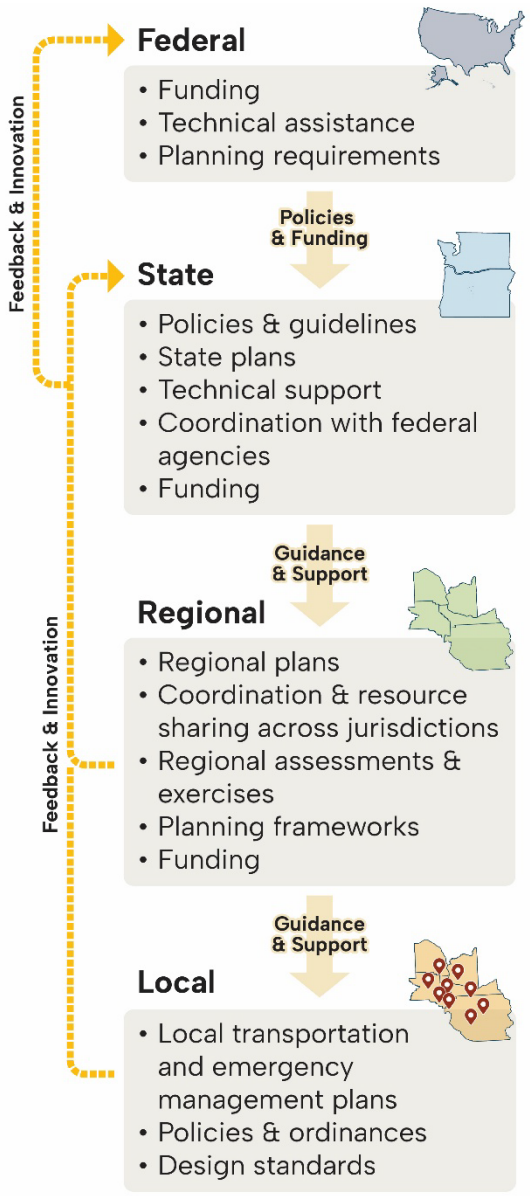
6.2.1 Recommendation 2-1: Integrate RETR into planning and investments.

The RETR network intersects with many planning efforts across disciplines and agencies. While the primary focus is transportation and emergency response, effective implementation depends on coordination across engineering, planning, public works, maintenance, emergency management, and first responders.

Planning occurs across three interconnected levels—local, regional, and state—that continually influence one another (see Figure 4). While federal and state policies provide a shared framework, local priorities and community input play an equally important role in shaping regional and statewide strategies.

The RETR framework, although established at the regional level, is shaped by both state guidance and deep engagement with local transportation and emergency management expertise.

Figure 4. Planning Framework



6.2.1.1 Dependencies and Coordination

These planning efforts are collaborative and do not occur in isolation. Strategic direction, community innovation, and horizontal coordination all influence outcomes. Success relies on strong alignment across these key areas:

- **Data Sharing**: Local hazard data informs regional and statewide risk models.
- **Resource Allocation**: State and regional plans rely on accurate local inventories of critical infrastructure and personnel.
- **Operational Coordination**: Local Emergency Operations Centers (EOCs) activate first during an incident but may request additional support once local resources are exhausted.
- **Policy Alignment**: Local plans must align with state frameworks to remain eligible for grants and disaster recovery funding.

In the region, the Metropolitan Planning Organizations (MPO) (Metro and RTC) together with the RDPO are well positioned to advance transportation resilience. The prioritized RETR network provides a foundation for local, regional, and state agencies to coordinate and advance shared priorities:

- Share data about RETRs and their connections to state priority routes.
- Influence investment priorities toward priority routes in need of strategic resilience enhancements.
- Support operational coordination in real-world incidents that impact local, regional, and state level deployment of emergency response personnel and equipment.
- Elevate transportation resilience priorities in their adopted plans, policies, and investment priorities, to advance the outcomes of this multi-year regional planning effort.

This section describes how local, regional, and state levels contribute to meeting shared transportation and resilience goals and outlines how related planning processes can incorporate RETR concepts and strengthen emergency response coordination. While evacuation planning was out of scope for Phase 2 work, it is a critical topic that is closely related. The recommendations in this report focus on integrating the RETRs and emergency response efforts into planning processes, including where RETRs may help to advance evacuation planning.

6.2.1.2 Local Integration (Cities, Counties)

Local planning focuses on community-specific transportation networks, hazards, resources, and vulnerabilities. Transportation System Plans (TSPs) (in Oregon) and Transportation Elements (TEs) (in Washington) evaluate the full transportation network and guide how agencies build and maintain multimodal systems that serve residents, workers, and visitors. These plans often include updates to local ordinances that can support natural hazard resilience and may set infrastructure design standards that incorporate emergency vehicle access and/or community evacuation needs. Specific to emergency response, local planning focuses on both internal connections and links to neighboring jurisdictions, ensuring that essential facilities—such as public works yards—remain accessible to public works teams and first responders.

Local agencies also develop Emergency Operations Plans (EOP) or Comprehensive Emergency Management Plans (CEMP) and government continuity of operations plans (COOP), which establish protocols for responding to emergencies and maintaining essential services. They also develop hazard mitigation plans (HMP), which plan for mitigating actions that can lessen the impact of disasters.

Because local agencies maintain the closest relationships with community partners—schools, hospitals, and transit providers among many others—they are well positioned to

bring these local perspectives into planning processes. Local risk assessments and community input help shape local plans, which in turn influence regional priorities and state strategies. An example of this ground-up planning can be seen in the first phase of this RETR work. In this case, multiple emergency transportation route designation projects are underway or planned in local jurisdictions. The RETR network has also influenced local decisions in addition to providing input to regional Metropolitan Planning Organizations (MPO) and state Department of Transportation (DOT) and Emergency Management (EM) planning efforts.

At the local level, a few key processes can incorporate and build upon the RETRs.

6.2.1.2.1 TRANSPORTATION SYSTEM PLANS AND TRANSPORTATION ELEMENTS

Transportation System Plans (TSP) and Transportation Elements (TE) establish multimodal transportation goals and policies, identify network gaps, and outline projects and funding strategies. Emergency response and evacuation needs are often underrepresented because they are not required for TSPs and TEs. Incorporating RETRs into TSPs and TEs can occur through:

- **Goals and Policies**: Elevate emergency response, evacuation, and resilience as explicit policy priorities.
- **Local ETR Designation**: Adopt the RETRs into local modal networks and identify local ETRs that connect regional routes to community destinations and other locally critical resources. The alternate routes designated in Phase 1 but removed from the network in Phase 2 may be good candidates for local ETRs.
- **Project Prioritization**: Include emergency response benefits as criteria when ranking capital projects for local funding and awarding points for resiliency projects on local or regional ETRs.
- **Street Design Considerations**: Determine whether RETRs or local ETRs warrant specific design treatments—such as lane widths, access management, speed management, or multimodal facilities—within the TSP/TE, design standards, or municipal code.
- **Funding Strategies**: Identify funding sources for resilience-focused projects; prioritized TSP projects may also advance into the Regional Transportation Plan (RTP) financially constrained project list, making them eligible for federal grants and funding allocated by the MPO.
- **Community Engagement**: Incorporate discussions about ETR access into outreach efforts, ensuring disaster-vulnerable communities are reachable by first responders, resources are equitably distributed, and community members understand the purpose and function of ETRs.

6.2.1.2.2 LOCAL PROJECT PLANNING AND DESIGN

When planning and designing transportation improvements, local agencies should take into consideration RETR designations on the affected roadways and bridges. The Bridge Table included in Appendix D notes all of the bridges that are located on RETRs which can be used in capital project planning. This could mean incorporating:

- Structural resilience elements
- Detailed access planning (e.g., ensuring roadway widths and turning radii are adequate for emergency vehicles)
- Speed management features that will not hinder emergency response (e.g., speed humps) or multimodal infrastructure that can act as space for emergency vehicles (e.g., bike lanes)

RETR designations inform capital investments for seismic resilience in the region. Clackamas County used RETR designation to support a seismic upgrade to a bridge on Beavercreek Road. In addition, Multnomah County successfully advocated for a planned pedestrian bridge installed by the City of Troutdale to adhere to seismic resilience standards because it will cross a RETR (257th Ave). These examples demonstrate the importance of RETR designations to influence codes and standards on adjacent and intersecting infrastructure investments.

6.2.1.2.3 EMERGENCY MANAGEMENT PLANNING

RETRs can be integrated into several key local emergency management plans:

- **Hazard Mitigation Plans (HMP)**: Reference RETRs wherever mitigation projects occur on or near these routes. Aligning projects with RETRs can strengthen prioritization by demonstrating consistency with regional resilience goals. Identify specific routes for resilience upgrades and coordinate that with the local TSP/TE priorities, which would feed into updates to regional transportation plans.
- **Emergency Operations Plans (EOP):** Incorporate RETRs where they support implementation of emergency functions such as damage assessment, mass care, search and rescue, debris management, and other Emergency Support Functions (ESFs). While RETRs are currently identified and prioritized for immediate life-saving and life-sustaining response activities, the concept of RETRs may inform other planning efforts for additional response phases, evacuation, or recovery.

  Clackamas County and Multnomah County both report using the RETR network to plan for snow and ice season and to inform decisions about which routes to open first when they need to plow to reopen roads.
- **Continuity of Operations/Government Plans (COOP/COG):** Inform decisions in local continuity of operations/continuity of government plans for specific bureaus

and departments to ensure critical staff, equipment, and supplies can reach essential facilities and deployment locations.

- **Mass Care and Shelter Plans**: While local jurisdictions vary in their approach to mass care and shelter planning, planners can use the RETR network to identify strategic locations for community points of distribution (CPOD) and shelters. Not every facility needs to be along a regional route; however, regional routes will facilitate debris clearance and access into major health facilities.
- **Exercise Scenario Development**: Inform scenario development and inputs for local exercises. Because many ESFs rely on ground transportation, RETRs provide a realistic basis for anticipating which routes may reopen first, next, and last after a disaster. This can help shape exercise constraints, logistics assumptions, and operational decision-making.
- **Regional Debris Management Framework**: Inform disaster debris site planning and clearance priorities. Align debris removal operations with tiered route reopening sequences, particularly following a catastrophic debris-generating event (e.g., major storm or earthquake).
- **Seismic Islands**: "Seismic islands" often reflect likely disruptions in transportation networks due to bridge failures, landslide impacts, or other seismic hazard impacts. Consider applying this to the RETR network to reinforce specific strategic investments related to ensuring access following an earthquake (i.e., preventing an island at all). Local jurisdictions may also choose to use an island approach to plan improvements or adjust future RETR classifications.

6.2.1.3 Regional Integration (Metropolitan Planning Organizations, Multi-County Coalitions)

Regional agencies, such as Metro, RTC, and the RDPO, address issues crossing jurisdictional boundaries including major transportation corridors, shared utilities, and regional health facilities. Metro and RTC specifically guide regional transportation planning efforts by setting goals, performance targets, and policy frameworks that apply to local agencies. Regional agencies also play a key role in distributing state and federal funding for projects that strengthen transportation networks or increase the region's resilience to disasters.

These agencies often facilitate disaster preparedness planning, training programs, and exercises that link local and state efforts, promoting consistency or alignment, efficiency, and resource sharing. However, it is worth noting that funding mechanisms at the regional level for hazard resilience are modest. The limited resources are focused on assessment and coordinated planning efforts, while implementation of improvements, particularly for infrastructure priorities, is dependent on local, state and federal investment.

Regional collaboration helps ensure that neighboring jurisdictions work from aligned assumptions, goals, performance targets, and strategies. Shared resource planning and mutual aid agreements reduce duplication and improve overall efficiency.

Regional planning efforts build from the input of local agencies, but they also provide policy direction and coordination across agency boundaries and cover shared infrastructure such as utilities, ports, dams, and more. The following are some of the key opportunities to integrate RETRs into regional planning efforts.

6.2.1.3.1 REGIONAL TRANSPORTATION PLANS

Metro Regional Transportation Plan (2023)

The 2023 Metro Regional Transportation Plan (RTP) sets goals, policies, and performance measures for the transportation system within the greater urban Portland area in Clackamas, Multnomah, and Washington counties. It forecasts transportation needs at least 20 years into the future and integrates local and state capital projects into a regionwide financially constrained project list. Inclusion on the list makes these projects eligible for federal funding. While the current RTP includes resiliency planning in its transportation preparedness and resilience policies, the next update could strengthen the emergency and evacuation considerations in several places. The RTP is updated every five years with the next update scheduled for adoption in November 2028.

Goals and Policies**:** Emergency transportation is called out directly in the RTP's transportation preparedness and resilience policies, specifically Section 3.2.4.5. Three of the six resilience policies are the most directly tied to the RETRs.

- Resilience Policy 1: Designate, maintain and strengthen the resilience of regional emergency transportation routes that, in the case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris-removal and will be critical to response and recovery of the region.
- Resilience Policy 2: Consider climate and other natural hazard-related risks during transportation planning, project development, design and management processes.
- Resilience Policy 3: Optimize operations and maintenance practices that can help lessen impacts on transportation from extreme weather events and natural disasters.

The RETRs within the Metropolitan Planning Area (MPA) are included as a map in the RTP as Figure 3.7. The map will be updated to reflect the tiers established in RETR Phase 2.

Project Prioritization**:** Goal 5 of the RTP is related to climate action and resilience, and it aims to make regional transportation infrastructure more resilient to the effects of climate change and natural hazards. Within the project prioritization process, there are two categories related to emergency transportation that could be awarded zero points, one point, or be evaluated as not applicable or not assessed. These categories are a) whether the project is located on a Regional Emergency Transportation Route (RETR) and/or b) whether the project is located on a State Seismic Lifeline Route (SSLR). It is recommended

that these scoring categories be kept in the next RTP update but that they be updated to provide points if:

- The project is located on a Regional Emergency Transportation Route (RETR) and includes a project or treatment that would increase resiliency, make the route more seismically secure, or support emergency response efforts.
- The project is located on a State Seismic Lifeline Route (SSLR) and includes a project or treatment that would increase resiliency, make the route more seismically secure, or support emergency response efforts.

Furthermore, Metro can define resiliency elements to include resiliency planning efforts or project capital elements such as seismic retrofits, elevating roads or bridges, stormwater management infrastructure, nature-based solutions including vegetation buffers and bioswales, shade structures, and tree or vegetation management along roadways. Roadway or shoulder widening may have a positive effect on emergency response efforts, especially in rural areas, but could conflict with other goals for the transportation network.

The 2023 RTP reported that two-thirds (2/3) of the total RTP capital spending go toward projects located on an RETR or SSLR; in addition, the 2023 RTP proposed 21 capital projects focused on improving the seismic resilience of the transportation system (representing almost 40 percent of total RTP capital spending). Continuing to invest in resilience within the RTP capital spending in the next update cycle should remain a priority and tracking that spending over time provides important transparency.

Southwest Washington Regional Transportation Council (RTC) Regional Transportation Plan (2024)

The Southwest Washington RTC Regional Transportation Plan for Clark County was adopted in 2024, providing a vision for long-range transportation infrastructure, policy, and planning into the next 20-plus years. The Clark County RTP is updated every five years with an amendment anticipated in 2027, and the next update expected in 2029.

The Clark County RTP uses growth forecasts and employment trends to determine future transportation investments, refine policy recommendations, and develop a fiscally constrained project list.

Goals and Policies**:** The Clark County RTP highlights climate change as an emerging issue and discusses the impact of climate-related severe weather events on the capacity of the transportation network. The sustainability and resiliency goal aims to "design and maintain a resilient transportation system that will protect and enhance the natural environment." Under this, objectives corresponding to emergency response and management include:

- Work with agency partners to enhance the transportation network's resiliency by increasing travel options and redundancies

- Support local and state efforts for transportation network resiliency, reliability, and climate adaptation and develop transportation designs that incorporate these trends
- Develop a mechanism to promote regional coordination on emergencies and long-term responses to systemwide climate impacts

Actions established in the 2024 Clark County RTP to implement the sustainability and resilience goals (found in Table 6-1 in the Clark County RTP) include: Incorporate recommendations for ETRs and related best management practices from the Regional Disaster Preparedness Organization (RDPO) Phase 2 study.

Project Prioritization**:** The Clark County RTP establishes performance measures and analyzes them in conjunction with related federal performance measures. Additionally, the Clark County RTP identifies candidate performance measures for the 2029 RTP. There are currently three target area performance measures listed under the Sustainability and Resiliency goal, which primarily focus on vehicle-miles traveled (VMT) and greenhouse gas (GHG) emissions. However, there is a target area performance measure for bridges to determine the percent of bridges with good and poor conditions. Prioritized projects for the 2024 Clark County RTP are shown alongside the relevant performance measures and RTP goals. This listing does not show how the project specifically rates against the RTP goals.

Recap of the recommendations for Regional Transportation Plans

Recommendations for supporting the RETRs in the Metro and Southwest Washington RTC RTP updates can include:

- **Clarify Route Classifications**: Clarify what constitutes a RETR vs a local ETR.
- **Prioritize Resilience of RETRs:** Provide policy support to prioritize resilience and maintenance investments on the RETRs.
- **Identify Opportunities and Track Investment in RETRs:** List and summarize projects on the RETR network that include a resilience improvement separately, and identify appropriate metrics related to emergency response and evacuation routes. This would allow RTP updates to better track progress towards increasing resiliency, addressing current limitations in filtering these types of projects within online RTP project maps and spreadsheets.
- **Identify Routes for Transportation Infrastructure Vulnerability Studies**: Continue supporting work to address critical transportation infrastructure vulnerability to multiple hazards, including extreme heat, flooding and earthquake. The RTPs could identify what further studies are needed.
- **Integrate Tiered RETRs in Next RTP Update:** Incorporate prioritized RETRs in the 2028 RTP (Metro) and 2029 RTP (RTC). RETR network additions or edits to the network should be submitted to Metro and RTC for review and possible inclusion in

each MPO's RTP update (every five years). While minor extensions or edits of current RETRs can adopt existing tiering, entirely new routes may be included but will remain un-tiered until the next regionwide five-county update.

- **Coordinate on Future Five-County Updates:** When RETRs across the five counties are updated, including tiering, the RDPO, RTC, and Metro should partner to deepen coordination across the MPOs planning areas. The recommendation is that this regionwide update occurs every 10 years.

6.2.1.3.2 EMERGENCY MANAGEMENT

Emergency management planning at the regional scale often includes policy or planning frameworks, larger scale assessments, training and scenario development, along with regional funding for resiliency efforts.

- **Regional Debris Management Framework**: In 2014, the RDPO developed a disaster debris management framework. As part of Metro's work implementing the 2030 Regional Waste Plan, in 2024-25 they led a regional work group to develop the Regional Solid Waste Emergency Management Response and Recovery Framework; that process included reviewing the 2014 regional framework. If/when an update to the 2014 RDPO framework occurs or additional work occurs on disaster debris as outlined in the Metro framework, the integration of RETR-tired routes would add value to the application of the framework for local planning.
- **Seismic Islands:** Like recent assessments at the state and local level to designate "seismic islands", this approach could be applied to the RETR network to highlight specific strategic investments in priority connections that need reinforcement for seismic resilience. Understanding where islands may result and possible areas of concern due to a lack of critical services within that island can also inform how local jurisdictions and regional partners prepare and respond accordingly to mitigate or withstand the impact.
- **Exercise Scenario Development**: Like with local integration above, RETRs can inform scenario development and inputs for regional exercises.
- **Fuel Planning**: From 2019 to 2021, the RDPO funded work that drafted emergency fuel plans for four of the five counties as Washington County had already made significant progress on their own in emergency fuel planning. Over the last 10 years, the region also hosted two joint regional tabletop exercises ("Fueling Anxiety" in 2018 and "Fuel Injection" in 2022). In future fuel planning work, the updated RETR network should be compared to emergency fuel storage and distribution plans for each county to flag any gaps or ensure access to critical fuel sites. The updated RETR network should also be used to provide input to a future regional fuel exercise to test the latest state Fuel Action Plans alongside the county emergency fuel plans for fuel movement strategies that rely on state seismic lifeline routes, WSDOT priority routes, and RETRs.
- **Response Planning with Community Partners**: Community partners expressed interest in understanding how local ETRs and RETRs factor into their emergency

response plans. When incorporating priority RETRs into their own plans, public sector emergency management partners should include community partners with critical response roles. One example is hunger relief organizations who deliver meals or receive food inventory to feed their communities. Understanding which routes will likely be available in sequence after a disaster can help with how they plan operations after a disaster.

- **Resilience Hubs:** community partners recognize the importance of resilience hubs—places to gather to access information, services, and resources, and receive assistance before, during, and after a disaster—in their communities. These facilities may also be enhanced with emergency response in mind (e.g., cached supplies, backup energy capability). In recent years, many partners in the five-county region have started discussing and planning for resilience hubs. However, these efforts are often independent or siloed. and there lacks a consolidated dataset to understand where these facilities are and what they offer. For the 2025 UASI grant, the RDPO has supported a project (pending FEMA approval) to work on a coordinated regional approach and understanding about resilience hubs to align the multiple planning and expected operationalization of these facilities. As part of this project, or any other resilience hub planning work, a potential hub's proximity and access to an RETR could factor into site selection or utilization.

6.2.1.3.3 PORTS

The Port of Portland focuses on seismic resilience for emergency transportation routes, which involves assessing vulnerabilities in port facilities and ensuring that critical routes remain operational during seismic events. The Port Seismic Risk Assessment identified specific actions to mitigate risks associated with natural hazards, particularly key assets that support regional economic functions. Key aspects include:

- **Vulnerability Assessment**: Evaluate the seismic risks of various port facilities.
- **Emergency Routes**: Establish and maintain transportation routes to/from port facilities crucial for disaster response and recovery.
- **Mitigation Strategies**: Implement recommendations to enhance the resilience of infrastructure against seismic events.

6.2.1.3.4 POWER UTILITIES

Local electric utility providers, including Pacific Corps and Portland General Electric, confirm they use emergency transportation route designations in their own natural hazard preparedness planning and in real-world response operations in coordination with state partners such as the Oregon Department of Energy (ODOE) and ODOT. Their teams actively monitor road closures and impedances, and they use the RETR designations together with live information to inform clearing roadways to conduct repairs. Clark Public Utilities noted that while they do maintain a list of priority locations (e.g., certain businesses, hospitals, assisted living facilities, etc.), they do not currently have plans that directly reference or

integrate RETRs. However, it is something they will consider in the future when examining access, response priorities, and coordination during large-scale events to strengthen broader emergency response and continuity planning efforts.

The power utilities requested to be engaged during future RETR updates to maintain situational awareness about RETR designations in the metropolitan region to incorporate updates into their internal plans and response operations. Utility providers also note that during emergency response operations, they often look to public sector partners to dictate time-of priorities to help them with restoration decisions and other decision making.

6.2.1.4 State Integration

State agencies focus on overarching policy frameworks and compliance requirements, including alignment with the Federal Emergency Management Agency (FEMA), Federal Highway Administration (FHWA) and U.S. Department of Transportation (USDOT) guidelines. In Oregon and Washington, the state agencies for emergency management provide funding, technical assistance, and statewide hazard assessments, and they maintain the State Comprehensive Emergency Management Plan, which outlines emergency management activities across mitigation, preparedness, response, and recovery. States also coordinate with federal agencies on disaster declarations and recovery resources. The statewide transportation plans set priorities for the major roadway systems that connect the population centers and move people and goods from outside the region to those cities.

State mandates and federal guidelines shape local and regional planning efforts, and many funding streams require alignment with state and federal priorities. Oregon and Washington have both identified highways that will receive priority with respect to restoration and investments to ensure resiliency during emergency events. Examples include Oregon Department of Transportation's (ODOT) Seismic lifelines designation for highways and Washington State Department of Transportation's (WSDOT) State Priority Route tiering system. While Oregon and Washington operate slightly differently, transportation planning and emergency response during a major event would be coordinated to ensure access to critical local and regional resources.

Statewide planning looks at a bigger picture – providing technical assistance and training, setting up policies that shape regional and local planning, and ensuring compliance with federal mandates and funding requirements. While the five-county RETRs are set at a smaller scale, they can still influence state transportation and emergency management efforts.

6.2.1.4.1 TRANSPORTATION PLANNING AND POLICY

ODOT and WSDOT periodically update their statewide transportation plans. In those plans, both agencies have policies to create a transportation system that is resilient to disasters, along with supporting policies such as maintaining assets, coordinating pre-disaster mitigation with MPOs, and completing a variety of hazard and seismic planning activities. The RETRs support many of these state goals and could benefit from ongoing state-level policy and funding support.

Oregon Transportation Plan (2023)

Objective SP.6 of the Oregon Transportation Plan (OTP) states to "increase the resiliency of the transportation system to better withstand and recover from the anticipated impacts of climate change, extreme weather, seismic and other natural disasters, and adapt to changing needs."

Policies under this objective address:

- The ability of communities to recover from transportation challenges
- Mitigating adverse effects of climate change
- Multi-hazard mapping and assessment, including seismic risk assessments
- Identifying route redundancies and detour options
- Alternative fuel resilience
- Using MPOs for disaster/resiliency planning

Other policies in OTP Goal 6.4 address system maintenance and asset management, which affect key infrastructure that could fail during a major emergency. ODOT should consider additional language that prioritizes maintaining assets on RETRs that connect to the SSLRs.

OTP Strategy SP.2.1.1 sets a direction for project prioritization that identifies this top tier priority to "maintain and preserve critical assets, key corridors, and critical lifeline routes." In future updates, the OTP could specifically include reference to the RETRs as part of this strategy to ensure that top tier routes are included and prioritized in state funding decisions. A suggested update to the strategy would be to prioritize projects that "maintain and preserve critical assets, key corridors, critical lifeline routes, and MPO-designated regional emergency transportation routes."

Oregon Highway Plan (2023)

The Oregon Highway Plan (OHP) is a modal plan under the OTP that addresses the specific needs and policies for state highways. Policy 1E establishes the state lifeline routes as "a secure lifeline network of streets, highways, and bridges to facilitate emergency services response and to support rapid economic recovery after a disaster." The Statewide Seismic Lifeline Routes (SSLRs) were a key consideration in the creation and tiering of the RETRs.

While the SSLRs provide major roadway connections across Oregon, in the regional prioritization framework, RETRs receive additional points in the scoring process when they connect into the state system.

There is currently a policy gap in the criteria, where only ramps that connect one SSLR to another SSLR are included in the SSLR network. This leaves a small but critical gap in the network between SSLRs and RETRs, and on facilities that are often vulnerable to seismic events. It is recommended that ramps that connect SSLRs to RETRs be included in the SSLR system so that they are considered for resiliency updates and provide a stable link in the emergency route network. Suggested language could be, "a secure lifeline network of streets, highways, ramps, and bridges to facilitate emergency services response and to support rapid economic recovery after a disaster."

In both the OTP and OHP, lifeline routes or the lifeline network is mentioned in strategy, policy, and prioritization. In future updates, if this phrase is more openly defined to include ramps connecting to RETRs as well as SSLRs as suggested in the definition update above, then the stated priorities to maintain and preserve these key routes would allow for integration with the regional network.

Bridges and culverts came up often in methodology discussions during the RETR tiering process. They are critical assets that can be seismically vulnerable and are prevalent across the RETR network. Incorporating the RETRs in the definition of the lifeline network would elevate those bridges with seismic vulnerabilities on RETRs and increase their likelihood of capital funding for improvements to increase their resilience during seismic or flooding events.

There are four performance measures in the OHP for lifeline routes:

1. The percent of bridges on lifeline routes with a satisfactory seismic rating (potentially bridge health index, sufficiency rating, and/or National Bridge Inventory rating)
2. Number of bridges on lifeline routes brought to a satisfactory rating in reporting period
3. Percentage of Oregon residents whose lifeline system access has been defined and evaluated
4. Percentage of Oregon residents whose lifeline system access meets bridge rating standards

Additional performance measures could include how many SSLRs connect to RETRs or could measure bridge ratings on both the SSLR and RETR systems. If both networks are included in the definition of the lifeline system, then the RETRs could also be part of the calculations for performance measures 3 and 4 above.

Washington Transportation Plan (2025)

The Washington Transportation Plan (WTP) Vision 2050 Plan includes a policy to "Support the efficient operation of vital lifeline facilities, including highways, bridges, roads, and transit systems that are important for the efficient and safe emergency evacuation of at-risk populations, with an emphasis on communities in flood zones and areas prone to wildfires." The plan also emphasizes coordination with local and regional agencies. Incorporating specific references to the RETRs in the next update of this document would not only support the state's vision but also tie the RETRs to larger state-wide policy and funding prioritization.

WSDOT Primary Incident Response Routes

WSDOT has also established priority routes as part of their Statewide Snow and Ice Plan (2025) that are like the ODOT state seismic lifeline routes. The ODOT prioritization system was tailored towards response to seismic events, whereas the WSDOT system was designed for response to winter storm events. WSDOT characterizes the five priority levels as follows:

- Level 1: Interstate Corridors, 80,000+ vehicles per day
- Level 2: Important intercity and local routes, which carry between 20,000 and 80,000 vehicles per day
- Level 3: Fewer than 20,000 vehicles a day
- Level 4: Keep traffic moving under normal expected winter conditions for the 5,000 to 10,000 vehicles that use these roadways daily
- Level 5: Less than 5,000 vehicles use these routes per day. Some are closed during the winter months

During the RETR Phase 2 project, the project team treated the WSDOT high-priority routes (I-5, I-205, SR 14, SR 500, SR 501, SR 502, and SR 503) the same as ODOT SSLRs. RETRs that directly connect to them received a point. In future updates, it is recommended that RETRs continue to prioritize connections to these state-identified routes and coordinate any updated methods included in WSDOT's priority routes.

6.2.1.4.2 LAND USE POLICY

In Oregon, the Transportation Planning Rules (TPR) implement Goal 12: Transportation of the Statewide Land Use Planning Goals. The TPR sets the requirements for Transportation System Planning and the required elements and analysis for a TSP. At this point in time, emergency response and resiliency are not required elements of a TSP, however, in the future, there could be discussion around how to incorporate this into transportation planning and how to implement RETRs in other jurisdictions in Oregon.

In Washington, the climate change and resiliency element of Comprehensive Plans emphasizes actions that enhance resiliency in multiple ways. There is not a specific

direction either in these or the transportation elements that emergency response must be studied. Similar to the Oregon TPR, this could be incorporated into future planning requirements to increase the priority on regional and local ETRs.

6.2.1.4.3 HAZARD MITIGATION PLANS

The Oregon Department of Land Conservation and Development (DLCD) maintains Oregon's natural hazard mitigation plan (NHMP). The most recent NHMP was approved in September 2025, and the next update cycle will conclude by September 2030. The State plan receives input from other state agencies; for transportation priorities, DLCD looks to ODOT as the primary partner to advise on strategic hazard mitigation priorities. This is how ODOT's SSLRs are considered. If RETRs are officially documented by ODOT, they may similarly be communicated to DLCD. Then when state NHMP planners are looking at priorities for the Portland Metro region, they can use the RETRs as a data point to both inform and prioritize Portland-area investments.

Washington's State Enhanced Hazard Mitigation Plan (SEHMP) provides an overarching statewide framework for reducing risks to people, infrastructure, and essential services. Transportation systems, including highways, bridges, and multimodal corridors, are a core component of this framework. The SEHMP directly supports and complements RETR planning in several important ways.

- The plan identifies principal hazards that could affect the transportation system focusing on earthquakes, landslides, wildfires, floods, and hazardous materials incidents. These hazards highlight the importance of resilient and redundant transportation corridors
- The plan recognizes the need to keep key highway segments, bridges, and cross-state routes operational or quickly restorable so they can support life safety functions and supply movement
- The plan documents and coordinates mitigation programs across multiple state agencies—including WSDOT, the Department of Ecology, and the Emergency Management Division—focusing on reducing infrastructure vulnerability and improving hazard readiness. These state-level risk-reduction programs help guide and reinforce regional priorities related to transportation resilience

6.2.1.4.4 OREGON STATEWIDE SEISMIC ISLANDS

In 2022-24 the Oregon Department of Human Services (ODHS) Office of Resilience and Emergency Management (OREM) developed 31 statewide "seismic islands" that detail areas of the state likely to become isolated following a Cascadia Subduction Zone 9.0 earthquake (worst-case scenario). The islands indicate areas of the SSLRs that are likely to be cut off due to damage from seismic hazards. ODHS developed these islands to inform strategic investments in mass care to strengthen mass care services (which falls under their leadership as the State's lead for Emergency Support Function (ESF) #6: Mass Care.

Following the original project, ODHS/OREM delivered a second pilot effort to refine the "islands" with local input: engaging four counties and two tribes along the coast, in addition to a few counties in central Oregon. The process identified areas where local routes may be able to serve as work-around routes for anticipated "breaks" in the SSLR network and refined some of the island boundaries as a result.

ODHS/OREM also hopes to roll-out county level seismic islanding assessments to identify local breaks to priority road networks and create a more comprehensive capability for local and state partners to inform strategic mass care plans and the syncing of those plans for local and state partners.

The RETR network would be an excellent candidate for a future "seismic island" approach to determine where and how the RETRs can serve connectivity where SSLRs may fail and furthermore, where the RETRs themselves may be disrupted due to seismic impacts resulting in "islands" across the metro region. Should ODHS secure funding for additional seismic islanding work with local partners, the region should consider participating (and perhaps cost share).

6.2.1.4.5 STATE EMERGENCY FUEL PLANNING

The Oregon Department of Energy (ODOE) maintains an annually updated Energy Security Plan (ESP) that includes an evaluation of liquid fuel system risks and recommended mitigation actions (Sections 7, 8) in addition to a specific statewide Fuel Resource Evaluation (Section 9). The ESP supports the Oregon Fuel Action Plan: ODOE's response-focused plan for emergency fuel management in a statewide or regional emergency.

The ESP's fuel resource evaluation leveraged the statewide seismic islands (see above) to inform planning for isolated areas following a seismic event. It is worth noting that a large percentage of critical fuel infrastructure for the state sits in the Portland metro region. The SSLRs and the RETR network will be used to respond to seismic or other significant disruptions to the fuel storage and distribution network.

Any future assessment of seismic islanding of the RETR network (as recommended above) could in turn inform strategic emergency fuel resource planning for local jurisdictions and support deeper planning with state partners. In the interim, a refreshed seismic-scenario driven emergency fuel tabletop exercise (as a follow-on to the 2018 and 2022 regional tabletop exercises) can leverage the latest county-level emergency fuel plans (2019-2021), alongside the 2024-2025 updated Fuel Action Plan and ESP's Fuel Resource Evaluation. Such an exercise would be a valuable test for alignment and identification of gaps to support additional planning and training.

Washington has a set of plans that are similar in scope to the Oregon Energy Security Plan. The Energy Resilience and Emergency Management Office (EREMO) at the Department of

Commerce has a 2023 State Fuel Action Plan, intended to be an emergency response plan in the event of a fuel shortage or disruption. The Washington State Enhanced Hazard Mitigation Plan (SEHMP) assesses energy system vulnerabilities, and state priority routes considered fuel access and delivery. Future updates to RTC's RTP and WSDOT state highway planning could recognize the role of RETRs in fuel access and delivery during emergency events.

6.2.1.5 Potential Funding Opportunities

In all the considerations discussed here, funding for improvements is critical. Integrating the RETRs into local, regional, and state documents increases their priority and prominence, and eligibility for capital funds. Additionally, current funding streams are often connected across agencies, and this funding structure enables rapid, equitable, and accountable planning and operations.

Tier 1 routes should be the first priority for resilience projects and funding for maintenance or projects to reduce the risk of emergency event failure on these facilities. However, all routes designated as RETRs should be considered for funding for resilience projects due to their importance to the regional network.

Table 3 shares examples of potential funding opportunities.

Table 3. Potential Funding Opportunities

Name	Notes
Federal	
FEMA Public Assistance (PA)	Reimburses eligible costs of emergency response work or permanent repair of infrastructure following a federally-declared disaster. There is a non-federal cost share requirement, typically 25%.
Federal Highway Administration (FHWA) Emergency Relief	ODOT applies on behalf of state and local owners for Federal-aid highways; covers emergency and permanent repairs
Federal Transit Administration (FTA) Emergency Relief	For damaged transit systems' capital and operations, in coordination with ODOT Rail & Public Transit Division
State of Oregon	
ODOT Seismic Program, Seismic Plus, Implementation Guidelines	Prioritize lifeline corridors, combine retrofit with replacement where lifecycle-efficient; and integrates unstable slope mitigation

Name	Notes
Statewide Transportation Improvement Fund (STIF)	Oregon's dedicated transit revenue stream for maintaining and improving public transportation. Support for emergency service continuity and recovery (operations focused)
Connect Oregon (non-highway modes)	Competitive funds and federal match options for aviation, rail, and marine resilience and recovery (e.g., port berth, airport apron, etc.)
Seismic Rehabilitation Grant Program (SRGP, Business Oregon)	For emergency services facilities & schools (EOCs, fire, police, etc.)
State of Washington	
Washington's Climate Commitment Act (CCA)	Generates substantial funding for transportation infrastructure investments. RETRs are well aligned with CCA's goals to leverage carbon fees toward investments to make the state's transportation system more resilient. Working with legislators and WSDOT to allocate this funding to RETRs could be a priority
Washington State Motor Vehicle Fund	Fuel tax revenues to be used for highway and roadway investments
Transportation Alternatives and Local Programs Grants	A mix of state and pass-through federal grants that could specifically support local bridge rehabilitation and community connectivity improvements on RETRs
Legislative funding packages	Many of Washington's larger transportation projects are funded through legislative packages that identify specific sets of investments. RETRs would be strong candidates for future funding packages that tend to leverage new or expanded transportation revenue sources
Regional and Local	
Metropolitan Planning Organizations (MPO)	Prioritize flexible funds, update Transportation Improvement Programs (TIP) for emergency priorities, coordinate cross-jurisdictional detours and transit
Local option sources	Transportation system development charges (SDC), transportation impact fees, transportation benefit district taxes (WA state specific), local gas taxes, general fund emergency reserves, etc.

6.3 Phase 2 Recommendations (near-term future work)

6.3.1 Recommendation 2-2: Prioritize the near-term recommendations and define future RETR project phases

Recommendations 2-3 through 2-9 emerged during Phase 2 as next steps partners have identified that will further RETR planning work. These recommendations need to be reassessed alongside priority, capacity, and budget amongst partners to determine the next phases of the RETR project.

6.3.2 Recommendation 2-3: Develop RETR management plans.

Metro and the RDPO originally submitted a Phase 2 proposal to the RDPO's 2021 Urban Area Security Initiative application process. In addition to tiering the RETR network, that project concept included developing a RETR management plan. Phase 2 was eventually delayed until the 2023 UASI grant year and with a smaller budget, developing guidelines for operations and maintenance was removed from the scope.

Based on discussions throughout Phase 2, the need to have a shared understanding of operationalizing RETRs is a recommendation that should be addressed in the near-term to facilitate more specific response planning. With different owners and operators across the RETR network, planning can be coordinated on a regional level but ultimately local jurisdictions will likely be the first responders due to equipment and personnel availability after a disaster. A RETR management plan should define concepts, such as communications between agencies, ETR use, users (including transit providers and public works staff), regional design guidance, priorities and responsibilities for route maintenance, debris clearance, and emergency repair. A coordinated plan with a timeline and associated responsibilities for federal, state, regional, and local emergency responders would provide the framework for developing emergency transportation response plans for varying levels of government.

See the ETR Phase 1 Technical Report, Recommendation 3 in section 8.2, page 71 for more detailed information.

6.3.3 Recommendation 2-4: Establish network and tiering update cycle

Phase 1 recommended a minimum 10-year update cycle and a shorter five-year update to capture changes in underlying data that will be used for an update. During discussions within this project, the RDPO, Metro, and RTC have agreed to jointly update the five-county RETR network/tiering every 10 years with minor updates to the network every five years as part of updates to the Regional Transportation Plans of Metro (covering the urbanized portion of Clackamas, Multnomah, and Washington counties) and the RTC (covering the urbanized portion of Clark County). While the RTC may update their data and the network

in Clark County separate from the Oregon counties and vice versa, partners should make sure to invite bi-state partners to be part of an update process or, at minimum, make them aware.

6.3.4 Recommendation 2-5: Develop a data management plan

Phase 1 and Phase 2 of the RETR project relied heavily on underlying data to inform analysis that updated the overall network and tiered the routes in the network respectively. Proximity to specific critical facilities or other points of interest were factors in determining RETR including (or exclusion) and subsequent tier. In both phases, significant data review and cleanup was required before beginning analysis. Data sources include Metro's Regional Land Information System (RLIS), a collection of Geographic Information System (GIS) datasets that support planning and analysis in the Portland metropolitan area, as well as ODOT and WSDOT databases. See Appendix C for the full list of data sources and additional information about the technical process

Given the amount of data that went into analysis as well as the amount of data generated specific to RETRs, a robust data management plan is needed. Regular updates to underlying RETR-related datasets will set up future RETR work to minimize how much data cleanup might be needed prior to analysis. Additionally, maintaining data about the RETR network and individual routes will ensure that partners are working with the most current information. As RLIS is the primary location where route data is stored and much of the underlying data is compiled, Metro is the most likely partner to develop this data management plan.

6.3.5 Recommendation 2-6: Identify critical failure points and high-risk locations including further work related to bridges

Identifying critical failure points and high-risk locations along the RETR network is essential to ensuring that the system can function reliably under emergency conditions. Disruptions caused by earthquakes, flooding, wildfires, or severe weather can have cascading effects, particularly at locations where the network lacks redundancy or depends on a single asset such as a bridge, interchange, or constrained corridor.

By systematically pinpointing these vulnerabilities, agencies can better understand where failures would result in significant loss of connectivity, delayed emergency response, or isolation of communities. This knowledge provides a foundation for prioritizing investments, whether through targeted capital improvements, operational strategies, or contingency planning.

Throughout the RETR project, partners conveyed urgent concerns related to bridges and other failure points in the RETR network. In response, the project team created a bridge table (Appendix D) that compiles basic information about all the bridges located along the

RETR network, including bridge name, owner, maintainer, bridge type, condition, seismic vulnerability, and the tier of the RETR route it is located on. Future work on this topic could use this table as a starting point for a more thorough analysis.

6.3.6 Recommendation 2-7: Expand points of interest in future tiering

Input from partners noted other considerations and refinements to the prioritization criteria for future iterations of the tiering process. A few examples include:

- **Clinics and urgent care centers**: health and medical partners note that in areas of the region that are farther away from an acute care hospital, local clinics or urgent care centers often the medical facility for that area (e.g., Columbia County does not have a hospital within county borders but there are community health centers). When evaluating proximity to points of interest, future iterations should consider areas in our region where non-hospital medical facilities should be factored in.
- **Resilience hubs**: community partners continue to elevate the importance of resilience hubs as critical community spaces. If resilience hubs are included as part of RETR identification and/or prioritization criteria, a central dataset of resilience hub locations is needed.
- **Fuel infrastructure**: as described in Recommendation 2-1, counties and the state have advanced fuel and energy planning over the last five years. While the current criteria includes some, but not all, fuel retail and fuel storage, fuel infrastructure more tailored to emergency response operations should be cleared up and determined. This may include a crosswalk of identified priority locations in county fuel management plans and state energy plans (e.g., ODOE's Energy Security Plan) to prioritize public facilities with enhanced emergency fuel storage, fuel stations or emergency distribution sites, etc.

6.3.7 Recommendation 2-8: Improve planning for vulnerable populations and rural communities

Phase 2 improved upon the underlying data used during the tiering process by using Metro's Social Vulnerability Tool (SVT) developed in 2020-22. The SVT data provided a better regional look at ensuring socially vulnerable, and hence likely more disaster-vulnerable communities are served by prioritized RETRs. Metro is currently working on a phase 2 of the SVT project to develop disaster-specific social vulnerability indices, enabling the region to refine ongoing work in understanding and measuring social vulnerability in our region by aligning specific vulnerabilities to specific disasters scenarios. The project is expected to conclude in 2026.

To build on recommendation 2-1, local jurisdictions can use RETRs to support investment in vulnerable or underserved communities. Engaging with local community partners (e.g., schools, hospitals, transit agencies, community-based organizations, etc.) around the

RETRs, discussing how emergency services can access and equitably serve their communities, and listening to local concerns is key to both transportation and emergency management planning, and an opportunity to understand how community needs can be met while improving resilience of RETRs.

Another challenge that arose during the tiering process was how RETRs serve rural areas and the need to balance tiering routes in urban versus rural areas. The evaluation criteria inherently led to a greater number of higher-tiered segments in urban areas because of the concentration of people and therefore points of interest. Rural areas do not have the same density of road networks, leading to fewer options for routes and redundancies. Partners in those areas recognize they cannot expect the same level of service. The recommendation is to use RETRs to focus on mitigating risks and minimizing impacts (e.g., understanding islanding effects; planning for pre-positioned agreements, supplies, or resources; updating county natural hazard mitigation plans; investing in and developing resilience hubs and other community spaces; and educating and preparing residents on the risks of living in those areas).

6.3.8 Recommendation 2-9: Integrate RETRs and LETRs into evacuation planning

Local and state partners continue to make progress on evacuation planning. As noted above, emergency response is often underrepresented in TSPs and TEs (and therefore, may not appear on priority project lists) because they are not required. The same is true for evacuation planning. In some jurisdictions, local evacuation plans exist for specific high-risk neighborhoods or facilities. RETRs, while focused on emergency response access, can be used as a consideration when agencies identify preferred evacuation routes; the local designation of evacuation routes is also a useful input to future RETR updates. Tiered priority RETRs could incorporate details about specific corridors designated for priority egress from high vulnerability geographies in specific hazard scenarios.

See the ETR Phase 1 Technical Report, Recommendation 6 in section 8.2, page 74 for additional information.

6.4 Phase 2 Recommendations (long-term future work)

The following recommendations are carried over from Phase 1 as additional follow-on work to advance emergency transportation plans and resilience. See the respective sections in the ETR Phase 1 Technical Report for additional information.

6.4.1 Recommendation 2-10: Conduct engineering evaluation of tier 1 routes

See Recommendation 7 in section 8.3, page 73.

6.4.2 Recommendation 2-11: Expand RETR concept to other modes of transportation

See Recommendation 8 (river routes) and Recommendation 10 (bike and pedestrian options) in section 8.3, page 75.

6.4.3 Recommendation 2-12: Develop equity-centered public messaging

See Recommendation 9 in section 8.3, page 75 for additional information.

7. Conclusion

The completion of the RETR Phase 2 marks a significant milestone in strengthening the region's ability to respond to major disasters. However, it also underscores the amount of work that remains. The tiered RETR network, informed by extensive partner engagement and a robust prioritization methodology, provides a clear roadmap for resilience investments. Advancing the recommendations outlined in this report, including RETR management planning, data management, engineering evaluations, and integration into local and regional planning, will require regional coordination and a shared commitment to long-term resilience.

Achieving this vision will depend heavily on securing reliable and diverse funding sources. Yet many of the most consequential next steps such as seismic upgrades, addressing critical failure points, and enhancing rural access will require multi-year, multi-agency investment strategies that exceed currently available resources. Agency partners can all help to prioritize this work, recognizing how important it is for our collective long-term goals. With sustained investment, the region can translate this planning foundation into a transportation system capable of supporting rapid response and long-term community resilience.

8. Definitions

Arterial: Arterials provide direct, relatively high-speed service for longer trips and large traffic volumes, forming from the primary connections between the central city, regional centers, industrial areas, intermodal facilities, as well as between neighboring cities and the metropolitan region. These can be classified as "Principal" or "Minor."

Capacity: A transportation facility's ability to accommodate moving people or vehicles in a given place during a given time period.

Cascadia Subduction Zone (CSZ): The zone surrounding the Cascadia fault line running along the Pacific Northwest coast, capable of producing severe earthquakes.

Climate change: Any change in global or regional climate patterns over time, whether due to natural variability or human activity, that persists for an extended period and is attributed largely to increased levels of atmospheric carbon dioxide produced by the use of fossil fuels.

Community centers: Key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, and other places that provide key services and/or daily needs.

Critical infrastructure: Lifelines other than the roadway transportation network, such as water, wastewater, electricity, fuel, communications, and intermodal transportation (i.e., transit, rail, airports, marine terminals, and river access points).

Debris clearance: The clearance, removal, and/or disposal of items such as trees, sand, gravel, building components, wreckage, vehicles, and personal property.

Emergency Operations Center (EOC): A facility where government agencies coordinate response activities, resource allocation, and decision-making during emergencies.

Emergency Operations Plan (EOP): A local plan that establishes protocols for responding to emergencies and coordinating response functions, which often incorporate regional emergency transportation routes (RETRs). Also known as Comprehensive Emergency Management Plans (CEMP).

Essential facilities: For the purpose of tiering routes within the Metro region, essential facilities included places such as hospitals and health care facilities; emergency operations centers (EOCs); police and fire stations; public works facilities; state, regional, and local points of distribution (PODs); designated debris management sites; and shelters and community centers.

Geographic Information Systems: System for storing, analyzing, and displaying spatial data often used in planning, operations, and emergency response.

Hazard Mitigation Plan (HMP): A plan that provides an overarching statewide framework for reducing risks to people, infrastructure, and essential services.

Metropolitan Planning Organization (MPO): A regional agency responsible for long-range planning, policy development, and distribution of federal transportation funds within an urbanized area.

Natural Hazard Mitigation Plan (NHMP): see Hazard Mitigation Plan.

Points of Interest: Destinations, or points, that were used in identifying essential services for emergency transportation. These considered:

- Life safety: Measured by access to infrastructure such as hospitals, fire stations, and police stations.
- Connectivity: Ability to designate clear routes to State Seismic Lifeline Routes, principal arterials/highways, and minor arterials.
- Public Works and Resources: Access to public works facilities, fueling centers, and water treatment and distribution sites.
- Other key destinations: Airports, debris management sites, and Emergency Operations Centers.

Regional Emergency Transportation Routes (RETRs): Routes used during and after a major regional emergency or disaster to transport resources and materials, including first responders (e.g., police, fire and emergency medical services, fuel, essential supplies, debris, equipment, patients, and personnel).

RETR Network Tiers: A framework used to prioritize RETRs based on their relative support for emergency response, long-range planning, and capital investment.

- Tier 1 routes are the highest priority routes for rapid damage assessment and debris clearance to ensure a functioning regional transportation network after a disaster to facilitate lifesaving and life-sustaining response activities. Tier 1 routes create a network that connects emergency response personnel to critical locations and key communities across the region, and links to the ODOT Statewide Seismic Lifeline Routes (SSLR) and WSDOT priority network systems.
- Tier 2 are the next highest priority routes that continue to build off the Tier 1 network, increasing connectivity and redundancy and providing additional access to critical locations and key communities.
- Tier 3 further adds to the network.

Regional Transportation Plan (RTP): A long-range transportation planning document adopted by a Metropolitan Planning Organization that sets goals, policies, performance measures, and investment priorities for the regional transportation system.

Resilience hubs: Places within a community to gather to access information, services, and resources, and receive assistance before, during, and after a disaster.

Seismic islands: Areas defined by Oregon Department of Human Services (ODHS) within Oregon that are likely to become isolated following a Cascadia Subduction Zone 9.0 earthquake. The islands indicate areas of the Statewide Seismic Lifeline Routes (SSLRs) that are likely to be cut off due to damage from seismic hazards.

Social Vulnerability Tool (SVT): The SVT is a tool created by Metro that looks at national and available local data to identify people in the region who are most likely to experience barriers to services and programs before, during and after disasters.

Statewide Seismic Lifeline Routes (SSLR): Routes established by ODOT with the goal of supporting survivability and emergency response efforts immediately following an event; providing transportation to facilities that are critical to life support functions for interim periods following an event; and supporting statewide economic recovery.

Transportation Improvement Plan (TIP): A short-term prioritized list of transportation projects eligible for state and federal funding.

Transportation System Plan (TSP): A local plan that evaluates the full transportation network and guides how jurisdictions build, manage, and maintain multimodal transportation systems.

Vulnerable Populations: Communities with challenges accessing or utilizing the transportation system (related to age, income, race, ethnicity, language, disability, or mobility) that are often exacerbated during an emergency.

9. Acronyms

C-TRAN – Clark County Public Transit Benefit Area Authority
CBO - Community-Based Organization
CCA – (Washington) Climate Commitment Act
CEMP – Comprehensive Emergency Management Plan
COOP/COG - Continuity of Operations/Government Plan
CPOD – Commodity Point of Distribution
CRESA - Clark Regional Emergency Services Agency
CSZ - Cascadia Subduction Zone
DLCD – Oregon Department of Land Conservation and Development
DOGAMI – Oregon Department of Geology and Mineral Industries
DOT – Department of Transportation (see ODOT, WSDOT)
EM – Emergency Management
EOC – Emergency Operations Center
EOP – Emergency Operations Plan
EREMO – (WA Department of Commerce) Energy Resilience & Emergency Management Office
ESF – Emergency Support Function(s)
ESP – Energy Security Plan
ETR – Emergency Transportation Route(s)
FEMA – Federal Emergency Management Agency
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
GHG – Greenhouse Gas Emissions
GIS – Geographic Information System
HMP – Hazard Mitigation Plans
LETR – Local Emergency Transportation Route
MPA – Metropolitan Planning Area
MPO – Metropolitan Planning Organization
NHMP – Natural Hazards Mitigation Plan
ODHS – Oregon Department of Human Services
ODOE – Oregon Department of Energy
ODOT – Oregon Department of Transportation
OHP – Oregon Highway Plan
OREM – (ODHS) Office of Resilience and Emergency Management
OTP – Oregon Transportation Plan
PA – (FEMA) Public Assistance
POI – Point(s) of Interest
PSU – Portland State University
PWG – Project Work Group

RDPO – Regional Disaster Preparedness Organization
REMG – Regional Emergency Management Group
RETR – Regional Emergency Transportation Route(s)
RLIS – (Metro) Regional Land Information System
RTC – (Southwest Washington) Regional Transportation Council
RTP – Regional Transportation Plan
SEHMP – (Washington) State Enhanced Hazard Mitigation Plan
SDC – System Development Charges
SR – State Route
SRGP – (Oregon) Seismic Rehabilitation Grant Program
SSLR – (Oregon) Statewide Seismic Lifeline Route(s)
STIF – (Oregon) Statewide Transportation Improvement Fund
SVT – (Metro) Social Vulnerability Tool
TE – Transportation Element(s)
TIP – Transportation Improvement Program
TPR – Transportation Planning Rules
TREC – Transportation Research and Education Center
TSP – Transportation System Plan(s)
UASI – Urban Area Security Initiative
USDOT – U.S. Department of Transportation
VMT - Vehicle-Miles Traveled
WSDOT – Washington State Department of Transportation
WTP – Washington Transportation Plan

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Appendix A. Best Practices Memorandum

FEHR PEERS

Memorandum

Date: 15 November 2024

To: Carol Chang and John Mermin

From: Udit Khandelwal and Briana Calhoun, Fehr & Peers

Subject: Best Practices for Reopening of Emergency Routes (RETR Phase II)

PT24-0106

Building on the work on the topic of evacuation that Fehr and Peers has completed across the country, this interim memo presents a research summary from three Oregon plans and five other jurisdictions which have laid out a framework for deciding which road-based routes should be prioritized for being kept operational after an emergency in the respective region. Though they each address different purposes (like evacuation, debris clearing, military response) and involve different types of stakeholders, this memo is focused only on their approaches to roadway prioritization. The exception is the Portland Transportation Recovery Plan, which also includes transit and rail along with roadways.

The examples reviewed here span different scales – state, county, and city – and this influences what each of them seeks to prioritize. For example, state-level policies prioritize regional and interstate access over local access after an emergency. Furthermore, some are more specific than others about quantifying the framework with which they perform route prioritization.

Plan Review

City and County of San Francisco Disaster Debris Management Plan (2019)

The CCSF Disaster Debris Management Plan was prepared to specifically deal with physical debris in the aftermath of any type of natural or man-made emergency faced by the San Francisco County region. The SF Public Works Department created a route tiering system to prioritize streets for damage assessment, street clearance, and emergency response after a disaster. The tiering took into consideration:

- Egress and ingress to critical facilities and infrastructure
  - Critical facilities: Fire Stations, Police Stations, Medical facilities, primary shelters, schools, radio repeaters,
  - Critical infrastructure: water pump stations, reservoirs, road structures

- Need to move across the city (N&S/ E&W)
- Potential damage and obstructions to roadways
    - Downed lines (power and MUNI)
    - Glass from high-rise buildings
    - Damaged road structures

The plan does not include a quantifiable method for prioritizing routes for clearance, and instead provides the following order:

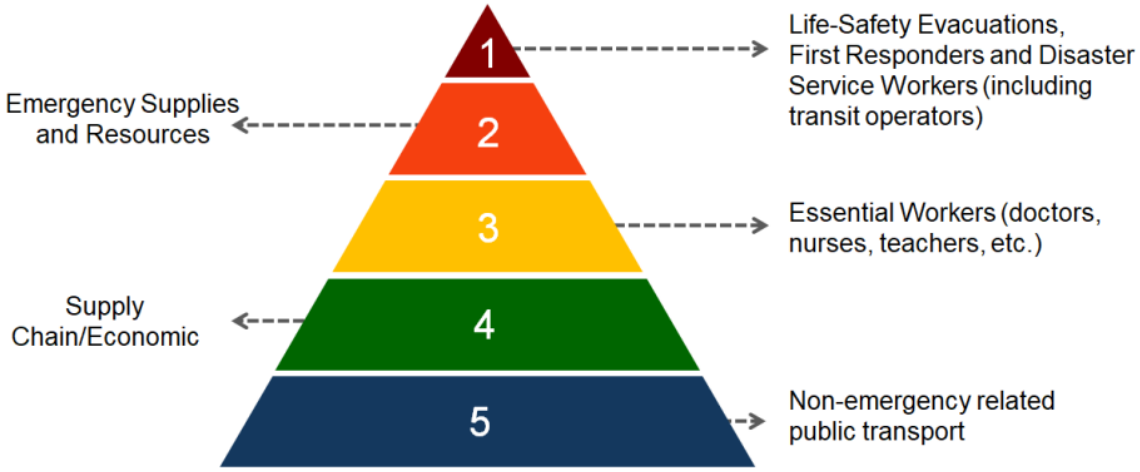
1. Immediate life-safety needs – firefighting, emergency medical, search and rescue, evacuations
2. Clearance of at least one lane on all critical routes to ensure access to fire and police stations, hospitals, EOC DOC, critical staging areas. (shown in the SFPW windshield survey map)
3. Clearing access to public schools, other facilities used for emergency shelters
4. Clearing access to other gov and public facilities essential to recovery
5. Access for utility restoration (substations, pump stations, wastewater plants)
6. Secondary road clearance
7. Clearance on private roads if and when debris affects public welfare (though this will need pre-approval from Cal OES and FEMA).

Santa Barbara Transportation Emergency Preparedness Plan (2020)

This plan applies to the counties of Santa Barbara and Ventura, which are part of a region highly susceptible to earthquakes, fires, and flooding. In this document the priorities for transportation access in the aftermath of an emergency are set not based on infrastructure but on the needs of different groups and travel purposes. It illustrates this through a prioritization pyramid (see figure below) with the following order in reducing priority:

1. Life safety actions, first responders, Disaster Service Workers: Ensuring that, during an emergency, these workers can report to their place of duty.
2. Emergency supplies and resources: Necessities like food, medical supplies, fuel, and special supplies needed by first responders are transported.
3. Essential workers: Depending on the emergency, who qualifies as “essential” can change and county officials would need to take a call on this to ensure such workers can report for maintaining essential services.
4. Supply chain/economic: As the private sector maintains most of the supply chains, emergency managers would need to work with key players and transportation providers to ensure critical supplies are available.
5. Non-emergency related transit: This would be considered of least priority and transit services would be halted until the disaster is stabilized.

Figure 1. Transportation Priorities in an Emergency (Source: Santa Barbara Transportation Emergency Preparedness Plan)



Houston-Galveston Area Council, Resilience and Durability to Extreme Weather (2021)

The Houston-Galveston region is a big economic hub that is also highly vulnerable to flooding. The report documents Criticality and Vulnerability Assessments (CA and VA) to identify transportation assets and routes which are crucial to the region's functions and economic activity, and which are most susceptible to regional climate stressors. For the purposes of this memo, we are only concerned with the CA, since the VA's focus is to identify the infrastructure to be prioritized for rehabilitation. The report is also for a pilot program and is limited to road infrastructure – major roads and bridges. The CA is based on the following four categories:

- Socioeconomic importance (20%): Contribution of each transportation asset to regional economy and access to key hotspots
- Usage and operational importance (40%): Volumes and types of traffic that each asset holds (AADT, transit)
- Health and safety importance (30%): Access provided by each asset to healthcare and safety facilities and for underserved areas and populations.
- Emergency preparedness importance (10%): Role of each asset in an emergency; indicators include evacuation routes, links to shelters and Emergency Operation Centers (EOCs), access to military facilities.

The weighting for these categories was developed based on feedback from stakeholders (detailed methodology Appendix A pg. 101). Each of these categorizations relies on multiple indicators scored typically on a 0-4 scale, and then after weighting each roadway was scored on a 0-1 scale. Because freeways have large traffic flows, a bias towards them in the scoring is reduced by treating freeways separately from other major roads. The study also splits each route into

segments and scores the segments individually. For example, for the indicator "Access to airports" within the Socioeconomic category (refer Table below), each road segment is scored from 0-4 based on the travel time to the nearest airport.

Table 1: List of indicators for each evaluation criterion

Category	Indicator	Category	Indicator
Socioeconomic	Access to airports	**Health and safety**	Access to hospitals
	Access to ports		Access to fire stations
	Access to activity population		Service to vulnerable pop
Usage and operational	AADT	**Emergency preparedness**	Evacuation route
	AADTT		Access to shelters
	Transit rides		Access to FEMA EOCs
			Military access

The vulnerability assessment framework involves an evaluation of transportation assets' capacity to endure and recover from climate exposures and service disruptions due to extreme weather events. It consists of three main components:

1. **Exposure** assesses whether a road segment or bridge is likely to be flooded based on various flooding scenarios, utilizing data such as water depth and flood risk maps.
2. **Sensitivity** measures how much damage or disruption an asset may experience when exposed to specific stressors, considering factors like structural integrity and past performance during floods.
3. **Adaptive Capacity** evaluates the ability of the transportation system to cope with damage or disruption, focusing on aspects like repair costs and network redundancy.

These components are combined to create an overall vulnerability index, which helps identify critical infrastructure that requires prioritization for resilience strategies against future climate impacts.

Metro Disaster Debris Management Plan (2022)

The Disaster Debris Management Plan outlines a framework for managing debris generated by disasters in the Portland-Metro region, emphasizing safety, public health, and environmental sustainability. It establishes procedures for debris operations, including temporary management sites, prioritization of debris clearance, and coordination with local and federal agencies. The plan

incorporates considerations for climate change, equity, employee safety, and compliance with regulatory requirements while aiming to minimize greenhouse gas emissions.

The top priority for debris clearance is focused on emergency transportation routes, critical facilities, and any debris which poses an immediate threat to public health and safety.

ODOT Seismic Lifelines Evaluation, Vulnerability Synthesis, and Identification (2012)

Mandated by Policy 1E, Lifeline Routes, in the *Oregon Highway Plan*, this report documents the process for the Oregon Seismic Lifelines Route identification project. Criteria in the evaluation framework are grouped into 3 categories: Connections, Capacity, Resilience. The tables below categorize and list all criteria used for scoring, along with the description of the scoring parameters for each of them on a "Low", "Moderate", and "High" scale. As with the scoring system in other reports, individual routes are split into segments and scored for access to different services listed in "Connections".

This evaluation framework is used to divide the state roadway system into three tiers, in which:

- The Tier 1 system provides access through the state and to Washington and California through a contiguous network, with minimal cost of seismic retrofitting.
- The Tier 2 system extends the contiguous reach of the first tier, while providing redundancy to the population hubs in Portland MSA and Willamette Valley.
- Tier 3 ties the other two segments together with additional redundancies.

The report notes that the goal of this prioritization is to serve state needs over the needs for access to every location, and thus locally crucial "seismic lifeline" routes may not have been considered if they don't serve as key corridors at a statewide level.

Table 2: Evaluation criteria in Connections category

Category: Connections	Low score	Moderate score	High score
Access to each of: - Fire stations - Hospitals	None within 5 miles of the segment	At least one within 5 miles of the segment	At least one within 1 mile of the segment
Access to ports and airports	Segment doesn't provide ready access to airport or port	Segment leads to an arterial that leads to an airport or port	Segment provides direct access to airports or port
Access to railroads	Segment provides no direct access to a railroad	--	Segment intersects with railroad or closely parallels railroad
Access to ODOT maintenance facilities	No maintenance facilities within 0.25 mile of the segment	--	At least one maintenance facility within 0.25 mile of the segment
Access to population centers	Sum of population values for all population centers along the segment is less than 10,000	Sum of population values for all population centers along the segment is between 10,000 and 100,000	Sum of population values for all population centers along the segment is greater than 100,000
Access to emergency response staging areas	Segment doesn't provide ready access to a staging area	Segment leads to an arterial that leads to a staging area	Segment provides direct access to a staging area
Access to critical utilities	Segment does not provide access to critical utility infrastructure	--	Segment provides access to critical utility infrastructure
Access to central Oregon	Segment does not provide access to central Oregon	Two-lane roadway that provides access to central Oregon	High-capacity roadway that provides access to central Oregon (connects to US 97)
Connection to Centers of Commerce	Segment does not connect to an urban growth boundary of an MPO	Segment connects to an MPO urban growth boundary, but not to a central business district	Segment provides direct access to a central business district in an MPO

Importance of Segment to Freight Movement	No mention of the highway in Chapter 4 of the Oregon Freight Plan	Highway that provides connectivity to a freight facility, as listed in the Oregon Freight Plan	Strategic freight corridor as depicted in the Oregon Freight Plan
Segment Provides Critical Non-redundant Access	At least one alternate roadway (state or locally owned) exists that provides access to the same area for which the segment provides access		No alternate roadway exists that provides access to the same area for which the segment provides access

Table 3: Evaluation criteria in Capacity category

Category: Capacity	Low score	Moderate score	High score
Roadway Width	Two or three lanes	Four or five lanes	Six or more lanes
Ability to Control Use	No access control	Limited access control (such as an expressway)	Full access control (such as on an interstate freeway)
Freight Access	Highly restricted to truck and oversize load traffic	Some restrictions for length or width; will not accommodate oversize and overweight loads	No freight restrictions

Table 4: Evaluation criteria in Resilience category

Category: Resilience	
Bridge seismic resilience	Bridge seismic resilience after short-term repair
Roadway seismic resilience	Roadway seismic resilience after short-term repair

Resilient Washington State (2012)

The Resilient Washington State initiative aims to enhance the state's preparedness and recovery capabilities in the event of an earthquake, recognizing Washington's high seismic risk. The framework includes a comprehensive assessment of critical infrastructure across four sectors: Critical Services, Utilities, Transportation, and Housing & Economic Development. It identifies vulnerabilities, establishes target recovery timeframes for essential services, and outlines ten key

recommendations for improving resilience, such as making schools and hospitals structurally sound, enhancing utility systems, and strengthening business continuity planning.

While individual emergency routes are not identified in this plan, it does establish the target timeframe for recovery for a range of transportation networks, including ferries and rail.

Figure 2. Target States Of Recovery: Washington's Transportation Sector

KEY TO THE TABLE

TARGETS TO ACHIEVE DIFFERENT LEVELS OF RECOVERY:

- ***Minimal*** *(A minimum level of service is restored, primarily for the use of emergency responders, repair crews, and vehicles transporting food and other critical supplies.)*
- ***Functional*** *(Service is not yet restored to full capacity, but is sufficient to get the economy moving again—e.g. some truck/freight traffic can be accommodated. There may be fewer lanes in use, some weight restrictions, and lower speed limits.)*
- ***Operational*** *(Restoration is up to 80–90% of capacity: A full level of service has been restored and is sufficient to allow people to commute to school and to work.)*

TIME NEEDED FOR RECOVERY TO 80–90% OPERATIONAL GIVEN CURRENT CONDITIONS: ✕

For a number of components, the timeframes marked in the table reflect the estimated recovery period following a worst case scenario earthquake. See the notes in Workshop Report II for details.

TARGET STATES OF RECOVERY: WASHINGTON'S TRANSPORTATION SECTOR

	Event occurs	0–24 hours	1–3 days	3–7 days	1 week–1 month	1–3 months	3 months–1 year	1–3 years	3+ years
Interstate 5									
Puget Sound (center & north)								✕	
South end (Chehalis south)							✕		
Interstate 90									
Puget Sound (Snoqualmie Pass west)								✕	
Cascades to eastern WA (Snoqualmie to Idaho)							✕		
Interstate 405									
South end (Tukwila to I-90)								✕	
North end (I-90 to Lynnwood)								✕	
Ferry operations							✕		
Floating Bridges									
SR 520								✕	
I-90							✕		
Hood Canal					✕				

TARGET STATES OF RECOVERY: WASHINGTON'S TRANSPORTATION SECTOR (CONTINUED)

	Event occurs	0–24 hours	1–3 days	3–7 days	1 week–1 month	1– 3 months	3 months–1 year	1– 3 years	3+ years
25% of major & minor arterials					✕				
50% of major & minor arterials						✕			
75% of major & minor arterials							✕		
90% of major & minor arterials								✕	
Airports								✕	
Airport for emergency traffic					✕				
Ports and navigable waterways								✕	
Rail (freight & passenger)								✕	
Mass transit: estimates mirror those of major & minor arterials									

Washington State Catastrophic Index Assessment (Transportation) & Appendix 1: Cascadia Subduction Zone (2022)

The Catastrophic Incident Annex (CIA) outlines the strategic framework for managing transportation infrastructure during catastrophic incidents in Washington State. It emphasizes the importance of identifying and prioritizing critical routes for emergency response, including highways, bridges, railways, maritime, and aviation systems. The document details planning assumptions, operational concepts, and coordination mechanisms necessary to assess damage, clear debris, and restore access to essential services. It also highlights the roles of various agencies, the need for situational awareness, and the establishment of logistics connections to facilitate effective disaster response and recovery efforts.

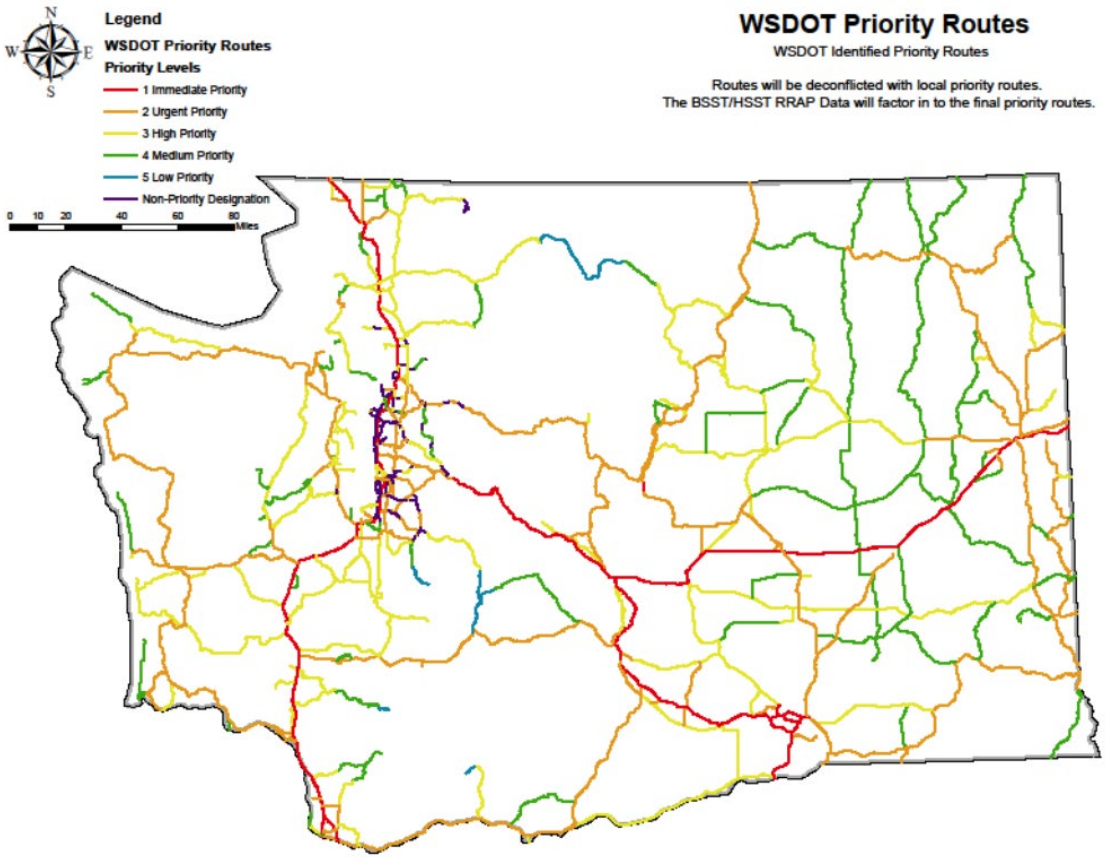
The plan prioritizes transportation routes in three tiers for the recovery of transportation infrastructure after an incident.

- WSDOT Seismic Lifeline Routes
- State Priority Routes
- Local Priority Routes

WSDOT Seismic Lifeline Routes are routes that should be reopened quickly to create connections between Incident Support Bases (ISBs) located in central and eastern Washington and Federal Staging Areas (FSAs) located in western Washington. They are either currently or in the progress of being retrofitted for improved earthquake survivability.

All State Routes in Washington have been assigned a priority (1-5) based on their level of use.

Figure 3. WSDOT State Priority Routes



Local Priority Routes are those roadways which are essential for a local response to occur within a jurisdiction. These routes are intended to:

- Enable access from the state transportation system.
- Connect with local staging areas, mass care locations, medical services, and specific critical infrastructure.
- Bypass the state transportation system at points to offer additional areas of connection and access.

These are being established by local jurisdictions and may not follow the same criteria for all locations.

Portland Transportation Recovery Plan, 2018

The Portland Transportation Recovery Plan was prepared after receiving an FTA grant which aimed to help organizations integrate and coordinate their transit, transportation planning, and transportation demand management (TDM) elements for the response and recovery periods of disaster management. As part of the "Portland Transportation Alternatives Prioritization Tool"

(APT), the report shares a methodology for prioritizing transportation improvements for all highway and transit facilities in the city based on the categories of usage, access, and equity.

Note that the relevant parts of the Plan shared in this memo are about prioritization of improvements, as opposed to that of reopening or operations of routes and roadways. However, the APT is unique in that it considers both rail and roadways for prioritization, and the focus on transit can be a helpful input for next steps after this memo. Furthermore, though this memo is focused only on roadways, the rail component of the APT is shown here for a complete understanding. The transportation improvements considered by the APT are arranged in order of their "contribution to the safe, efficient, reliable movement of people or freight". The scoring is out of 100, with points scored across three main categories:

1. Usage: Maximum of 50 total points for rail and 50 total points for roadways based on the level of usage by users and the role of the facility in emergency management activities.
   MAX Light Rail Service or Portland Streetcar
   a. Ridership by line (maximum of 50 points)

   Roadway
   a. PBOT Traffic Classification (maximum of 9 points)
   b. PBOT Transit Classification (maximum of 9 points)
   c. PBOT Bikeway Classification (maximum of 9 points)
   d. PBOT Pedestrian Classification (maximum of 9 points)
   e. PBOT Freight Classification (maximum of 9 points)
   f. PBOT Emergency Response Route (maximum of 5 points)
2. Access: Maximum of 35 total points based on degree to which priority areas and facilities are served.
   a. Centers and Corridors (maximum of 7 points)
   b. PBEM Tier I Critical Facilities (maximum of 5 points)
   c. Hospitals (maximum of 5 points) iv. Fire Stations (maximum of 5 points)
   d. Police Stations (maximum of 5 points)
   e. Large Employers (maximum of 4 points)
   f. BEECN Location (maximum of 4 points)
3. Equity: Maximum of 15 total points based on the degree to which communities of concern are positively impacted.
   a. Persons of Color Served (maximum of 3 points)
   b. Low-Income Persons Served (maximum of 3 points)
   c. Persons with Disabilities Served (maximum of 3 points)
   d. Persons with Poor Vehicle Access Served (maximum of 3 points)
   e. Persons with Limited English Proficiency Served (maximum of 3 points)

Methods Comparison

The route prioritization methods across the various plans in the document share several similarities. Many plans incorporate a tiered approach to prioritization, categorizing routes based on their significance to emergency response. While some plans utilize qualitative assessments others employ quantitative scoring systems, and stakeholder input and local jurisdictional priorities are key to the route prioritization process.

The most common criterion in the reviewed plans is the emphasis on life safety and access to critical facilities as a top priority during emergencies, ensuring that first responders can operate effectively. The facilities that are classified as critical differ slightly among the jurisdictions so this could be an area of discussion amongst the RETR project work groups.

Economic impact to include access to population centers, freight routes, and ports is also included in a number of the methods, with roadway capacity and volume (AADT) being key measures. Some of the criteria consider route redundancy as a metric, while only the Houston-Galveston Area Council includes a special consideration for vulnerable populations.

Appendix B. Tiering Methodology and Stakeholder Summary Memorandum

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Çœª ůðì Ì Ű Ì łðŮ±Ì Ê Ê Ì Áłðœª Ê ª ł ůì ″Ů ″ -Ì -″ -ð ą -Á» ŮÌ þðª Ű ±±ª łł Ű ª ″ª ŰÁł þ″ -Á» Ů ‡ «ª Ű£«ª ðč Ű ÁŮ∑Ů±Ì ÁÁª ±ð-ğ-ðč Ů Ì «Ů ğ-ðč ‡Ű Ê ª ″» ª Á±č Ůª ł Ì þ″±ª ł Ű Ű œ ª þðůðœª Ů ‡ Áł ůŮ ‡ «ª Ű£«ª ðč Ű £ł Ů ″ -Ê -£″ -‡ Ű Ê ª £ł þ″ª ∑ů čč Ű ±±ª łł ůì Ů -Á« ′£ł ő′ þ±ðþ″ª Ű þ±œŮ ł ůœì ł · -ð€ ‡ ůŮ« ″ — Ű ðč ð Ì -Áł ůŮ Á∑Ű Ê ª ″» ª Á±č Ű þ · · ‡ª ł Ű Ê ª ″» ª Á±č Ű ±± ª łł ÚÁ±‡þ∑ ∑Ů ±‡ £″Ů Ì þðª ł ůª ðì ª ª Áůœì ł · -ð€ ‡ ůŰ ğ£±þ£ðÌ -ÁŮ œª ‡ðª ″ł ůŰ Ê -‡ð€″čů«£ł ª ł ůŮ Á∑Ů þ∞‡±ůœ±-‡ðª ł Ů ª ›ŵ ůŰ ±œì Ì ‡ ↓Ů ðì ůª Ű þł ª ∑Ű ł Ű œª ‡ðª ″ł Ű Ű Á∑ª ł ª Ű · £±ª ł Ű ª ″ğª Ű ł Ű Ê ª ª ð-Á» Ů Ì -Áðł Ů þ″ -Á» Ů Ë ł £ł ðª ″ł Ű œª ″ª Ű ‡″» ª ů ″Ì þ · ł Ű «Ů · ª Ì · ‡ Ű £ÁŮ Ì Á» ″ª »£ðª ŰŰÌ ůðª Ű £ł -‡ Ű ±±ª łł ůðª ł ª Ű ″ª £ł Ů Ł Ű″þ±-£‡ðì Ű ğ£±þ£ðÌ -Á ł Ű

»ª Á±-ª ł Ű ‡ Ì ůª Á∑ª ∑ðì ůœ£ğÌ ″Ů ‡ £″ -Á» ůð» œðğÌ ‡þ Ê ª úůð» œŮ Ì ÁÁª ±ð-ğ-ðč Ů Ì þðª ł ů ″ł ðŮ Á∑Ů ª » Ì -Á£‡Ů Ì þðª ł Ů £‹ðª ″ŰŰ Ì ″Ű Č £ · ‡ úŮ 3 h ÇŮ Á∑Ů {3 h ÇŮ ″ -Ì -″ -ðąª Ű ðč ðª Ű ª ł Ê -±Ű -«ª ‡Áª Ů Ì þðª ł Ű œ±œůðª Á∑ðì ůª ůð» œ!! ±£ · £±-ðč Ů Áðª ″ł ðč ðª Ů Ì þðª ł Ű ∑ª ł →Áª ∑ðì Ů £″″č ůð ª £ğč ů ″ª →»œðð £«»±Ű Ç œª ł ª Ů Ì £∑ł Ů ‡ì Ì Ű ‡ ″» ª Ű Ê ª ″» ª Á±č Ů ğª œ±‡ł ůì ů £ğª ‡Ű þ-± ‡ůœ Ì þ» œŮ Á Ů ″Ì ğ-∑ª Ű ±± ª łł ůì Ű ‡ ″» ª Ů Ì · þ ‡ðł -Á ł Ű Á∑Ů ±Ì Ê Ê ª ″±ª Ű ª Áðª ″ł Ű

J Ì þł ðì Á Ů ″Ì ±ª łł Ű ‡ Ì Ů ″ -Ì -″ -ðąª ł Ű ±± ª łł ůì Ű ğþ ‡ Áª ″£∞‡ Ů Ì · þ ‡ðł -Á ł Ű Á∑ů £Áł -ðŰ · ª ″£ðł -Á ł Ű «ðª ″Ű Á Ů ª Ê ª ″» ª Á±č Ű ì œ±œů ª Ì Ű » ª Á±-ª ł Ű Č ‡ ±-ð ‡ Ű ª «Áª Ů Á Ů œ±œů ª Ì Ű » ª Á±-ª ł Ű £Á Ů ‡ č Ű Ű ›» Á «±£Á ðŮ ″Ì ‡ Ů Á Ű ğ£±þ£ðÌ -Á Ű «ì ″ðł Ű Á∑ů ″£Áł · Ì ″ð-Á» Ű Ê £ðª ″-£‡ Ű Ê £› -Á» ůðœª Ê Ű Á Ű ł ª ðŰ þ″ -Á» Ű ∑ -£ł ðª ″Ů ª ł · Ì Áł ª Ű

wª ł ðì ″ -Á» Ű ±± ª łł ůì Ů -Ì Ê Ê þ Á±£ðÌ -Á Ů -œ£Á Áª ‡ Ů ł Ű Á Ì ðœª ″Ů Ê · Ì ″ðł Áðŭ £ðª » Ì ″čůðœ£ðŮ ł Ű «ðª Á Ű Ê -łª ∑Ů Á Ů ª Ê ª ″» ª Á±č Ů Ì ł Ű ª ″ª Ű ″ª ł ª Áð Ů Á Ů ª ł -∑ª Áðł Ű ″» ª Á±-ª ł ůðœ£ðŮ ∑Ì Ů Á Ì ðŮ Á±‡þ∑ª Ů Ì Ê Ê þ Á±£ðÌ -Á Ů -œ£Á Áª ‡ Ů ł Á Ű ðœª Ů ª ł ðì ″£ðÌ -Á Ű «Ů ″ -ð±£‡ þð ‡ðª ł Ű Ç œª ł ª Ů ±Ì þ‡ůðª Ű ª «Áª ∑Ű ł Ű ‡ ±ð′ -±-ðč ű Ű £ðª ″ű Ł£ł Ű ‡ Áª ł ű Ű Á∑Ů ª ‡ Ű ″ğ-±ª Ű ±± ª łł Ű

Ê · £±ðŰ «Ů ª ł ðŰ ″£±ð±ª ł Ůwª ł ª £″±œŰ Á Ű Á-ð£‡ Ć″£Ê ª Ì Ì ″›

Çœª Ů Á-ð£‡ ů ″£Ê ª Ì Ì ″› ůì ‡ Ì Ì ł Ű Ů þ£Áð-ð€ð-ğª ůì ″Ê £ðŰ ‡› ª ůðœª Ű Ì þł ðì Á!!D£ğª ł ðì Á Ů ″£Ê ª Ì Ì ″› Ű Ç œª Ů ±£ðª » Ì ″ -ª ł ůì ″ůðœª Ű ğ£‡þ£ðÌ -Á Ů ″ -ðª ″ -£ Ű ‡ Ì Ű Ê -″ ″ Ì ″ůðœª Ů ª ł ðŮ ″£±ð±ª ł Ů £ł ª Ű ðþ ∑ -ª ł Ű Ç œª Ů ůì þ″Ů £ðª » Ì ″ -ª ł Ů ±œì ł ª Áůì ″ůðœª Ű Ê ª ðœì ∑Ì ‡ì » č Ű ″ª Ů ‡ «ª ł £ğ -Á» ťł þł ð£ -Á -Á» ű Ì ÁÁª ±ð-ğ-ðč ű Ů þ∞‡±Ű Ì ″› ł Ű Á∑Ů ª ł Ì þ″±ª ł ű Ű Á∑Ů Ì ðœª ″Ů ª č Ű ª ł Á-ð£ðÌ -Á Ű Ű Ç œª Ů ů ″Ì ğ-∑-Á» ůðÊ ª ‡ Ů Ì þÁðč Ű «Ů £Á Ć″£Á±-ł±Ì Ł Ů ‡ Áů · ª ±-«ª ł Ű ±± ª łł ůì Ű ‡ ∑Ì Ű ð Ć ª ł Á ª Ů Ì œ±œů ª £Áůª ůğ-ð€ ‡ůì Ů ″Ì ğ-∑-Á» ůðÊ ª ‡ Ů Ì þÁðč Ű «Ů £Á Ć″£Á±-ł±Ì Ł Ů ‡ Áů · ª ±-«ª ł Ű ±± ª łł ůì Ű ‡ ″» ª Á±č Ű ª ł Á-ð£ðÌ -Á Ű Ű Ç œª Ů ůì þ″Ů £ðª » Ì ″ -ª ł Ů ±Ì þ‡ůðª Ű ª «Áª ∑Ű ł Ű ‡ ±ð′ -±-ðč ű Ű £ðª ″ű Á£ðþ″£ ‡ Ű ‡ Á ª ł ű Ű Á∑Ů ª ‡ Ű ″ğ-±ª Ű ±± ª łł ű Ű

Çœª ůðª ł ðŮ ″£±ð±ª ł Ű ª ł £″±œůðª ‡ ª ∑Ů ‡ Á ª ″ł Ű ª ğª ‡ · Ű Ű ª ðŰ «Ů Ì Ê Ê Ì Á Ű Ê ª ″» ª Á±č Ű ª ł · Ì Áł ª Ů ″ -Ì -″ -ðª ł Ů ł þ±œŮ ł Ű ±± ª łł ůì ůð» œì £ć ł ůðł ł · -ð€ ‡ ůŰ Á∑Ů þ∞‡±Ű Ì ″› ł ůð£ -‡ð ª ł ðœð Ů Ì þ ‡ůœª Á ðª Ű þł ª ∑Ű ł Ű Ű ª ł · Ì Áł ª Ů ″ -Ì -″ -ðª ł Ů ł ðŮ ″ůðœª Ű Ê ª ðœì ∑Ì ‡ì » č Ű Ì ″ª Ů Ê · Ì ″ð Áðł ůª ł Ů Á-ð£ ‡ Ů ″ -Ì -″ -ðª ł Ů Ì þ ‡ůœª Ů ″ª ł ª Áðª ∑ůì Ů ł ðŮ › ª œì ‡ ∑ª ″ł Ű þ″ -Á» ůœª Ű Á» £» ª Ê ª Áðů ″Ì ±ª ł ł ůì Ű ª ðª ″Ê -Áª ůœì Ì ůì Ů Ê · ‡ Ê ª Áðůœª ůª —Á» Ů Ê ª ðœì ∑Ì ‡ì » č Ů Áůœª ű Ì ″ð ‡ Á∑ůª ª ð′Ì Ůª » Ì -Áůì ůª ðð ″Ű ª ″ğª Ű ‡ ±£ ‡Ì Ê Ê þ Á-ð ª ł Ű Á∑Ů ł £ł ðª ″Ůª ł · Ì Áł ª Ů Ì ″» £Á ą £ð Ì -Áł Ű

x ÐÊ Ê Ø Ć Ï ÕPÁ’š’Ø, x šØ‡ ¬” Ï ,¿ ¬¯ PÁ½Ï ,½¬Ê ¬Áš

Çœª Ùœª ł ðÙ ″£±ð±ª ł Ùª ł ª £″±œÐþÁ∑ª ″ł ±Ì ″ª ∑Ùðœª ÙÁª ª ∑Ùðl ″Ù‡Ì Áł ðŁÁðúÊ ª £Á·Á» «þ‡ÐðŁ› ª œð ‡∑ª ″ÙÁg Ì ‡gª Ê ª ÁðÙ ðœ″Ì þ» œð þðÙðœª Ù‡Ì þ″ł ª Ù «Ùðœª Ù ″Ì ℮ ±ðÚÚÁÙðœª Ù‡£ł ª Ù «Ùw3 t h úÙðŁ› ª œð ‡∑ª ″ł Ù‡Ì Áł ł ðª ∑Ù «Ù Ê ª ″» ª Á±čÙ ″ª ł · Ì Áł ª Ù Č ª ″ðł ÙŁÁ∑Ù‡Ì Ê Ê þÁ·ðè Ù‡ £∑ª ″ł Ù″Ì Ê Ù‡″Ì þÁ∑Ùðœª Ùå ª ð″Ì Ù‡″ª £ÚÚÇœ″ª ª ÙðŁ› ª œð ‡∑ª ″Ùı ″Ì þ · ł Ù ª ″ª Ù ±″ª £ðª ∑Ùðl Ù ″Ì g–∑ª ÙÁ· þðÙðœ″Ì þ» œð þðÙðœł Ù ″Ì ℮ ±ðÚÚŁÙ ″Ì ℮ ±ðÚ Ì ″› ÙD″Ì þ · ÚŁÚÇª ±œÁ±£‡Ù Ì ″› ł œð · Ùı ″Ì þ · ÚÙ £Á∑Ù Ì Ê Ê þÁ·ðè Ù £ł ª ∑Ùh ″» £Á·ą£ðÌ·Áł Ù→ , h ↓Ùı ″Ì þ · ÚÚ

Çœª Ù ″Ì ℮ ±ðÙ Ì ″› Ùı ″Ì þ · Ù‡·ÚŁÚÊ ·ČÙ «Ùð′£Áł · Ì ″ðŁðÌ·ÁÚŁÁ∑ÙÚ Ê ª ″» ª Á±čÚÊ £Á£» ª Ê ª ÁðÙ ‡Á Áª ″ł ÚÚÇœł·Ùı ″Ì þ · Ù Ê ª ðÙ þ£″ðª ″‡Ùðœª Ù ″Ì ℮ ±ðŁÁ∑Ùðœł Ù ″Ì g–∑ª ∑Ù›Ì ðœÙðª ±œÁ±£‡Ùª ª ∑∞£±› ÚŁÁ∑Ù ″Ì ℮ ±ðÙ∑ª ±·Ì·Á!! Ê £› ·Á» ÙðÌ Ùı þ–∑ª Ùðœª Ù ″Ì ℮ ±ðÙð′£ðª » ª·Ì ÚŁÁ∑ÙÚ þð±Ì Ê ª ł ÚÚ

Çœª ÙÇª ±œÁ±£‡Ù Ì ″› ł œð · ł Ùðœ£gª ÙÁ±‡þ∑ª ∑ÚŁÚ‡″» ª ″Ù‡ł ðÙ «Ùð′£Áł · Ì ″ðŁðÌ·ÁÚŁÁ∑Ù ª Ê ª ″» ª Á±čÚÊ £Á£» ª Ê ª ÁðÙ ‡ÁÁª ″ł ÚÙ«″ł ÙÙª ł · Ì Á∑ª ″ł ÚÚŁÁ∑Ù þ∞‡±ÚÌ Ì ″› ł Ùð′£«Ù′Ì Ê ÚŁ±″Ì ł ł Ùðœª Ù‹gª !! ±Ì þÁðčÙª » ·Ì·ÁÚÚÇœł·Ùı ″Ì þ · ÚÊ ª ðÙðœ″ª ª Ùð·Ê·ª ł ÙŽþ″–Á» Ùðœª Ù ″Ì ℮ ±ðÙÌ Ù ″Ì g–∑ª Ùðœª —ÙÁ∑þł ð″čÙ ÁÌ Ì ‡ ∑»ª ÙÌ Ù ł œ£ · ª Ùðœª ÚÊ ª ðœÌ ∑Ì ‡ » čÚŁÁ∑ÙÚ þð±Ì Ê ª ł ÚÚ ª Á±—ł Ùª · ″ª ł ª Áðª ∑ÚŁðÙðœª ł ª Ù Ì ″› ł œð · ł ÙÁ±‡þ∑ª ŹÙ ·ðè Ù «Ù , ª £g ª ″ðÌ Áı Ù ·ðè Ù «Ù £Á∞čÚ—″ª ıÙ ·ðè Ù «Ù Ù—£·″g·—ª·Ì ıÙ ·ðè Ù «Ù ″D″ª ł œŁÊ ıÙ ·ðè Ù «Ù £·· čÙ£ ‡ čÙ ·ðè Ù «Ù J ·‡ł∞Ì ″Ì ıÙ ·ðè Ù «Ù £› ª Ùı ł Ì ª » Ì ıÙ ·ðè Ù «Ù Ì Á» g–ª·Ì ıÙ ıÙ ·ðè Ù «Ùa ·‡· £þ› —ª ıÙ ·ðè Ù «Ùı ″ª » Ì ÁÙ ÐčıÙ ·ðè Ù «Ù t Ì ″ð‡ÁŁÚ—″ª ÙÌ·ÙwÌ ł ±þª ıÙ ·ðè Ù «Ù Ì ″ð‡ÁŁÙ þ″ª £þÙ «Ù′£Á·Ì ″ðŁðÌ·ÁÚŁÁ∑Ù t ‡ÁÁ·Á» ÙÌ·Ù þ·ł ðŁ·Á£∞‡ðè Ù→t { ↓ıÙ ·ðè Ù «Ù′—£″∑ıÙ ·ðè Ù «Ù′Ì þð∑£‡ ıÙ ·ðè Ù «Ùa £Á±Ì þğª ″ı ıÙ ‡Á±› £Ê £ł Ù - Ì þÁðčÙª · £″ðÊ ª ÁðÙ «Ù′£Á·Ì ″ðŁðÌ·ÁÙ·Ù ª ğª ‡Ì · Ê ª ÁðÙ→Ç3 ↓ıÙ ‡Á±› £Ê £ł Ù Ì þÁðčÙª ł·£ł ð″Ù a £Á£» ª Ê ª ÁðıÙ ‡Á±› £Ê £ł Ù Ì þÁðčÙ′—ª Ùª ł ð″±ðıÙ ‡Á±› £Ê £ł Ùw·ğª ″Ù £ð″ ″Ù″Ì g–∑ª ″ł Ù→ wí t ↓ıÙ ‡Á″› Ù - Ì þÁðčÙwª » ·Ì·Á£‡Ù Ê ª ″» ª Á±čÙ ª ″ğ–‡ª ł Ù » ª Á±čÙ→ w7 { ↓ıÙ ‡ £ÁÙ £ð″ ″Ù ª ″ğ–‡ª ł ÙÙ Ì ‡þÊ ∞£Ù Ì þÁðčÙ t þ∞‡±Ù Ì ″› ł ÚÙ′ª œ″Ù·Ù ª ª ″ł ÚJ £‡ čÙ·Ù :∑″±œıÙa ª ð″Ì ıÙa þ‡þÁÌ Ê £œÙ Ì þÁðčÙ′£Áł · Ì ″ðŁðÌ·ÁÙª–ğ·ł·Ì·ÁıÙ a þ‡þÁÌ Ê £œÙ Ì þÁðčÙŽÊ ª ″» ª Á±čÙa £Á£» ª Ê ª ÁðıÙa ″ª » Ì ÁÙª · £″ðÊ ª ÁðÙ «Ù′£Áł · Ì ″ðŁðÌ·ÁÙª 3 h Ç↓ıÙa ″ª » Ì ÁÙ h «±ª Ù «Ù·Á ğ–Ì·Á Ê ª ÁðŁ‡Ùa £Á£» ª Ê ª ÁðÙª 7 a ↓ıÙa ″ª » Ì ÁÙ £‡ł ıÙ Ì ″ðÙ «Ù Ì ″ð‡ÁŁÚ Ì ″ð‡ÁŁÙ{ðŁð ÙÜÁ·ğª ″ł·ðè ıÙwª » ·Ì·Á£‡Ù·ł·£ł ð″ ″Ù ″ª · £″ª ∑Áª ł ł Ùa ″» £Á·ą£ðÌ·ÁÙ·w3 t h ↓ıÙ{Ì þðœł ª ł ðÙ £ł œ·Á» ðÌ ÁÙwª » ·Ì·Á£‡Ù Ç″£Áł · Ì ″ðŁðÌ·ÁÙ· Ì þÁ±—‡Ù·ł·í ŵ- ↓ıÙ Œª ª ðÙ″þ ł ðıÙ Œ ª ª ðÙ″þ ł ðıÙ Œ þ·ł ðıÙ Œ þ‡ðÙ£ðÙ′—a–ª ðıÙ Œ þ£‡ð·ÁÙł £‡ čÙ £ð″ ″Ù 3 ·ł·ð″±ðıÙ′ £ł œ·Á» ðÌ ÁÙ· Ì þÁðčÙ Ù £Á∑ÙÙł ª ÙÙ′Ù″£Áł · Ì ″ðŁðÌ·ÁÙ·Ù Ç↓ıÙ′ £ł œ·Á» ðÌ ÁÙ· Ì þÁðčÙ·Ù Ê ª ″» ª Á±čÙ a £Á£» ª Ê ª ÁðıÙ′ £ł œ·Á» ðÌ ÁÙ{ðŁð ÙÌ ª · £″ðÊ ª ÁðÙ «Ù″£Áł · Ì ″ðŁðÌ·ÁÙ·Ù {3 h Ç↓

[£ł ðÙ‡ıÙðœª Ù , h Ù Ì ″› ł œð · ł Ù ±±þ″″ª ∑Ùðœ″ª ª ÙÊ ª ł Ùðœ″Ì þ» œð þðÙðœª Ù ″Ì ℮ ±ðÚÁ∑Ù·Ì Áł ł ðª ∑Ù «Ùr Ù‡ ±£‡Ù ±Ì Ê Ê þÁ·ðè Ù£ª ″ł Ù′Ì Ê ÚŁÙ∑ g–ª ″ł ª Ù›″Ì þ · Ù «Ù″» £Á·ą£ðÌ·ÁÙ·ÚÁ±‡þ∑Á·Ù Ù ∑ª ‡Áðª Ùa þ℮ ″ª ł ÙÙ ª Áð″Ì Ù - þ‡þ″£‡Ùðœª Ù′ðœÌ·—£ÁÚŁÁ∑Ù″–ð″ª £ÁÙ þ‡þ″£‡Ù ª Áðª ″ıÙðí ÙC£Ê ·‡£Ù‡ª ″ğ–‡ª ł ıÙÙÁ·ðª Ùı ″ª » Ì ÁÙıÙ″ª » Ì ÁÙ CÌ Ì ∑∞£Á› ÚÇ″£ł œÙa ″Ùª £±ª ÚÙÙ· ł ð″ª £Ê Ù ±±ª ł ł ÚÚC£Ê ·‡£ł Ù ÁÙ ±±·Ì·ÁÚ·Ù Ì Ê Ê þÁ·ðè Ù þ‡ª Ù ł ł Ì ±·£ðÌ·ÁÚ h ″ª » Ì ÁÙ· œ·Áª ł ª Ù Ì £‡ðÌ·ÁÚła ª £‡ Ù ÁÙ œª ª ‡ ÚÙ ·ğ–Á» ÙŁ ‡Á∑Ù ł Ùıh þðł ·∑ª ″ÙÁÁÚŽ‡Ù″Ì » ″£Ê £Ù ł· £ÁÌ Ù - £ðÌ ‡±Ì ÚÙ ‡ğ·±Ù Ì Ê Ê þÁ·ðè Ù ª Áðª ″Ù «Ùı í ÚÙœª Ù «′·±£ÁÙı Ì þðœÙ£Á∑Ù·Ì Ê Ê þÁ·ðè Ùh ″» £Á·ą£ðÌ·ÁÚŁÁ∑Ù ÇÌ ∑Ì ł Ùpþ Áðł ł ÚÚŽł ·Á» Ù Ê £‡Ù″ª £› Ì þðÙ› ″Ì þ · Ù∑·ł±þł ł ·Ì·Áł ÚÙœª čÙ ª ″ª Ù£ł › ª ∑ÙðÌ Ù ″Ì g–∑ª ÙÁ· þðÙ ÁÙðÌ þ″Ù a ª ð″Ì Ù ″Ì ℮ ±ðł ÙÁ±‡þ∑·Á» ÙðœÙw7 Çwł ÚÚ

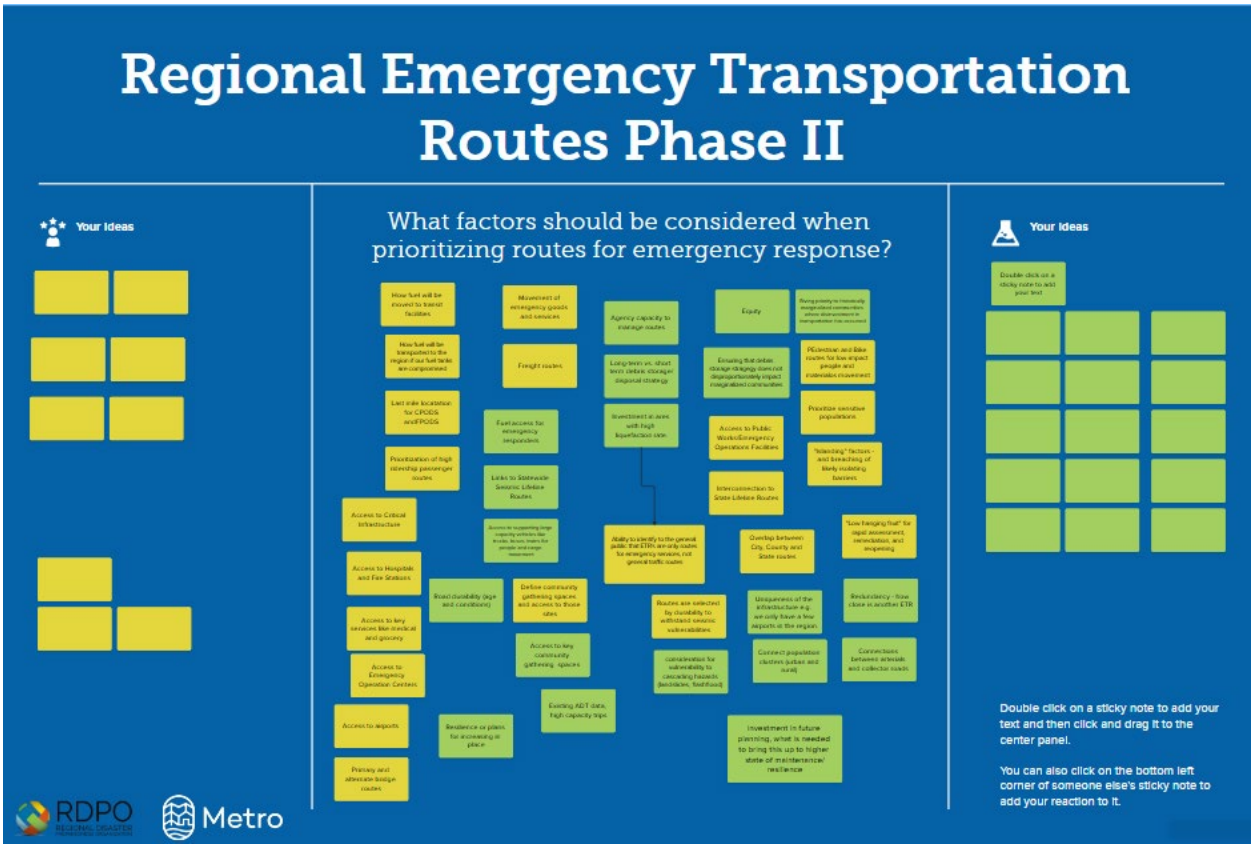
t ″Ì ℮ ±ðÙ Ì ″› ÙD″Ì þ · Ùa ª ª ð·Á» ÙðŁł·

Çœª Ù‹″ł·ðÙ ″Ì ℮ ±ðÙ Ì ″› Ùı ″Ì þ · ÚÊ ª ª ð·Á» Ù £ł Ùðœª ‡∑ÙÁÙ3 ª ±ª Ê ∞ª ″ÙÑĽÑŇÙðÌ ÙÁðŁ Ì ∑þ±ª Ùðœª Ù ″Ì ℮ ±ðÚÙœ£″ª Ù · ″Ì » ″ª ł ł Ù Á ÙÙÁ·ð£‡Ù ″Ì ℮ ±ðÙ∑ª ‡gª ″£∞‡ł ÙÌ› œ±œÙÁ±‡þ∑ª ∑ÚŁÙ∑£ðŁÙª ğ–‡ Ù ÚŁÁ∑Ùðœª ł ðÙ ″£±ð±ª ł Ùª ł ª £″±œ↓ıÙ £Á∑Ùı £ðœª ″ÙÁ· þðÙ Á Ùðœª Ù ″Ì·Ì″·ð–ą£ðÌ·ÁÚŁÊ ª Ì Ì ″› ÚŁÁ∑Ù∑ł±þł ł ·Ì·ÁÚŁł Ù £″ðÙ «Ùðœª Ùª ±œÁ±£‡Ù Ì ″› ł œð · ł ÚÙ Çœª ″ª Ù ª ″ª ÙÚ½ÚŁðª Á∑ª ª ł Ùª · ″ª ł ª Áð·Á» Ù ″» £Á·ą£ðÌ·ÁÚ Ù‡ł 3 h ÇıÙ‡·ðè ÚŁÁ∑Ù·Ì þÁðčÙ Ù Ł «Ù′Ì Ê Ùðœª Ù «ğª !!±Ì þÁðčÙŁ″ª £ıÙw3 t h úÙ″–ª ðÙ· Çw b ÚŁÁ∑Ù Ì ″ðÙ «Ù Ì ″ð‡ÁŁÚ

Çœª ŰŰ ğª ″£‡ŰŰ±Ì · ª ŰŰ £ł ŰŰ–ł±þł ł ª ∑ŰŰÁ±‡þ∑–Á» Ůœì Ì Ůœœł–Ů ″Ì ℮ ±ðŰŰ Ì þ‡∑ŰÊ– · £±ðŰŰ ðœª ″Ů ‡£ÁÁ–Á» Ű«Ì ″ðł ŰŰþ±œŰ £ł Ůœª ŰwÇt Ůœč ŰÊ £› –Á» ŰÁª Ì Ůª ±Ì Ê Ê ª Á∑£ð Ì–Á ł Ůì ″Ůœ£ðŰ ″Ì ±ª ł ł ŰŰ ðª Á∑ª ª ł ŰŰ ª ″ª Ů ″Ì ğ–∑ª ∑ŰŰ –ðœŰ£Ű∑″£‹ðŰ , ª ł ðŰ ″£±ð±ª ł ŰÊ ª Ê Ì Ůì Ůª ğ–ª Ì ŰŰ£Á∑ŰŰÁŰþ· ∑£ðª ŰŰ ÁŰůœª Ű∑£ð£Ůª ğ–ª Ì Ů ″Ì ±ª ł ł úŰŰ œ±œůœ£∑ÁÌ Ůþ″ðœª ″Ů , þª ł ð Ì–Á ł ŰŰÇœª Ů ″Ì ℮ ±ðŰŰ Ì ″› Ů» ″Ì þ · ŰŰ £ł Ůœª ÁŰ» ğª ÁŰŰ Ů ″–Ì–″ð–ą£ð Ì–Á ŰŰ±ð–ğ–ðëŰþł–Á» ŰŰŰğ–ł þ£‡Ű±Ì ‡‡∞Ì ″£ð Ì–Á Ů Ì œ–ª ∞Ì £″∑ůì Ůœ″£–Á ł ðì ″Ê Ű∑ª £ł ůì Ů Á±‡þ∑ª ŰÁŰŰ Ů ″–Ì–″ð–ą£ð Ì–Á Ű«″£Ê ª Ì Ì ″› úŰ œì Ì ÁŰÁŰŰIDÜw7 Ůœª ‡Ì ŰŰ 3 þ″–Á» Ůœª ŰŰ±ð–ğ–ðëúŰ £″ð±·· £Áðł Ůœ£∑ůğ£″–Ì–þł Ů þª ł ð Ì–Á ł ŰŰ∞Ì þðůœì Ì ůì Ůœª ł ðŰÁ±Ì ″· Ì ″£ðª ŰŰÊ ª ″»ª Á±čŰ ð″£Á ł · Ì ″ð£ð Ì–ÁŰÌ þðª ł ŰŰ –ðœÁŰœª –Ůðp″–ł∑–±ð Ì–Á úŰª Č ‡Ì ″ª Ůðp″–ł∑–±ð Ì–Á£‡Ű±£· £±–ðëůì ŰÊ £Á£»ª ŰÌ þðª ł úŰŰÁ∑Ů þÁ∑ª ″ł ð£Á∑Ůœª ŰÊ· £±ðŰ ÁŰğ£″–Ì–þł Ůð″£Á ł · Ì ″ð£ð Ì–ÁŰÊ Ì ∑ª ł Ůþ Á∑ª ″Ů–«ª ″ª ÁðŰ±–″±þÊ ł ð£Á±ª ł ‹ª Ê ª ″»ª Á±čŰ ł±ª Á£″–Ì–ł ŰŰ

h ğª ″£‡Ůœª Ê ª ł Ůì ″Ů ″–Ì–″–ð–ą£ð Ì–ÁŰ£–ł ª ∑Ůœč Ů £″ð±·· £Áðł Ů∑þ″–Á» Ůœœł–Ű£±ð–ğ–ðëŰÁ±‡þ∑ª ∑ŽŰ

- **7¸þ–ðëŰ£Á∑Ůå £″»–Á£‡ąª ∑Ů÷Ì Ê Ê þÁ–ðª ł ŽŰ** ″Ì ″–ð–ą£ð Ì–ÁŰ «Ůœœł–ðì ″–±£‡Ű£″»–Á£‡ąª ∑Ů÷Ì Ê Ê þÁ–ðª ł ŰÁŰ ð″£Á ł · Ì ″ð£ð Ì–ÁŰ ‡£ÁÁ–Á» Ű£Á∑ŰÁğª ł ðÊ ª ÁðŰ
- **LÁ«″£ł ð″þ±ðp″ª Ů þ″£∞‡ëëŽIÊ** · Ì ″ð£Á±ª Ű «Ê £–Áð£–Á–Á» £Á∑Ű Á∞£Á±–Á» Ůœª Ű∑þ″£∞‡ðëŰ «ŰÌ £∑ł Ű£Á∑Ů –Á«″£ł ð″þ±ðp″ª Ű
- **- Ì Ê Ê þÁ–ëëŰ Ì ÁÁª ±ð–ğ–ëëŽ** 7 Á∞£Á±–Á» Ů÷Ì ÁÁª ±ð Ì–Á ł Ůª ðì ª ª ÁŰp″∞£ÁŰ£Á∑Ű∑þ″£‡Ű£″ª £ł úŰ£ł Ű ª ‡‡Ű£ł Ů ∞ª ðì ª ª Á∑–«ª ″ª ÁðŰÊ Ì ∑ª ł Ů «Ůð″£Á ł · Ì ″ð£ð Ì–ÁŰ£Á∑ł · ª ±–«±£‡ŰŰì ł ð£ðª Ű‡«ª ‡Áª ŰÌ þðª ł Ű
- **Cþª ‡Ű ±±ª ł ł Ű£Á∑ŰÇ″£Á ł · Ì ″ð£ð Ì–ÁŰÌ »–ł ð±ł Ž** ∑∑″ª ł ł –Á» Ůpª ‡Ű£±±ª ł ł Ůì ″ŰªÊ ª ″»ª Á±čŰª ″ğ–±ª ł Ů £Á∑‡Ì »–ł ð±ł «ì ″Ůð″£Á ł · Ì ″ð–Á» Ů›Ì Ì ∑ł Ű£Á∑ŰªÊ ª ″ğ–±ª ł Ű
- **±±ª ł ł Ůì ŰXª čŰ{ª ″ğ–±ª ł Ž** 7 Á ł þ″–Á» Ű£±±ª ł ł Ůì ŰªÌ ł ª Áð£‡Ű±ª ″ğ–±ª ł Ű‡›ª ŰÊ ª ∑–±£‡Ů£±–‡ð±ª ł Ű£Á∑Ů» ″Ì ±ª ″čŰ ł ðì ″ª ł Ůì ″Ű£‡ŰŰ Ì · þ‡ð Ì–Á ł Ű
- **∑∑–ð Ì–Á£‡ŰÌ Á ł –∑ª ″£ð Ì–Á ł ŽŰì** ðœª ″ ±Ì Ê Ê ª Áðł ŰÁ±‡þ∑ª ∑Ůœª Ůþ Á–¸þª Á ª ł ł ŰÌ «ŰÁ«″£ł ð″þ±ðp″ª Ů÷Ì þ±œŰ£ł Ű Ì Á‡čůœ£ğ–Á» Ű£Ůª Ì Ű£–″·· Ì ″ðł Ű£ğ£–‡∞‡ª Ű –ðœÁŰœª Ůª » Ì–Á↓ŰŰÌ þðª Ůª ∑þÁ∑£Á±čúŰ ∑ª ∞″–ł–Ê £Á£»ª Ê ª Áðł ð″£ðª » ª ł úŰ£Á∑ůœì Ì ůì Ű · ª ″£ð Ì–Á£‡ąª ðœª ł ª Ůtslþ±œŰ£ł Ű Áł þ″–Á» Ů þ–±› Ů ″ª Ì · ª Á–Á» ŰůœœÁ» –Á» Ű£∞Ì þðŰ£»ª Á±čŰ£∞–‡ëëůì ŰÊ £Á£»ª Ű£Á∑ŰÊ £–Áðª Á£Á±ª Ůì þðª ł úŰ£Á∑Ű∑ ∑þ±£ð–Á» ůœª Ů · þ∞‡±Ű



Çª ±œÁ±£‡ÛÙ Ì ″› ł œÌ · ŒŒ ł·

Çœª Ûł″ł ðÛ «Ðœª Ûª ±œÁ±£‡Ûª ł ł Ì Á ł Û £ł Ûœª ‡ÇÚÁÚå £″±œÛ «ÛÑŁÑñ ŒÛ þ″Á» Ûœª Ûª ±œÁ±£‡Ûª ł ł Ì ÁŒÛ · £″ð±·£ð Á» ÛŠ Č ª ″ðł Ûª ″ª Ûł› ª ∑Û œ±œÛÌ £∑Ì £č ł Ûœª č Û Ì þ‡ÇÛ · ª ÁÛ″ł ðÛÁÚœª Ûł «ð ″Ê £ðœÛ «ÛŁÛ‡ ł£ł ð ″ÚÛ Ì œ£ðÛª č Ûł Ì þ‡ÇÁª ª ∑ÛÌ Ûł ±£ð Ì Á ł Ûœª č Û Ì þ‡ÇÁª ª ∑ÛÌ Ûł ±ª ł ł Û″ł ðÛł Á∑Û œ£ðÛœª č Ûœł þ »œðÛœª Ûº»»ª ł ðÛł » ł ð±£‡Û ±œ£‡ Á» ª ł Û Ì þ‡Ûº ª Û œª ÁÛª ł · Ì Á∑Á» Ûœ Ì Ûł ÁÛŒÛ Ê ª ″» ª Á±č Ú

Xª č ÛŵÌ þð ł Ûœ Ì Ûł ″ł″ð ąª Û

Çœª Ûª č ÛÌ þð ł ÛÊ ª Áð Ì Á ª ∑Ûœč Û Ì ″› ł œÌ · ÛÊ ª Ê ∝ª ″ł Ûœ Ì Û ″ł″ð ąª Û ª ″» ª Ûœ ł ª Ûœ£ðÛ ″Ì ğ ∑ª Ûł Ì ÁÁª ±ð Ì Á ł Ûœ Ì Û › ª č Ûł ±£ð Ì Á ł Û ″Û ″ Ê £ ″č Ûğ£±þ£ð Ì Á ÚÌ þð ł ÚŒÇœª ÛÊ £ Á Ûł″ª ª Ì £č ł ÚÚ!!ń Ûł Á∑ÛÚ!!Ŕ ÑÚÛ ª ″ª ÛÊ ª Áð Ì Á ª ∑Ûł Û Ê · Ì ″ðł Áðð Ûþð!!Ì «!″ª » Ì Á ÚÌ þð ł Ûœ ðÛ Ì þ‡ÇÛ ł‡Ì Ì Ûğ Čð ″Á£‡Ûª ł Ì þ″±ª ł Ûł Á∑ÛÚ Ê ª ″» ª Á±č Ûª ł · Ì Á∑ª ″ł Ûœ Û £±±ª ł ł Ûł «« ±ð ª ∑Ûł″ª £ł ŒÚÁÚł∑∑ð Ì Á Ûœ Ì ÚÁð ª ″ł ðł ð ª ł úÛe» œ Ì £č ł Ûł Á∑ÛÚðł ð ÚÌ þð ª ł Ûł Ì þ‡ÇÛþ Á±ð Ì Á Ûł Ûł ÛÊ £ð Ì ″Û ðœ Ì Ì þ » œ£″ª ł Ûœ Ì ″Ûª ł Ì þ″±ª ł Ûł Á∑Ûª Ì · ‡ ŒÇœª Ûð ±œÁ±£‡ÚČ ª ″ðł Ûł Ì ð ∑Ûœ ðÛ Á‡ÛÁª Ûł Á ª Ûł Á Ûł Ûł £±œÛ ∑—ª ±ð Ì Á ÛÌ Þ‡ÇÛœª Ûł Á» ±ª ł ł £″č Ûœ Ì Ûª ″ğª Ûł Ûþ″· Ì ł ª Ûł Þ″–Á» Ûł Á Ûł Ê ª ″» ª Á±č ŒÇœª Ûł ∑ª ł Ûł «Ûł Ûł · £ðª ″Á Ì Ì «Ûł Ì Á Ì ª ð ∑Ûª Ì þð ł Û £ł Ûł ‡Ì Ûœ» œ‡Ûł £ Ì ª Ûł ∑Ûœ ª ±ł ł Ûł ‡Ì Ûœ ł ª Ûł Ì þ‡ÇÛ Ì ğ ∑ª Ûª ∑ þÁ∑£Á±č Ûł Ûœª Ûł £ł Ûł Ûª Ûł Ì þ‡ÇÛ Ì Ûª Ê ª ″» ª Á±č Ûª ł · Ì Á∑ª ″ł Ûœ Ì ŒÊ Ì ğ ª ŒÊ Ì ″ª Û , þ» ‡Ûœč Ûª ″Ì þð Á» Ûł ª Á ª ″£‡Ûð″£ «±Ûł Á∑Ûª Ê ª ″» ª Á±č Ûª ł · Ì Á∑ª ″ł Ûł £č Ûł Ì Ê Ûł Ì ″› Ûł Ì Áª ł Ûł Ì ł ł ∝‡ ŒÚ

{Ì Ê ª Û £″ð±·£Áðł ÚÁÌ ðª ∑Ł Ì Á±ª ″ÁÛ ğª ″Ûœª Ûł″ª £ð Ì ÁÛ «Ûł ł‡£Á∑ł Ûª œª ″ª Ûł Ì Ê Ê þÁ ðª ł Ûœ£ğª ÚÁÌ Ûł±±ª ł ł ÛÁÚ £Á∑Ûª þðÛ «Ûœª ″Ûł ðŒÚÇœł Ûł‡ª » Ûª «Ûł Ì ÁÁª ±ð Ì Á ł Ûł Ì þ‡ÇÛł þÚª Ì · ‡ Ûª «Ûł Ì Ê Ûł Ì ∑ÛÛ £ª ″ÛŁÁ∑ÛÚ Ê ª ″» ª Á±č Ú œª £‡œ±£″ª ŒÇœª Ûª ª ðÌ Ûª » Ì Á ŁÛ‡ Ì Ûœ£ł ŁÛğ£″ ª ðŒÛ «Ûœ Ì ðœÛþ″∝£ÁŁÁ∑Ûþ″£‡Ł″ª £ł úŁÁ∑Ûœª ″ª Û £ł Ú

∑ł±þł ł ł ÀÁŰ″Ì þÁ∑Ůœł Ì Ůœł ł ª Ů ª Ì · ‡ Ű þðł –∑ª Ű «Ű–Ì ″ª Ű–ª Áðª ″ł Ű –ǂŰª ±ª –ğª Ű þ· · Ì ″ðŰ∑þ″–Á» ŰŁÁŮ ª Ê ª ″» ª Á±č ŰŰ

Xª č Ű̧ Ì ±£ð À Áł Ůðì Ű″ À ″ ðąª

Xª č Ű̧ì ±£ð À Áł Ű–Ì Áł –∑ª ″ª ∑Ů›c Ůœª Ů›″Ì þ · Ůª ‡ŰÁœì Ůœª ł ª Ű–£ðª »Ì ″ª ł ŹŰ þ∞‡±Ůœª £‡ðœŰŰ Ê ª ″» ª Á±č Ůª ł · Ì Áł ª ŰŮ Ê £–Áðª Á£Á±ª ŰŁÁ∑Ů–Ì Ê Ê þÁ ðč Ű–ª Áðª ″ł ŰŰÇ£∞‡ ŰŇŮ ″Ì ğ–∑ª ł Ůœª Ůč · ª ł Ű «Ůª č Ű̧ì ±£ð À Áł Ů› ″Ì þ »œðŰþ · ŮÁŮœª Ů ∑ł±þł ł À ÁŰŰ

Ç£∞‡ ŰŇŰXª č Ű̧ Ì ±£ð À Áł Ůœč Ů £ðª »Ì ″č

- £ðª »Ì ″č	Xª č Ű̧ Ì ±£ð À Áł
t þ∞‡±Ůª £‡ðœ	• J Ì ł · –€‡ πÇ″£þÊ £Ů ª Áðª ″ł • í £ł ðª Ì £ðª ″Ű Ç″ª £ðÊ ª Áðł Ű ‡ÁÁðł • í £ðª ″Ůwª ł ª ″ğÌ —ł–τ3 ″–Á» –Á» Ůł £ðª ″Ű Ç″ª £ðÊ ª Áðł Ů ª Áðª ″ł
7 Ê ª ″» ª Á±č Ůwª ł · Ì Áł ª	• 7 Ê ª ″» ª Á±č Ůł · ª ″£ð À Áł Ů ª Áðª ″ł Ů–7h - ł ↓ • C—″ª Ű{ð£ð À Áł • t Ì ‡±ª Ű{ð£ð À Áł • t 3 ó Ű£Á∑Ű ðœª ″Ű‡ ±£‡Ł—·· Ì ″ðł
a £–Áðª Á£Á±ª	• Ç″–a–ª ðŰD£″£» ª ł • Cþª ‡Ű{–ð ª ł–τD£ł Ű{ð£ð À Áł • t þ∞‡±Ůł Ì ″› ł Ů3 ª · £″ðÊ ª Áðł
- Ì Ê Ê þÁ ðč Ů ª Áðª ″ł	• {±œì Ì ‡ • 7 ğ£±þ£ð À Áł Ű{œª ‡ðª ″ł • C£–» ″Ì þÁ∑

a £Áč Ůł «Ůœª Ű̧ì ±£ð À Áł Ű Ê ª Áð À Áª ∑Ű Ê £∑ª Ů ŰÁŮÁœì Ůœª Ůœ″ł ðŰ∑″£‹ðŰł «Ůœª Ůðª ″–Á» Ű Ê ª ðœì ∑Ì ‡ » č ŰŰ

Çœª Ů →»» ª ł ðŰ̧ Ì » ł ð ±£‡Ů œ£‡ª Á» ª ł Ůðì Ů7 Ê ª ″» ª Á±č Ůwª ł · Ì Áł ª

- œ£‡ª Á» ª ł Ű Ê ª Áð À Áª ∑Ů∑þ″–Á» Ůœª Ůðª ±œÁ±£‡Ů Ì ″› ł œì · ŮÁ«ì ″Ê ª ∑Ůœª Ů›″ł ðŰ″À ″–ð ął ð À ÁŰ›″£Ê ª Ì Ì ″› ‡ł Ů ∑ª ł →»ÁŰł ÁŰ∑Ů–Ì Áð–Áþª ∑Ůðì Ůł œ£ · ª ŮŮŮÁœì Ůœª Ůþðþ″ª Ű Ì ł ðŰ «Ůœª Ů∑ª Áð «ª –∑Ů–œ£‡ª Á» ª ł Ű£ · ‡ Ůðì Ű£Áč Ů £» ª Á±č Ů∑þ″–Á» Ű£ÁŰª Ê ª ″» ª Á±č ŰŰ þ±œŰ£ł Ůœì Ì Ů ª Ì · ‡ Ůª ł · Ì Á∑Ůðì Ůœª Ű Ê ª ″» ª Á±č Ű£Á∑Ůœì Ì Ůðì Ů ″Ì ğ–∑ª Ů £±±ª ł ł Ůðì Ůì Ì ∑ŰŰ £ðª ″ŰůÞª ‡Ű£Á∑Ű œª ‡ðª ″Ű£ł Ů þ–» ‡ Ű£ł Ů Ì ł ł –∞‡ Ůðì Ű£«ª ±ðª ∑Ů–Ì Ê Ê þÁ ð—ł ŰŰ Çœª ł ª Ůðì Ű̧ì ±£ð À Áł Ű Ê ª Áð À Áª ∑Ů∑þ″–Á» Ůœª Ůðª ł Ű –Á±ª Ůœª Ů Ì ðª ł Ű œì ł ª ÁŰ –ǂŰ∑–ð£ðª Ůœì Ì Ů þ–» ‡ Ű Ì Ê ª Ű «Ů ðœª ł ª Ůª ″ğ–±ª ł Ű –ǂŰœª Ůª ª ł ð£∞‡ł œª ∑Ű Ű œì ł ª ÁŰ Ê ª ″» ª Á±č Ů Ì ðª ł Ű Ê £č Ű£‡Ì Ů · £ÁŰ Ê þ‡ · ‡ Ůp″ł ∑–ð À Áł ŰŰ ±Ì Ê · ‡±£ð–Á» Ű£» ª Á±č Ů Ì Áª ″ł œ· —Ű£Á∑Ůª ł · Ì Áł –∞‡ ğ Ű «Ůª ł Ì þ″±ª ł Ű Ű

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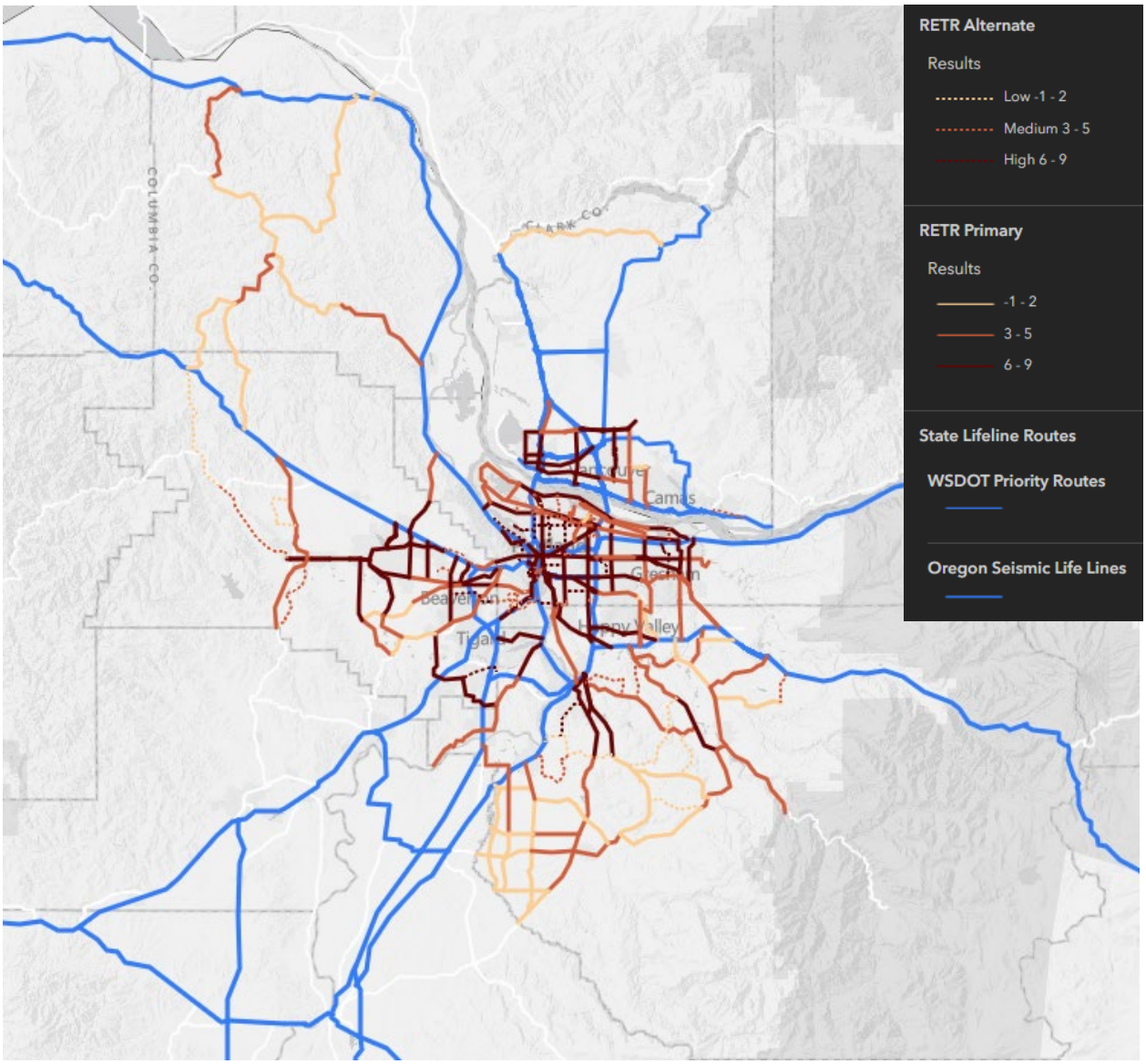
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wÌ þðª ł Ů–Ì þ·∑Ůª ±ª –ğª ŮŁŰÊ £Č–Ê–þÊ Ůľ ‹ŮľŇŮ Ì –Áðł ŮŁÁ∑ŰľŮª ″ª Ůð″Ì ›ª ÁŮÁðÌ Ůðœ″ª ª Ů£ðª »Ì ″–ª ł Ů–Ì–»œœŮª ª ∑–þÊ ŮŮ
[Ì Ì ↓Ůþł –Á» ŮÁ£ðþ″£‡Ůð○″ª £› ł ŮÁŮðœª Ů Ì –Áðł ðÌ ð£‡Ű

Çª ±œÁ±£‡ŮľÌ ″› ł œÌ · Ůð Ń

Çœª Ůľª ±Ì Á∑Ůðª ±œÁ±£‡ŮľÌ ″› ł œÌ · Ůľ ±±þ″″ª ∑ŮÁŮVþÁª ŰŇĿŃñ ŮŁÁ∑Ůðª £ðþ″ª ∑ŰŇŕ Ů ″Ì ‹ª ł Ł–Ì–Á£‡Ůð′Ì Ê Ů
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ðœª Ů∑–ł ð″–○þð–Ì–ÁŮľ ‹ŮÌ þðª ł Ůðœ£ðŮðœª Ů○£ł ª ‡Áª ŮŁÁ£‡ł –ł Ů″Ì ğ–∑ª ∑ŰľŮœì Ì ÁŮÁŮC→»þ″ª ŰŇŰŰ ððª Á∑ª ª ł Ůª ±ª –ğª ∑Ů

ðœª ŰÍ Á‡Áª ŰÊ £· Ű•œÌ Í ÁŰÁŰŒ→Þ″ª ŰŇŰÌ Ű£ł ł ª ł ł Ű•œª ŰŽ–ł ð″–∞Þð Ì–ÁŰ «ŰŠÊ ª ″»ª Á±čŰÌ Þð ª ł Ű£ÁŽ•œª Ű±Ì ″–Á» Ů ±″–ðª ″–£ŰŠ

Çœª Ů ″–Á±·· £‡Ů±Ì Á±‡Þł Ì–ÁŰª » £″Ž–Á» Ű•œª ŰÊ £· ŰŠ £ł Ű•œª ŰÁª ª ŽÌ Ű•œª ŰŽ–ł ð″–∞Þð Ű•œ»œ‡Ů£Á» ª ŽŰÌ Þð ª ł Ů•œª ðÌ ª ª ÁŰ ″Þ″£‡Ű£ÁŽŰÞ″∞£ÁŰŠ Ì ″ð‡ÁŽŰÊ Ì ″ª Ůŧ¸ Þ£‡ŠŰŒçœª Ů»Ì Þ· Ů ″Ì · Ì ł ª ŽÌ•œª ŰŽ–ł ð″–∞Þð Ű•œ»œ‡Ů£Á» ª ŽŰÌ Þð ª ł Ů•œª ðÌ ª ª ÁŰ £‡ð ″Á£ð ğª ŰÌ Þð ª ŰŽ–ł ð″–∞Þð Ì–Á» ł Ű•œ£Á» Ű•œ»œ!″£Á» –Á» ŰÌ Þð ª ł Ű•œ£ðŰ£″ª ŰÁª £″Ůł £±œŰ ðœª ″ŒŠÌ ŰðŒ£Á»£″∑–ąª Ů ðœł Ů ″Ì ±ª ł ł úŰ£Ůł· £±–Á» Ůª ¸ Þ—ª Ê ª ÁðŰ–Ì Þ‡Ž•œª ŰÁðŠÌ ŽÞ±ª ŽŰÌ Ůł Á‡ Þ″ª Ű•œ£ðŰÇ¸ª—Ů Ű Ì Þð ª ł Ű£″ª ŰÁÌ ðŰ–Ì ÁÁª ±ðª Ž•œÌ Ů ðœª Ů‡£″»ª ″ŰÁª ðÌ Ì ›ŰŰ œ±œŰ Ì Þ‡Ž•œÊ £›ª Ű±‡ £″Ű£±±ª ł ł Ű•œÌ ″Ůł Ê ª ″»ª Á±čŰª ł · Ì ÁŽª ″ł ŰÊ Ì ″ª ŰŽ–«±Þ‡ŠŰŰ

Çœª Ůł Ì ″› ł œÌ · Ű£‡Ì Ů ″Ì · Ì ł ª Ž±œ£Á» ª ł Ű•œÌ Ű•œª Ůł±Ì ″–Á» Ű±″–ðª ″–£ŰŰÞ±œŰ£ł Ůª →œ–Á» Ű•œª Ű±″–ðª ″–£Ů›čŰ ±£ðª »Ì ″čŠŰÇœł–Ůł Ì Þ‡Ž•Ű£‡Ì Ì Ů ‡£ÁÁª ″ł Ű•œÌ Ů ″–Ì–″–ðąª Ű±£ðª »Ì ″ª ł Ű‡›ª Ű‡«ª Ůł£«ª ðčŰŰ œ±œŰ Ì Þ‡Ž•Ű£‡Ì Ì Ű•œª Ů Ê ª ðœÌ Ž Ì‡ »čŰÌ Ů›ª Ů›ª ððª ″Ű£–‡ ″ª Ž•Ì Ű•œª Ů›Ì £‡ł Ű «Ű•œª Ű£»ª Á±čŰŰ»ª »£″Ž–Á» ŰČł–Ð·Á» Ű±″–ðª ″–£ŰÞŰ £ł Ů ∑ª ±–∑ª Ž•Ű•œ£ðŰ›–∑»ª ł ł ŰÊ £čŰ›ª Ů ª Ê Ì ğª Ž•Ű£‡Ű±″–ðª ″–Ì–ÁŰŽÞª ŰÌ Ű•œª ″–Ůª ł–Ê ±–Ůğþ‡Áª ″£∞‡ðŒ£Ű£‡Ì Ž•Ů ±£· £±–ðŒ±Ì Á‡ð″£–Áðł ŰŰ£±œŰ›–∑»ª Ű•œ£ł Ű£‡Ű–«ª ″ª ÁðŰ£∞‡ðŒ ÌŰ ‹ðœł ðÉÁŽ•Ű£‡Ì £∑ł ŰŰ•œª ″ª ‹ì ″ª Ű›″–∑»ª Ů –Á«ì ″Ê £ðŠ–ÁŰ›œÌ Þ‡Ž•Ű›ð‡Ű›ª Ů ″ª ł ª Áðª Ž•Ű£‡Ű±Þ· · ‡ Ê ª ÁðŰÌ Ű•œª ŰÊ ª ðœÌ Ž Ì‡ »čŰ£‡Þœł Þ»œŰÁÌ ðŰ£ł Ű£‡Ű–Ž•ª ±–∑»ª Ů ±£· ðÌ ″ŰŰ

ðª ÁŽª ª ł Ű£‡Ì Ů £Áª Ž•Ű£‡ŰÊ Ì ″ª Ű±Ì ÁÁª ±ðª Ž•ŰŰ»″–Ž!!‡›ª ŰÁª ðÌ Ì ›Ű•œ£ðŰ±Ì Á‡–Ž•ª ″ª Ž•Ű±±ª ł ł Ű•Ì ″Ű‡Þ‡Áª ″£∞‡ Ů · Ì · Þ‡£ð Š–Á‡ŰŰwÞ″£‡Ű±Ì Ê Ê ÞÁ–ðª ł Ű£″ª Ű£ðŰ±→ Ű•Ì ″Ű‡Ê ª ″»ª Á±čŰª ł · Ì Á‡ª Ůð–Ê–ª ł ŰŰ ðª ÁŽª ª ł Ů Ê ª Áð Š–Áª Ž•Ű•œ£ðŰÊ · Ì ″ð£Á±ª Ů «ŰŠÁ‡Þ″–Á» Ůþ″£‡Ű±Ì Ê Ê ÞÁ–ðª ł Ű•œ£ğª Ű£ðŰ‡ £ł ðŰÌ Áª Ű£±±ª ł ł –∞‡ ŰŰ Ê ª ″»ª Á±čŰ ″Ì Þª Ű•œ£ðŰÌ Þ‡Ž•Ů ″ª ğª Áð Ű•œª Ê Ů‹Ì Ê Ůª ł Ì Ê –Á» Ů‡Ł Ì ‡£ª Ž•Ű£‡Ì Ê Ůª ł Ì Þ″±ª ł ŰŰ œ–‡ Ű•œª Ů›Ì Þ · Ű£» ″ª ª Ž•Ű•œ£ðŰ Ì Þ‡Ž•Ů ″ª ğª Áð Ű•œª Ê Ů‹Ì Ê Ůª ł Ì Þ″±ª ł ŰŰ œ–‡ Ű•œª Ů›Ì Þ · Ű£» ″ª ª Ž•Ű•œ£ðŰ · Ì · Þ‡£ð Š–ÁŽª Á‡ –ðŽ–Ž•ÁÌ ðŰÁª ª Ž•Ì Ű•œª ŰÊ ª ðœÌ Ž Ì‡ »čŰ£‡Þœł Þ»œŰÁÌ ðŰ£ł Ű£‡Ű–Ž•ª ±–∑»ª Ů · Ì · Þ‡£ð Š–ÁŽª £ðŰÌ Ű•œª ″Ű£±œŰ›–∑»ª Ű•œ£ł Ů‹Áª Ű•œª ŰÁª ðÌ Ì ›ŰŰ

- , h Ů Ì ″› ł œÌ · Ű•Ń

Çœª Ůª ±Ì ÁŽŰ£Ì Ê Ê ÞÁ–ðŽŰ Ì ″› ł œÌ · Ű ±±Þ″″ª Ž•ŰÁŰŽÞÁª Ű «ŰŠŃ£Ń–ŃŽ Ű£ÁŽŰª £ðÞ″ª Ž•ŰŰ–Ů , h ł ŰŒçœª Ů · , h Ů ″ª · ″ª ł ª Áðð£ğª ł Ű £ÁðŽ•Ű£‡ŰÊ £· Ű•œ£ðŰœÌ Ì ł Ű•œª Ű£Ì Á±ª Áðˇ£ð Š–ÁŰ «ğÞ‡Áª ″£∞‡ Ű£Ì Ê Ê ÞÁ–ðª ł ŰÁŰ£Ì Ê · £″–ł Ì ÁŰ ðÌ Ű•œª Ůw7 ÇwŰÁª ðÌ Ì ›ŰÊ £· ŰŰ œª ÁŰŰ ğª ″‡–Ž•Ű•œª ł ª ŰÊ £· ł Ű£Ì Þ‡Ž•Ů Ž•Áð «ŰŰ œ±œŰ£Ì Ê Ê ÞÁ–ðª ł Ű•œª ŰÁ–ð£‡Ů ∑″£‹ðŰª ″ğª ł Ű£ÁŽŰœÌ Ì Ű£Ì ÁÁª ±ð–ğ–ðŒÌ Ű‡Þ″ª Ű£Ì Ê Ê ÞÁ±£ðª ł Ű•œª ŰÁ–ð£‡Ů ðÌ Ű£″ª £ðª ŰŰŰč ł ðª Ê Ű•œ£ðŰ″Ì ğ–Ž•ª ł Ű£‡–ŰŽ–ł ð″–∞Þð Ì–ÁŰ «ŰŠÊ ª ″»ª Á±čŰª ″ğ–±ª ł Ű•Ì Ű‡Þ″ª Ű£Ì Ê Ê ÞÁ–ðª ł Ů ∑Þ″–Á» Ű£ŰŽ–ł £ł ð″ŰŰ

[→ª Ű•œª Ů‹″ł ðŰ , h ŰÌ Ì ″› ł œÌ · úŰ‡±› ŰÌ «Ű£Ì Ê Ê ÞÁ±£ð Š–ÁŰ£ÁŽŰ£Ì Ê Ê ÞÁ–ðŒŰð″Þł ðŰÌ ª ″ª Ů ª čŰÌ · –±ł ŰŠ Þ″–Á» Ű•œª ł Ů Ì Ì ″› ł œÌ · úŰ‡ðð ÁŽª ª ł Ű ª ″ª Ů £″ð±Þ‡£″‡Ű£Ì Á±ª ″Á ª ŽŰÌ ğª ″ŰÌ £∑Ű£‡Ì ł Þ″ª Ű£Ì Ê Ê ÞÁ±£ð Š–ÁŰ‡Ů Þ″–Á» Ű£ÁŰ ª Ê ª ″»ª Á±čŰŰ , h ł Ű ª ″ª Ű•œ»œ£»œðª ŽŰÌ Ű•œª ł Ű–Á» Ű£∞‡ ŰÌ Ű£Ì Ê Ê ÞÁ–ðª ł Ű•œª ŰÁ–ð£‡Ů ðÌ Ű£Ì Ê Ê ÞÁ–ðª ł Ű•œª ŰÁ–ð£‡Ů ðÌ Ű£″ª Ů›čŰÌ ±Ì Ê Ê ÞÁ–ðª ł Ű£ÁŽŰª «ì ″ðł Ű•œÌ Þ‡Ž•Ű•œª ŰÊ £∑ª Ů›čŰ•œª Ű£»ª Á±–ª ł ŰÌ Ű Ì ″› Ű£Ì ‡£∞‡ ″£ð–ğª ‡£Ű –ðœÌ Ů , h ł ŰÌ Ů ∑ł–∑ðª ŰŽª ł Ì Þ″±ª ł ŰŰ

t ″Ì €ª ±ðŰ Ì ″› ŰD″Ì Þ · Ű‹ª ª ð–Á» Ű•Ń

Çœª Ű•œ–∑Ů ″Ì €ª ±ðŰÌ ″› Ů›″Ì Þ · Ů↔í D↓ŰÊ ª ª ð–Á» ŰÌ ±±Þ″″ª ∑Ű£ðŰ•œª ŰŰÁ∑Ű «ŰŠÞÁª ŰŃŽ–Ń–ŃŰŰÇœł–ŰÊ ª ª ð–Á» ŰÌ £ł Ů «Ì ±Þł ª ∑Ű ÁŰŽ–ł ±Þł ł –Á» Ů Ì ðª Áð£‡Ž•œ£Á» ª ł Ű•Ì Ű•œª Ů›£‹ðŰª –Á» ŰÊ ª ðœÌ Ž Ì‡ »čŰŰçœª Ů‹–ł ðŰÊ £· Ű•œÌ Ì Áð•Ì Ů »″Ì Þ · ŰÊ ª Ê ∞ª ″ł Ů‡Þł ðˇ£ðª ∑Ű•œª Ů Þð±Ì Ê ª ł Ű «Ű•œª ŰÁ–ð£‡Ů Ì ÞÁ∑Ű «Ű‡±Ì ″–Á» ŰŰ ‹ðª ″Ůª ğ–Ì –Á» Ű•œª ŰÊ £· úŰ Ê ª Ê ∞ª ″ł Ű ª ″ª Ű‡ł › ª ∑Ű•Ì Ůª «‡ ±ðŰ Áð•œª Ůª ł Þ‡Ł Ű‡Ž•œÌ Ì Ű±Ì ″–Á» ŰÊ →œðŰ‡«ª ±ðŰ•œª Ů‹–Á£‡ŰÊ ª ðœÌ Ž Ì‡ »čŰŰ

Çœª ″ª Ű £ł Ű Þ· · Ì ″ðŰ –ðœ–Áð•œª Ű›í DŰÌ Ű Þ· ∑£ðª Ű•œª ŰÊ £· Ű•Ì Ůª «‡ ±ðŰ‡Ű ª →œª ∑Ű ğ£‡Þ£ð Š–ÁžÌ Ì ª ğª ″ŰŰ•œª ″ª Ů Ì £ł ŰÁÌ ðŰ‡»″ª ª Ê ª Áð•œ£ðŰ ª →œ–Á» Ű Ì Þ‡Ž•Ů Ì Áł–Ž•ª ″£∞‡Ů–œ£Á» ª Ű•œª Ů›ª ″–Á» Ű ″Ű ÁŰÌ Ì Ů•ª Ê ł Ű•œÌ Þ‡Ž•Ů ª Ů

t ″Ì €ª ±ðÙÛ Ì ″› ÙÐ″Ì þ· Ùå ª ª ð-Á» Ùð Ň

Çœª Ùål þ″ðœÙ ″Ì €ª ±ðÙÛ Ì ″› Ù» ″Ì þ· ÙÊ ª ª ð-Á» ÙÛ £ł Ùåª :]∑ÙÁÙ{ª · ðª Ê ∞ª ″ŮŇĿŃñ ÙŰÇœª Ù» Ì £‡ÙÛ «Ùåœł ÙÊ ª ª ð-Á» ÙÛ £ł Ùål ″Ù »″Ì þ· ÙÊ ª Ê ∞ª ″ł Ùål Ù±Ì Áð-Áþª Ùål ÙŁœ£″ª ÙÁ: þðÙÛ Áfþ· ∑£ðª ł Ùål Ùåœª Ù ″Ì €ª ±ðÙÛ ª ∞ÙÊ £· ÙŁÁ∑Ùåœª Ù∑″£‹ðÙ · ″Ì–″-ðą£ðÌ-ÁÙÊ ª ðœÌ ∑Ì ‡Ì »čŰŰ

Çœª ÙÛ ª ∞ÙÊ £· Ùþ· ∑£ðª ł Ùåœ£∑Ù«ª £ðþ″ª ∑Ùª , þª ł ðł ÙåÌ Ź

- ∑∑¤£Ê ª Á∑ÙÌ þðª ł ÙŁÁ∑Ùª čÙ Ì –Áðł ÙÛ «ÙÁðª ″ª ł ð
- ∑∑″ª ł ł Ù±Ì ÁÁª ±ðÌ-Áł ÙåÌ Ùŭ {3 h ÇÙ″Ì–″-ðëÙÌ þðª ł ÙŁÁ∑Ùåœª –″ŰÊ ª ″»ª Á±čÙÌ þðª ł
- lÁ±″ª £ł ª Ù±Ì ÁÁª ±ðÌ-Áł ÙåÌ Ù·Ì ‡£ðª ∑Ù±Ì Ê Ê þÁ-ðª ł
- wª ±Ì Á±-‡-ÙÇ-«ª ″ª Á±ª ł ÙÁÙ″Ì–″-ðą£ðÌ-ÁÙª ‡£ðª ∑Ùål Ùð″-Ç»ª ł Ù
- ∑∑″ª ł ł Ùðª –″-Á» Ù±Ì Áł-łðª Á±čŰŁ‡ Á» Ùde»œÙ″Ì–″-ðë Ù±Ì ″″-Ç Ì ″ł Ú

{ðf›ª œl ‡Ç ª ″ł ÙÇª ł ±″-∞ª ∑Ù″ª ‹ª ″″-Á» Ù±Ì Áł-łðª Á±čŰŁ‡ Á» Ù±Ì ″″-Ç Ì ″ł úŰÊ ª £Á-Á» ŰŁŮ-Ê-‡£″Ùðª –″-Á» Ùdœ″Ì þ» œl þðÙ ±Ì ÁÁª ±ðª ∑ÙÌ þðª ł úŭg ª ″ł þł Ù›″£Áþ‡£″-ðëúŮ œª ″ª ŰŁÙÌ þðª ŰÊ £čÙœª Ù±Ì Áðð-ÁþÌ þł Ùœþðł Ù±œ£Á» ª ł Ùðª –″Ùª g ª ″£‡ðÊ ª ł Ú ∞£ł ª ∑ÙÌ ÁŭŁ∑Œ±ª ÁðÙ″Ì–″-ðą£ðÌ-ÁŭŁ″-ðª ″-£Ú́

Ü‡ÞÊ-£ðª ‡£úÙdœª Ùðª £Ê Ù∑ª ±-∑ª ∑Ùål Ùª Ê Ì gª Ùœ″-Ç»ª ł Ù«Ì Ê Ùdœª Ù·±Ì ″-Á» Ù±″-ðª ″-£ŰŮ ″-Ç»ª ł ÙÌ Ì þ‡∑ÙÁł ðª £∑Ùœª Ù Ê £· · ª ∑ÙÁŭŁŭª · £″£ðª ÙÊ £ÁÁª ″Ùål Ù″Ì g-∑ª ŭŁŭþ· · ‡ Ê ª Áðð Ùål Ùdœª ÙÊ ª ðœl ∑Ì ‡Ì »čŰŰÇœª ÙÌ Ì ″› Ù» ″Ì þ· ŭŁ‡Ì Ù ∑ł±±þł ł ª ∑Ùdœª ÙÊ· Ì ″ðŁÁ±ª ÙÌ «Ù±Ì Ê · ‡-Á» ÙÊ ª ∑=£‡Ù±‡-Á=Ù∑£ðŁŭŁ±″Ì ł ł ŭŁ‡Ù«g ª Ù±Ì þÁðª ł úŭþ· ∑£ð-Á» Ùdœª Ù »ª Áª ″£‡Ù″Ì–″-ðą£ðÌ-ÁÙÊ ª ðœl ∑Ì ‡Ì »čúŁÁ∑ÙÞð″£ðª »¯ł Ù ª »£″∑-Á» Ùþ· ∑£ðª ł ÙÊ· ‡ Ê ª Áðª ∑Ùål Ùdœª Ù·Ì þðª ł ŭŁÁ∑Ù ∑£ðŁÙª » Ì-Á£‡Ù g ª ″ÙÊª Ú

Çœł ÙÊ ª ª ð-Á» Ùål ″Ê £‡ąª ∑Ùdœª Ù ″Ì–″-ðą£ðÌ-ÁŭÞg£‡Þ£ðÌ-ÁŭÞðª · ł Ùål ″Ù∑ª ðª ″Ê -Á-Á» Ùð-″-Á» ÙÛ «Ùª » Ì-Á£‡Ù ª Ê ª ″» ª Á±čÙð″£Áł · Ì ″ðŁðÌ-ÁŭÌ þðª ł úŰÙ œ±œŭÁ±‡Þ∑ª ∑Ź

- ł-Ű {±Ì ″ª Ùwl þðª ł
- ŃŰ · · ‡ŭŁþðl Ê £ð±Ù±″-ðª ″-£-
- ńŰ wª g-ª-Ì ÙÛ «ÙÌ ±-£‡Ùg Þ‡Áª ″£∞‡ðŭŭÁ∑ª Č
- ŇŰ wª g-ª-Ì ÙÌ · þ‡ðÌ-ÁÙ∑ª Áł-ðŭ
- ňŰ - Ì Á«″-Ê Ù±Ì ÁÁª ±ð-g-ðŭ

v þª ł ðÌ-Áł Ùål ±þł ª ∑ÙÛ ÁÙÛ œª ðœª ″ùdœª ″ª ÙÛ £ł Ù±″-ðª ″-£ÙÛ þðl -Ç ª ÙÛ «ÙJ Ì ł · -ðŭ‡ŭŁÁ∑Ùŭ Ì ″ðŭ‡Á∑ÙÙÁðª ″Á£ðÌ-Á£‡Ù -″·· Ì ″ðÙdœ£ðÙÛ Ì þ:]∑Ù±£þł ª ŭŁÁÙÙ£þðl Ê £ð±-Ù±″-ðª ″-£Ùþ· »″£∑ª ÙÛ «ŭŁÙÌ þðª ùål ÙÇª-″ÙżÙÛ œª ðœª ″ŭŁÁčÙ‡ ±£ðÌ-Áł Ù Ì ª ″ª ÙÊ -ł ł-Á» ùdœ£ðÙÁª ª ∑ª ∑ÙÇª-″ÙŭŁ±±ª ł ł ùdœ£ł ª ∑ÙÛ Áł±þł ùdœ‡ª Áł þł ùdœ»œ‡»œðª ∑ŭŁÊ Ì Á» ùdœª ùål · Ù ðœ″∑ÙÛ «ùdœª Ù{Ì ±-£‡ùg Þ‡Áª ″£∞‡ðëÙŭÁ∑ª ČżÙÛ œª ðœª ″ÙÊ £· · -Á» Ù±œ£Á» ª ł Ù±£· ðp″ª ∑Ù∑ª Áł ª Ù±Ì Ê Ê þÁ-ðª ł ùdœ£ðÙ Áª ª ∑ÙÇª-″ÙŭŁ±±ª ł ł żŭŁÁ∑ùdœl Ì Ù·œl þ:]∑Ù±Ì Ê Ê þÁ-ðª ł Ù -ðœùg Ì Ù∑ª Áł -ðëŭŁð!″-ł→ Ù «Ù·Ì ‡£ðÌ-ÁÙ›ª ŭŁ±±Ì þÁðª ∑Ù «l ″Ű

h gª ″£‡ùdœª Ù Ì ″› Ù» ″Ì þ· Ù·þ· · Ì ″ðª ∑ŭŁþðl Ê £ð±Ùª –″-Á» Ùþ· »″£∑ª ł ÙÛl ″ùdœl ł · -ðŭ‡ŭŁÁ∑Ùŭ Ì ″ðŭ‡Á∑ÙÙÁðª ″Á£ðÌ-Á£‡Ù -″·· Ì ″ðŰŰ ÁÌ ðœª ″Ù±″-ð±£‡Ù∑ł ±þł ł ł-Á» ÙŭŁ£ł ŭŁ∞l þðùdœª Ù» Áª ″£‡Ù″Ì ±ª ł ł Ù «Ùþ· »″£∑-Á» Ù·Ì þðª ł ŭŁÁ∑Ùŭ œ£ðùdœ£ðÙ Ì Ì þ:]∑ÙÊ ª £Áùl ″ùþÁ∑-Á» ŭŁÁ∑Ù» ª Áª ″£‡Ù″Ì–″-ðą£ðÌ-ÁŰŰÇœª Ù» Ì þ· ŭŁ»″ª ª ∑Ù -ðœùdœª Ù″Ì–″-ðą£ðÌ-ÁÙÊ ª ðœl ∑Ù ±œ£Á» ª ł Ù·þðùdœ£∑Ù þª ł ðÌ-Áł Ù ÁÙ œ£ðùdœª Ù″Ì ±ª ł ł Ù Ì þ:]∑Ù·ª ùål ″ùd∑Ì Á» ″£∑-Á» -Ù·Ì þðª ł Ù«ŭŁ∑∑-ðÌ-Á£‡Ù ″Ì þðª ł Ù ª ″ª Ù·ª -Á» Ùþ· »″£∑ª ∑Ű

C-Á£‡¢ú©œª Ù›Ì þ· Ù¯Ł±þłłª ∑ÙÌ · þ‡ð‹ÁÙ¯ª Áł-ðë Ù–″-ª ″-£Ù£Á∑Ù£Ì Áł-¯ª ″£ð‹ÁÙ«Ù¦Ì ª łðÙ¯ª Áł-ðë Ù ±Ì Ê Ê þÁ-ðª–łÙ£ðÙ¦Ł› Ù›«Ù¦Ì ‡¢ð‹ÁÙÁÙ£ÁÙ Ê ª ″»ª Á±č©Ç œª Ù›Ì þ· Ù¯Ł±þłłª ∑©œª Ù œ£‡¢Á±ª Ù œª ðÌ ª ª ÁÙ›ª ″ğ-Á»Ù ∑ª ÁłªÙ·Ì · þ‡ð‹ÁÙ£″ª £łÙ¦Ł› œ±œ£‡Ì Ù›ª £ðª ″ª Ù£Ù¯ª Áłª ″Ù£Ì ‡¢ ±ð‹ÁÙ«Ù£Ì ″ª Ù›ª ″ğ-±ª łÙ©œ£ðÙª ¸ þ–ª ÙŽçwÙ ±Ì ÁÁª ±ð‹Áł ↓Ù£Á∑Ù›ª ″ğ-Á»Ù›Þ″£‡Ù£″ª £łÙ œ±œ©Ê £č©œ£ğª Ù›‡łÙ› £ðþ″ª łÙ›e»œ‡»œ©ª ∑©œč©œª Ù£″-ª ″-£Ù›ÁÁ∑ÙÁÙ ðþ″ÁúÙÁ±″ª £łª łÙ©œª –″Ùğþ‡Áª ″£∞‡ëë↓Ù©{ð£ðª Ù¦-«ª-‡Áª ©wÌ þðª łÙ› ª ″ª Ù¯Ł±þłłª ∑Ù£łÙ£Ù £č©Ì Ù£∑∑″ª łłÙ ±Ì ÁÁª ±ð‹Áł©ª ðÌ ª ª ÁÙÞ″£‡Ù£″ª £łÙ£Á∑Ù£″-ð±£‡Ù›ª łÌ þ″±ª łÙ›‡»ª ©œÌ łÙ· -ë€‡Ù œ±œ£Ê £č©ÙÀÌ ðÙ©ª ÙÁÚŭğª ″č Ù ±Ì þÁëč©Ù ðœª ″Ù£Ì Á±ª ″Áł-Ù ª ″ª Ù©′£«±Ê £Á£»ª Ê ª Áëú©ğª ″£‡©Ù£ą£″∑Ù©Č Ì łþ″ª łú£Á∑Ù£∑∑″ª łł-Á»Ù›‡£″»ª Ù ‡Ì !!∑ª Áł-ðë Ù£″ª £łÙ -ðœÌ þðÙ¯ª–Ù©Ì þðª łÙ©

Ça ±œÁ±£‡Ù Ì ″›łœÌ · Ù©ń

Çœª ©œ–∑Ù©ª ±œÁ±£‡Ù Ì ″›łœÌ · Ù £łÙ£ª ‡£Ù£Áð©Ì ğª Ê ∞ª ″Ù¥Ł-Ń¾Ù£Çœł-Ê£ ª ª ð-Á»Ù©œ£″ª ∑Ùª łþ‡þł Ù£ł∞Ì þðÙþ· ∑£ðª łÙ ðÌ ©œª Ù©w7 ÇwÙðª–Á»Ê£ª ðœÌ ∑Ì ‡ »čÙ£Á∑Ê£· Ù£Ç œª Ù›Ì þ· Ê£ª Ê ∞ª ″łÙª ″ª Ù©Ì –Áª ∑Ù£Áð©Ì Ù©Ê £‡‡Ù »ª Ì »″£· œ±£‡¢Ù©Ì ±þłª ∑©ª £›Ì þðÙ©ª łł-Ì-Áł©Ì Ù ″Ì ğ-∑ª Ù£∑∑-ð‹Á£‡Ù©ª ∑∞£±› Ù ″–Ì–″©Ì Ù©Ì ″Ê £‡ą-Á»©œª Ù ðª–Á»Ù£Á∑Ê£· łÙ£Ç œª Ù›ª Áª ″£‡Ù∑Ł±þłłª Ì-Áð›″Ì þ· Ù þª łð‹Áł Ù ª ″ª ŽÙ

- 3 Ì ª łœª Ù©w7 ÇwÙðª–Á»Ù£Áð©Ì þ″©þ″-Ł∑±ð‹Áł£‡»ÁÙ -ëœð©Ì þ″Ù›Á Ì ‡ ∑»ª Ù «Ù¦Ì ±£‡¢Ù Ê ª ″»ª Á±č©Ùª łł · Ì Áł ª Ù £±ðg-ðª–łÙ£Á∑Ù£ª ª ∑Ł Θ
- Ł«Ù©Ì þ©ª ª ‡£Ù£Ù›Ì £∑Ì £č©©ª ‡Ì Á›łÙ£Áð£Ù¯-««ª ″ª Áðð©ª–″ùÙ œ£ðÙÊ £›ª łÙ©Ì þ©œ-Á» ©œ£ðΘÙ

Çœª ″ª Ù £łÙ£©ðÌ ð£‡Ù «ùñ›Ù›″Ì þ· łÙ£łÙ©Ì ‡¢Ì Ł úÙ œÌ Ù¯Ł±þłłª ∑©œª Ù©Ì ‡¢Ì Ł –Á»ŽÙ

1. D″Ì þ· ÙÙ!Ù· ‡£±› £Ê £łÙ· Ì þÁëč©Ç©œł-Ù›″Ì þ· Ù¯Ł±þłłª ∑Ùª ğª ″£‡Ù›″£‡Ù· ‡£±› £Ê £łÙ· Ì þÁëč©Ì þðª łÙ©Ì ″Ù ±Ì Áł-¯ª ″£ð‹ÁłÙ©Ì ©œª Ùª ‡ ğ£ðª ∑ð©Ì ©Ç–″ÙÙ œ±-©Ì Ù!· ª ±-«±©Ì þðª Ù £łÙª ‡ ±ðª ∑£©ð©œª ©ð-Ê-ª ú©œª Ù »″Ì þ· Ù-Ì Ê Ê -ëðª ∑©ð©Ì Ù›þðþ″ª Ù©Ì ‡¢Ì Ł !!þ· Ù -ðœÙ· Ì þÁëč©Ù›ð£«©Áğ©Ì ‡ğª ∑Ù -ðœÙÊ £-Áðª Á£Á±ª Ù£Á∑Ù ª Ê ª ″»ª Á±č©Ù · ª ″£ð‹Áł©ÙÁÙ£∑∑-ð‹Á-ú©œª Ù›″Ì þ· Ù©£∑Ù-Ì Áğª ″ł£ð‹Áł©Ù£∑Ì þðÙ£ð£©ÙÁ±‡þ∑ª ∑©ÁÙ©œł-Ù · œ£ª Ù£Á∑Ù›þðþ″ª Ù œ£ª łúÙ›þ±œ©Ù£ł Ù›ª Áª ″£‡Ù-Ì Áł-¯ª ″£ðÌ-ÁłÙª »£″∑-Á»Ù¯Ł-ð‹Á»þ-ł-œ-Á»Ù©ðł · -ë€‡Ù ðč · ª łÙ£Á∑Ù©ª Ù ″ª łª Á±ª Ù «Ù-Ì þÁëč©Ù£Á∑Ù-ë-ëč Ù þ∞‡±Ù Ì ″›łÙ©±-‡ðª–łÙ©Ç œª Ù›″Ì þ· Ù‡Ì ›ª ∑©Ê Ì ″ª Ù ±‡Ì łª ‡£Ù£ðÙ©ª Ù©a ª ″-∑-£Áðð©ł · -ë€‡Ù-Áð©Ç þ£‡ð-ÁÙ£Á∑Ù ″Ì · Ì łª ∑Ù£∑∑-Á»Ù‹ª Ì Ù£±±ª łł-Ù©ª ″ª Ù¿-£Ù£Ù‹ª Ì Ù Ç–″ÙÙÌ þðª ÙÙ

2. ŃŰ D″Ì þ· ÙÙ!Ù· Ì ‡þÊ ∞-£¤í £łœ-Á»ðÌ ÁÙ· Ì þÁëč©Ç©œł-Ù›″Ì þ· Ù©£‡ª ∑Ù£∞Ì þðÙ›ª čÙð′£Áł · Ì ″ð£ð‹Ł-ÁÙÌ þðª łÙ Áª £″Ù©ª Ù –‡‡∞Ì ″Ì Ù£″-· Ì ″ðÙ£Á∑Ù œ±œÙÌ þðª łÙ©Ì Ù£Çþł-ðÙ©þ″©ª ″ÙÙÇœł-Ù›″Ì þ· Ù©Ì þ»œ©Ù©þ· Ù©ª Ù -Ê· Ì ″ð£Á±ª Ù «Ù-Ì ÁÁª ±ð-ğ-ë€Ù©Ì Ù©Ł· -ð€‡Ù£Á∑Ù©ª ″Ù Ê ª ″»ª Á±č©Ù›ª ″ğ-±ª łÙ£Á∑Ù©»œ‡»œ©ª ∑Ù œ±œÙ· £″£‡ Ù©Ì þðª łÙ Ì þ‡Ù©ª łðÙ″Ì ğ-∑ª Ù£±±ª łł Ù©Ì Ù©ª łª Ù›ª ″ğ-±ª łÙ£Çœª Ù›″Ì þ· Ù£‡Ì Ù©£‡ª ∑Ù£∞Ì þðÙ©ª Ù -Ê· Ì ″ð£Á±ª Ù «Ù-Ì ÁÁª ±ð-ğ-ë€Ù©Ì Ù©Ł· -ð€‡Ù£Á∑Ù©ª ″Ù Ê ª ″»ª Á±č©Ù›ª ″ğ-±ª łÙ£Á∑Ù©»œ‡»œ©ª ∑Ù œ±œÙ - Ì þÁëč©Ù©ª Ù›″£‡Ù{Ì þðœÌ ª łðÙ¯ª Ù «Ù©ª Ù-Ì þÁëč©Ù£Á∑Ù©ª ðÌ ª ª ÁÙ -¯ª ∞Ì ″Ì Ù£Á∑Ù›ª £ğª ″ðÌ ÁÙ

3. ńŰ D″Ì þ· Ù©Ù!Ù©Ì ‡þÁÌ Ê £œ-Ù Ì þÁëč©Ç©œł-Ù›″Ì þ· Ù £Áðª ∑©Ì ÙÊ £›ª Ù›þ″ª Ù©ª ″ª Ù ª ″ª ÙÁÌ Ù›£·ł Ù -ðœ-Á©ª Ù ±Ì þÁëč©ÙÁÙ©ª–″ÙÙÊ ª ″»ª Á±č©Ì þðª łÙ©Ç œª Ù›″Ì þ· Ù£‡Ì Ù″Ì ğ-∑ª ∑©þ″ðœª ″ÙÌ þðª ©ª–″ù›· »″£∑ª Ù ″ª ±Ì Ê Ê ª Á∑£ð‹Áł©Ù£∑Ì þðÙ£ð£©ÙÁ±‡þ∑ª ∑©þ″ª ″ª ±-«±©Ì þðª Ù ª ″ª Ù¯Ł±þłłª ∑©ÁÙ›þ‡Áª ″£∞‡ Ù Ì · þ‡ð‹Áł©Ù£Ù»ª »£″∑-Á»Ù Ê ª ðœÌ ∑Ì ‡ »ª łÙ©œª Ù›″Ì þ· ©œ£‡ª ∑Ù£∞Ì þðÙ›ª Áª ″£‡Ù-Ì Á›þł-Ł-ÁÙª »£″∑-Á»Ù£‡þª ″Á£ð-ğª Ù Ì þðª łÙ©œª –″-Á»ú Ù ðœª Ù Ê ª ðœÌ ∑Ł©ª œ-Á∑©œª Ù · £±-Á»Ù£Á£‡þł-łúÙœÌ Ì Ù Ê ª ″»ª Á±č©Ùª łł · Ì Á∑ª ″łÙ -‡‡þł ª ©œł-Ù∑£ð£ú Ù ‹þÁ∑-Á»Ù · · Ì ″ðÁ-ð ª łúÙ£Á∑Ù›þðþ″ª Ù ‡ Ê ª Áðł Ù ‹©œł-Ù ″Ì ∉ ±ðŰ

4. ŇŰ D″Ì þ· Ù¥Ù!Ù£ –″ëþ£‡Ù©″Ì þ· Ù ŽÙ£Çœł-Ù›″Ì þ· Ù £łÙ Áª Ù ‹ðÌ Ì £ –″ëþ£‡Ù©″Ì þ· łÙ©Ç œł-Ù›″Ì þ· Ù£Á±‡þ∑ª ∑Ù ″ª · ″ª łª Áð£ð-ğª łÙ£Ì Ê Ù£ þ‡þÁÌ Ê £œú-Ù ‡£±› £Ê £łúÙ £łœ-Á»ðÌ Áú©Ç″Ì þð∑£‡ úÙ£–″ğ-ª–Ì úÙ-»£″∑Ù{ð″ª ª ðÙ Ç″þłðÙ©Ç œł-Ù›″Ì þ· Ù ″Ì ğ-∑ª ∑Ù£Áł-»-œ©Ù°ª »£″∑-Á»Ù· ª ±-«±©ª–″łÙ±″Ì łł Ù¯-«ª ″ª Áð©Ì þÁðª–łÙ©Ç œł-Ù »″Ì þ· Ù£‡Ì Ù¯Ł±þłłª ∑Ù£Ê ª ðœÌ ∑Ì ‡ »čÙ þª łð‹Áł Ù£œł þðÙ¯Ł-ð-Á»þ-ł-œ-Á»Ù©Ń¾Ù©ń úÙ£Á∑Ù£‡þª ″Á£ð-ğª Ù ″Ì þðª łúÙœª Ù©Ê · Ì ″ðÁ±ª Ù «Ù£ þ‡Þ‼Ê Ì ∑£‡Ù©′£Áł · Ì ″ð£ð‹Ł-ÁúÙ¯ª ∞″-łÙ£ £Á£»ª Ê ª Áð©Ù£Á∑Ù£ £łł Ù±£″ª Ù£

5. ňŰ D″Ì þ· Ù¥Ù!Ù£ –″ëþ£‡Ù©″Ì þ· Ù Ù→ ‡£″› Ù Ì þÁëč©Ù£Á∑Ù £łœ-Á»ðÌ Áú© Ì þÁëč ↓ŽÙ©Ç œł-Ù›″Ì þ· Ù¯Ł±þłłª ∑©œª Ù ł-»Á-«±£Á±ª Ù «Ù›ª čÙÁ«′£łð′þ±ðþ″ª úÙ‡· ª ±-£‡¢Ù©œª Ù!.ń©Ù£Á∑Ù!.Ń¾ń Ù©″-∑›»ª łúÙ œ±œ©Ù£″ª Ù¯-ð€‡Ù¥Ì ″Ù

- , h Ůˇ Ì ″› ł œì · Ůσ ń

Çœª Ůðœ-″∑Ú-ł»Á∑Ů«-Á£‡Ú-Ì Ê Ê þÁ-ëžŰˇ Ì ″› ł œì · Ű ±±þ″″ª ∑ŮÁŰa ±ðì ∞ª ″Ű «ŰŇŁ-Ńñ ŰŁÁ∑Ůª £ðþ″ª ∑ŮńŮ £″ð±-·£ÁðłŮ «Ì Ê ŰŇÚ , h ł ŰŰ£″ð±-·£ÁðłŰœ£″ª ∑Ůðœª -″Ůþ · · Ì ″ðŰì ″Ůðœª Ů þ£‡ðð-ğª ŰÊ ª ðœì ∑‡Ůþł ª ∑ŮÁŰðœª Ů ″Ì ℮ ±ðŰì Ů
œª ‡ ŰŁ∑∑″ª ł ł ŰˇÌ ±-£‡ğþ‡Á ″£∞-‡ëžŰŁÁ∑Ű¸ þ-ëžŰŰÇœª čŰ Ê · œ£ł -ą-ª ∑Ůðœ£ðŮþ″£‡Ł″ª £ł Ůð£ğª Ů‡Á-¸þª Ů
±Ì Áł-∑ª ″£ð Ì-Áł Ůðœ£ðŰœì þ:∑Ůðª Ł‡±±Ì þÁðª ∑Ůì ″ŰŰ Ű‹ŰŰðč · -±£‡Ůð£ğª Ű Á ª ŰÊ £-ÁŰł ðª ª ðŰì Ůˇª ª ðŰÁŁÁ∑ŰŮ þðŰŮ
İ œ±œŮł Ů∑-«±þ‡ŰìŰÁ£ğ-»£ðª Ů∑þ″-Á» Ű Čðª Ê ª Ű ª £ðœª ″ŰŰ

Çœª čŰ Á±Ì þ″£»ª ∑ŁŮł čł ðª Ê £ð±Ű þðª £±œ-Ů ″Ì ±ª ł ł Ů∑þ″-Á» Ű Čðª Ê ª Ű ª £ðœª ″Ů∑ł£ł ðª ″ł ŰŰÇœª čŮ
″ª ±Ì Ê Ê ª Á∑ª ∑Ł-Ì Áł-∑ª ″-Á» ŮÁ«″£ł ð″þ±ðþ″ª Ůì ″Ů þ∞‡±!!«¢±-Á» Ůª ł Ì þ″±ª ł Ů∑þ″-Á» Ű Čðª Ê ª Ű ª £ðœª ″Ůì Ů
ª Áł þ″ª Ůª Ì · ‡ Ł″ª Ű£«ª ŮŮæ£ğª Ůì Ì ∑ŁŁÁ∑Ůª ±ª -ğª Ůª «ª ″″£‡Ů→Ű ŰŮª ł -‡ª-Á±ª Ůœþ∞ł ŰŮœª þª ″ł ↓ŰŰÇœª čŁ‡Ì Ů
ł œ£″ª ∑ŮÁðª ″ª ł ðŮÁŰþð‡ą-Á» Ůðœª ŰÊ £· · -Á» ŰčłðªÊ ł Ůª ‡£ðª ∑Ůðì ŮZçwł ŁÁ∑Ł∑∑-Á» Ł∑∑-ðÌ-Á£‡Ł‡čª ″ł ŰŰŮ

t ″Ì ℮ ±ðŰˇ Ì ″› ŮD″Ì þ· Ůa ª ª ð-Á» Ůσ ń

Çœª Ů«-ëðœŮ″Ì ℮ ±ðŰ Ì ″› Ů»″Ì þ· ŰÊ ª ª ð-Á» Ű £ł Ůðª ‡∑ŮÁŮ3 ª ±ª Ê ∞ª ″ŰŇŁ-Ńñ ŰŰÇœª Ů»Ì £‡Ű «Ůðœł ŰÊ ª ª ð-Á» Ű £ł Ůðì Ů
″ª ğ-ª Ì Ůª ª ∑∞£±› Ůª ±ª -ğª ∑Ůðœ″Ì þ» œì þðŮðœª Ůª ±œÁ±‡£‡Ł∑Ů , h Ű Ì ″› ł œì · ł ŰŰœ£″ª Ů«-Á£‡Ű þ» »ª ł ðª ∑Ů
þ · ∑£ðª ł Ů«Ì Ê Ůðœª Ů»£ðœª ″ª ∑Ůª ª ∑∞£±› ŰŁ‡Ł∑Ů»£ðœª ″ŮÁ· þðŰŁÁŰ-″ª ±ð Ì-ÁŰì ″Ů Ì ‡±ečŁ‡Ł∑Ů ‡£ÁÁ-Á» Ů
″ª ±Ì Ê Ê ª Á∑£ð Ì-Áł ŰŰ þ″-Á» Ůðœª ŰÊ ª ª ð-Á» Ůðœª Ů ″Ì ℮ ±ðŰÊ £Á£»ª Ê ª Áðłðª £Ê Ů ″ª ł ª Áðª ∑Ůðœª ŮÁÌ ðª ł ŰŁÁ∑ŰÊ £· Ů
±Ì Ê Ê ª Áðł Ů±£· ðþ″ª ∑Ů«Ì Ê Ů Çª ±œÁ±‡£‡Ű Ì ″› ł œì · Ůσ ń Ł‡Á∑Ů-∑Ł±þ ł ł ª ∑ŮÌ Ê ª Ůª ″-Á» Ů±œ£Á» ª ł Ůðœ£ðŮ-∑ŮÁÌ ðŮ
œ£ğª Ů-″ª ±ðŮª ł Ì þðð Ì-Áł ŰŰÇœª Ű í DŰ £ł Ł‡ł › ª ∑Ůì Ůª ğ-Ì Ůðœª ŮÁÌ ðª ł Ł‡Á∑ŰÊ £· Ů±Ì Ê Ê ª Áðł Ł‡Á∑Ů ″Ì ğ-∑ª Ů
«ì ‡Ì Ì !!þ· ł Ů∞čŰ Ê £-‡Űğª ″Ůðœª ŮÁª Čðì Ì Ű ª ª › ł ŰŰ

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Dates of Committee Engagement for Regional Emergency Transportation Rotes Phase 2 project (2024-2026)

Group/Organization	Date	Topic
Transportation Policy Advisory Committee (TPAC)	2/2/2024	Overview of project and recruitment for quarterly work group
Clackamas County coordinating committee - staff level (CTAC)	3/7/2004	Overview of project
Metro Technical Advisory Committee (MTAC)	3/20/2024	Overview of project
RDPO Public Works Work Group	3/27/2024	Overview of project and recruitment for quarterly work group
RDPO Emergency Management Work Group (REMTEC)	4/5/2024	Quick project update
Tualatin Valley Water District	4/16/2024	Overview of the project with engineers and other water SMEs working on the WWSS. There is a new water supply program, and they feel ETR work is in line with their long range strategic planning efforts typing to their NHMP action items and other lifeline interdependencies.
Metro Council work session	5/7/2024	Overview of project
SW Washington Regional Transportation Advisory Committee (RTAC)	5/17/2024	Overview of project
SW Washington Regional Transportation Commission (RTC) Board	6/4/2024	Overview of project
RDPO Policy Committee (electeds)	11/15/2024	Overview of project - Carol confirmed with Mark to add to Nov 2024 PC agenda

Clackamas County Coordinating Committee (urban sub) - Electeds (C-4)	11/20/2024	Overview of project
Joint Policy Advisory Committee on Transportation (JPACT)	11/21/2024	Overview of project
Washington County Coordinating Committee - staff level (WCCTAC)	12/5/2024	Overview of project
6 Quarterly Project work group meeting	12/12/24, 4/10/25, 6/26/25, 9/10/25, 12/11/25, 3/11/26	
Technical Workshop 1 of 3	6/11/2025	Technical workshops on tiering methodology
Technical Workshop 2 of 3	3/10/2025	Technical workshops on tiering methodology
Technical Workshop 3 of 3	11/12/2025	Technical workshops on tiering methodology
CBO Workshop 1 of 3	4/3/2025	Methodology input from perspective of vulnerable populations
CBO Workshop 2 of 3	6/23/2025	Methodology input from perspective of vulnerable populations
CBO Workshop 3 of 3	10/23/2025	Methodology input from perspective of vulnerable populations
RDPO Fire / EMS Work Group	2/5/2025	Overview of project and recruitment for technical workshops
RDPO Public Works Work Group	7/21/2025	Email update on project soliciting draft feedback
RDPO Public Works Work Group	9/24/2025	Update on project methodology development occurring at technical workshops
RDPO Solid Waste subcommittee	10/2/2025	Overview of project and approach
Clackamas County coordinating committee - staff level (CTAC)	10/2/2025	Update on project methodology development occurring at technical workshops
Washington County Coordinating Committee - staff level (WCCTAC)	10/2/2025	Update on project methodology development occurring at technical workshops
RDPO Emergency Management Work Group (REMTEC)	10/3/2025	Review of project and update on approach
TPAC	10/3/2025	Update on project methodology development occurring at technical workshops
Metro Council work session	10/9/2025	Update on project methodology development occurring at technical workshops
11th Annual Region 10 PacTrans Conference	10/10/2025	Share basic project info / highlights

RDPO Steering Committee	10/13/2025	Update on project methodology development occurring at technical workshops
JPACT	10/16/2025	Update on project methodology development occurring at technical workshops
RDPO Policy Committee (electeds)	11/21/2025	Review of project, update on methodology development, connections to policy needs
TPAC	3/6/2026	Briefing on Final report with project findings and recommendations
SW Washington Regional Transportation Advisory Committee (RTAC)	3/20/2026	Recommendation to RTC Board of final report with project findings and recommendations
SW Washington Regional Transportation Commission (RTC) Board	4/7/2026	Acceptance of final report with project findings and recommendations
RDPO Policy Committee (electeds)	3/20/2026	Briefing on final report with project findings and recommendations
RDPO Steering Committee	4/6/2026 or 5/4/2026	Briefing on final report with project findings and recommendations
TPAC	4/3/2026	Recommendation to JPACT to Accept final report with project findings and recommendations
Metro Council work session	4/16/2026	Briefing on final report with project findings and recommendations
JPACT	4/16/2026	Comments from Chair / memo sharing final report with project findings and recommendations
JPACT	5/21/2026	Acceptance (by consent) of final report with project findings and recommendations
Metro Council	5/21/2026	Acceptance (by consent) of final report with project findings and recommendations
Dissemination webinar	Late May. Date TBD	Broadly share project results

Appendix C. GIS Technical Methods

GIS Technical Memo

Date: March 19th, 2026

To: Regional Emergency Transportation Routes PMT

From: Alicia Wood, Metro

Subject: RETR GIS Technical Methodology

This memo builds on the content of the tiering methodology and stakeholder summary memo and describes how that guidance was then translated into implementation of the tiering methodology. It covers data preparation, automated geospatial analyses, and final revisions to incorporate all stakeholder feedback.

Data Preparation

Data preparation tasks included reviewing and updating original data from phase 1 as needed, sourcing additional new data, and segmenting the original RETR segments into smaller segments in preparation for the tiering analysis.

Data Sources

Table 1 summarizes the data used in phase 2 and their sources. The Notes column indicates which data are in Metro's Regional Land Information System (RLIS) and thus will be maintained there moving forward, as well as those made publicly available elsewhere online by their original source agencies. All other data will need closer review and updating for future tiering iterations.

Table 1. Data Sources

Criteria	Source(s)	Notes
		In RLIS (link)
Hospitals	Phase 1 (RLIS, Oregon GEO, Washington Geospatial Open Data Portal)	
Police Stations	Phase 1 (WCCCA, Port of Portland, City of Gresham)	
Fire Stations	Phase 1 (RLIS, Washington County, Columbia County)	In RLIS (link)
State Seismic Lifeline Routes (SSLRs)	ODOT & SWRTC	ODOT

Criteria	Source(s)	Notes
Principal Arterials and Highways	ODOT & WSDOT	WSDOT sources (non-state, state); ODOT sources (non-state, state)
Minor Arterials	ODOT & WSDOT	Same links as principal arterials above
Bridges	Phase 1 (PBOT, Clackamas County, Clark County, Washington County), ODOT & WSDOT	ODOT, WSDOT
Public Works Facilities (PWFs)	Phase 1 (City of Gresham, Clackamas County, Clark County, Columbia County, Washington County, Port of Portland, Port of Vancouver, Portland Water Bureau)	
Fueling Centers	Phase 1 (CNA)	
Water Treatment and Distribution Sites	Phase 1 (included in Public Works Facilities dataset above)	
Airports	Phase 1 (RLIS, Columbia County, WSDOT)	In RLIS (link)
Debris Management Sites	Phase 1 (Metro)	
Emergency Operations Centers (EOCs)	Phase 1 (City of Gresham, City of Portland, Clackamas County, Clark County, Port of Portland, TriMet, Washington County, WSDOT)	In RLIS soon
Social Vulnerability Index (SVI)	RLIS (Metro)	In RLIS (link)
Population	RLIS (from US Census Bureau – ACS)	In RLIS (link)
FEMA Flood Hazard Zones	RLIS (from FEMA)	In RLIS (link)
Landslide Susceptibility	Phase 1 (DOGAMI)	SLIDO-4.5
Liquefaction Susceptibility	Phase 1 (DOGAMI & Washington DNR)	

Data revisions

After an initial review, most original phase 1 data were identified as not requiring updates. Some infrastructure was expected to have had minor updates over the last few years but not enough to affect the RETR tiering. However, partner agencies were asked to confirm the location of key facilities.

Beyond this review the following data edits were made:

- In phase 1, several urgent care facilities were present in the hospital data. These facilities were removed for this phase. Additionally, a couple of other facilities had either closed or downgraded their level of service to that of urgent care since phase 1 completed, so these were also removed.
- Fire station edits were made that included the removal of a few closed facilities, address correction for one facility, and the addition of a few new facilities.
- Category 1 & 2 Emergency Operations Centers & Public Works Facilities were combined respectively as the distinction between 1 & 2 wasn't needed for this tiering analysis.
- Fresh copies of data in RLIS or publicly available online were acquired (see Table 1 notes).
- Bridge data from phase 1 was cleaned up to remove duplicates and prep for merging with current ODOT & WSDOT data. New and old bridge data was joined together by ID to utilize current name & condition information where possible but also retain old seismic vulnerability data only available in the original phase 1 bridge data. New facilities only present in the current bridge data were also added.
- Lastly, new arterial data was acquired, as full 5-county arterial designation was not included in phase 1. Federal functional classification data was pulled from ODOT & WSDOT sources (Table 1), merged, and the functional classes mapped to the simplified classification needed for this analysis: (a) Minor Arterials and (b) Principal Arterials, Highways, Other Freeways and Expressways. For analysis simplicity later, these were kept in a single feature class with an attribute distinguishing the two categories.

Route Segmentation

The final data preparation task involved prepping the emergency transportation routes themselves. As the base RETR network was already established in Phase 1, no new routes were added. But some of the longer routes were split into shorter roadway segments to provide more nuanced scoring for roadways whose features may change over long distances. A few options for splitting were considered: jurisdictional boundaries, equidistant segmentation, and major roadway intersections. Ultimately, the latter, key roadway intersections, was prioritized, especially with other ETRs. For example, in phase 1 Highway 211 was a single long 42-mile route. For phase 2, this was split into 8 roughly 5-mile segments.

To account for this splitting and still retain clear descriptive attribution and unique identification, the following steps were taken:

- ETRID_2020 and ROUTENAME fields were left as is.
- ROUTE_FROM and ROUTE_TO were updated to better describe the current location of each individual segment end.
- A new ETRID_2025 field was added. This ID was created using the ETRID_2020 value, and then tagging on an additional _1, _2, etc. indicator to the end of the ID identifying the individual subsegments of phase 2.

Geospatial Analysis

Following the best practices review and initial stakeholder engagement, an outlined tiering methodology was developed (see Appendix A and B for more details). This section describes how

this methodology was then translated into a GIS-based tiering implementation, followed by supplementary hazard resilience and demographic analyses.

Initial Tiering Analysis

The planned approach evaluated each RETR segment against 13 criteria, including roadway characteristics and proximity to key points of interest (POIs). Proximity-based criteria were to be assessed using Euclidean buffers. Buffer distances were selected based on the distribution of each POI type: criteria with many locations across the five-county region used smaller buffers, while those with fewer locations used larger ones. This reduced the potential of certain criteria being 'washed out' and assigning points to most routes.

Each route segment would receive points for every criterion met, and total scores were to be grouped into High Medium and Low tiers using natural breaks. No weighting was applied at this stage; the intent was to establish a baseline scoring system before introducing adjustments for prioritization, population, or equity.

Table 2 shows the 13 criteria used to evaluate routes, the buffer distances assigned for proximity evaluation, and the points assigned for meeting said criteria.

Table 2. Initial Evaluation Criteria

Category	Criteria	Buffer Distance	Points
Lifesaving/Sustaining	Hospitals	2 Miles	1
	Police Stations	1 Mile	1
	Fire Stations	1 Mile	1
Connectivity	Connection to State Seismic Lifeline Routes	NA	1
	Principal Arterials and Highways	NA	1
	Minor Arterials	NA	1
	Bridges	NA	-1
Public Works and Resources	Public Works Facilities	2 Miles	1
	Fueling Centers	2 Miles	1
	Water Treatment and Distribution Sites	2 Miles	1
Other Key Destinations	Airports	2 Miles	1
	Debris Management Sites	2 Miles	1
	Emergency Operations Centers (EOCs)	2 Miles	1

This table was then translated into an automated geospatial workflow using Python and the ArcGIS arcpy library. Automating buffer creation, proximity checks, and scoring within ArcGIS ensured a consistent, reproducible process for tiering routes that could be easily updated as stakeholder feedback refined the methodology.

The python script consisted of 2 major sections:

- evaluation of POI-based proximity criteria, and

- evaluation of the roadway-characteristic criteria (bridges, SSLRs, arterials)

The following sections further describe steps taken in the script to evaluate each criterion.

POI Criteria

For evaluating POI criterion, the process was as follows:

- An empty "[criteria-name]_results" field was added to the RETR segment layer.
- The Buffer tool was used to create proximity polygons around each POI feature using the buffer distance specified in **Table 2**.
- The Select by Location tool was used to identify all RETR segments that intersect these buffers.
- Lastly, for those selected segments, the "[criteria-name]_results field was populated with the appropriate point value specified in **Table 2**.

Bridges

Bridge points were not consistently snapped to the street centerline dataset used for RETR segments. To ensure valid matches, bridges were buffered by 100 ft before applying the same select-and-calculate process used for POIs.

SSLRs

Because the SSLR network only includes ramps connecting SSLRs to other SSLRs, additional logic was needed to identify RETR connections.

- First SSLR features were buffered 150 ft to account for larger rights-of-way and unidentified ramps.
- RETR segments intersecting these buffers were assigned points using the same select-and-calculate process used for POIs.

But after initial review some routes were still being left out due to long ramp distances. So, an additional step was added.

- All ramps were selected from the street centerline file.
- The Select by Location tool was then used to identify only ramps that intersected SSLRs.
- Finally, RETR segments intersecting those selected ramps were assigned points.

Note: This automated process resulted in a few false positive matches where the SSLR crossed over an RETR but no connection is present on the ground. A manual review was completed after processing, and points for these features were removed.

Arterials

Lastly, a final unique process was used for the evaluation of the 'Principal Arterials and Highways' and 'Minor Arterials' criteria. The process needed to distinguish between RETR segments that *intersected* an arterial and those that were *classified as* an arterial. To do this, the script looped through each RETR segment and evaluated them individually. For each feature it:

- Buffered the RETR segments by 50ft.

- Clipped the arterials to just get segments within that buffer.
- Removed clipped arterial segments shorter than 120 ft to avoid capturing small perpendicular street fragments.
- Dissolved remaining arterial segments by classification and calculated their lengths.
- Finally, assigned points based on the arterial class with the longest dissolved length.
    - The route could only receive credit for one arterial classification.
    - Although both arterial criteria were ultimately weighed equally, the process was designed to support the possibility of future weighting differences.

After all criteria were evaluated, the points from all "[criteria-name]_results" fields were added to get the final 'Results' value. The highest scoring route had a score of 10, and the lowest -1. Using natural breaks in the scoring, these scores were grouped into Low Medium and High categories. The first draft of this categorization was then uploaded into an interactive web map for review in future work group meetings.

Secondary Geospatial Analysis

Following the next round of engagement (Technical Workshop #2, CBO Workshop #2, and Project Work Group Meeting #3 and #4), some tiering method revisions were explored. These included: (a) removing bridges, (b) weighting criteria, and (c) automatic top-tier criteria. Additionally, secondary analyses were conducted to evaluate: (d) hazard risk along each route, and (e) whether vulnerable communities were being served with the draft top tier routes.

Bridge removal

Following recommendations in Technical Workshop #2 (see Appendix B), bridges were removed from the tiering criteria and their points removed from the final 'Results' scoring.

The bridge data attribute table was cleaned up and extended to include the following attributes: bridge ID, name, owner, crossing type, condition, seismic vulnerability, and RETR tier. And this table was separated into a supplementary appendix (see Appendix D) intended to provide bridge owners with information useful in advocating for funding.

Weighting criteria

Double weighting hospitals in the tiering criteria was explored after feedback from stakeholders during initial workshops. This double weighting was implemented by multiplying the "Hospitals_results" points by 2 when summing all the "[criteria-name]_results" fields to get the final "Results" score. Ultimately, this revision had very little impact on the results, and it wasn't incorporated into the final methodology.

Automatic top-tier criteria

Following recommendations in Project Work Group Meeting #4 (see Appendix B), some automatic top-tier criteria upgrades were applied. In this meeting Hospitals and Portland International Airport were flagged as the criteria that met this qualification. All routes in the vicinity of these points of interest were reviewed, and if they didn't currently have a tier 1 route serving them, the closed route was upgraded to Tier 1.

Hazard analysis

In Phase 1 route resilience was evaluated using seismic, landslide, and flood hazard data. The same methodology was applied in this phase, updated with the latest data from DOGAMI (seismic vulnerability and landslide susceptibility), FEMA flood hazard zones, and ODOT bridge seismic vulnerability data.

The Phase 1 methodology was translated into a python script to streamline future updates.

The script first automated some data preparation steps:

- All hazard datasets were clipped to the 5-county region.
- The landslide susceptibility raster was converted to vector polygons.
- FEMA flood zones (A, AE, AH, AO, and X) were reclassified into 100-year & 500-year flood categories.
- New fields were added to the RETR dataset to store all output hazard results (e.g., Landslide_Haz_Pct_Moderate).

Next, liquefaction susceptibility, landslide susceptibility, and flood hazard areas were assessed in relation to the RETR segments. For each of these datasets the following steps were taken:

- The Identity tool was used to intersect each hazard dataset with the RETR segments, splitting segments wherever hazard classifications changed.
- The Summary Statistics tool was then used to calculate the total length of each RETR segment within each hazard class.
- These lengths were then converted to percentages representing the share of each RETR segment exposed to each hazard level.
- And finally using an Update Cursor, the calculated percentages were written to the corresponding results fields (e.g., Landslide_Haz_Pct_Moderate) in the RETR segment data.

Bridge vulnerability was assessed separately due to its point-based nature. It involved the following:

- RETR segments were buffered 200 ft.
- The spatial join tool was used to create a record for each RETR–bridge intersection, allowing multiple bridges to be associated with a single RETR segment.
- Next, using a cursor, the script counted the number of bridges intersecting each RETR segment in each bridge seismic vulnerability category.
- These counts were then written to the appropriate results fields in the RETR segment data.

All hazard results fields were then joined into the draft RETR tiering data displayed in the online viewer. This allowed stakeholders to click on a segment and view all its corresponding hazard exposure and bridge vulnerability metrics alongside the original tiering criteria results.

SVI & population analysis

In Project Work Group Meeting #3 discussions arose on how to best modify the methodology to consider vulnerable communities and population. Ultimately, the group decided to conduct qualitative screening for social vulnerability and population density.

The draft RETR tiering was overlaid with census tracts in:

- the top third of social vulnerability, based on Metro's Social Vulnerability Index (SVI), and
- the top quarter of population density, based on US Census Bureau ACS data.

Any tract in either category that did not intersect with a draft Tier 1 RETR was flagged for review. The project work group would then consider upgrading at least one route serving each flagged tract to ensure Tier 1 coverage for these communities.

The following steps were taken to identify these unserved tracts in GIS:

- The Social Vulnerability Index 2025 layer was filtered to only include tracts in the top third of SVI scores (SVI > 6.66).
- The RETR segments were filtered to only include Tier 1 routes.
- Then the Select by Location tool was used to select and flag those top 1/3 SVI tracts that do not intersect (or fall within 150 ft of) Tier 1 routes.

The same process was completed using the population density data; only the top quarter of tracts were selected instead.

Ultimately, all flagged census tracts were added to the interactive web map alongside the draft tiering results. That way, stakeholders could visually identify unserved vulnerable communities and consider potential route upgrades to improve their access.

Final Revisions (post Workshop Feedback)

Following feedback gathered during Technical Workshop #3, CBO Workshop #3, and Project Work Group Meeting #5, final revisions to the RETRs were made. These included manual tier changes, removal of remaining alternate routes, and replacement of SWRTC routes.

Manual changes

Stakeholders in all 3 meetings provided ample feedback on changes they would like to see made to the draft tiers and provided their justification for why. All changes requested are documented in Appendix E. The project team then reviewed and determined which to implement and which not to implement (see Appendix E for more details). Categories of changes made included: tier upgrades, tier downgrades, route type upgrades from alternate to primary, and a couple of linework error revisions. All changes were made manually in the attribute table, and an additional 'Notes' field was added and comments written to describe what change was made and the corresponding comment # from Appendix E.

Alternate route removal

As discussed in Project Work Group Meeting #5 (see Appendix B), some critical alternate routes were to receive upgrades to primary routes, and then all remaining alternates would be removed from the formal RETR network. Ultimately 9 alternate routes were upgraded as a part of the manual changes described above and in Appendix E. The remaining alternate routes were removed from the main RETR network but kept as an ancillary data layer that can be used in future analysis and mapping.

SWRTC route replacement

The final change made following this last round of stakeholder feedback was the replacement of Clark County results. In 2025 the MPO for the Clark County region, Southwest Washington Regional Transportation Council (SWRTC), initiated a Resiliency Assessment Plan that built on our original methodology and resulted in prioritized ETRs that were more tailored to Clark County. Ultimately, we swapped out our network in Clark County with theirs. This included some minor tier adjustments and a couple of new routes. (see section 4.7 in the main report for more details).

This involved the following steps in GIS:

- Their raw route linework was split at individual street intersections. So, we merged segments together by Tier to create segments comparable to the length of the rest of our RETRs.
- Next route names, to/from descriptions, and IDs were transferred from our previous Clark County network where possible. And new names, descriptions, and IDs were created for the remaining new routes, following conventions used in the original route creation in Phase 1.
- Lastly, the original Clark County segments in our main RETR network were deleted, and these replacements were appended into the main RETR network.

Appendix D. Bridge Table

Regional Emergncy Transportation Routes Phase 2
Bridge Table

BRIDGE ID	BRIDGE NAME	BRIDGE OWNER	BRIDGE MAINTAINER	BRIDGE CONDITION	CROSSING TYPE	RETR TIER	DATA SOURCE	ODOT SEISMIC VULNERABILITY	PBOT SEISMIC VULNERABILITY
08708700	WOODIN CREEK CULVERT	City of Battle Ground	City of Battle Ground	Good	Waterway	2nd	WSDOT	Not Evaluated	
BB005	Beaverton Creek, SW Cedar Hills Blvd	City of Beaverton	City of Beaverton	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
25T07A	Johnson Creek, SE 242nd Ave	City of Gresham	City of Gresham	Fair	Waterway	2nd	ODOT	Not Evaluated	
05282	Culvert, Hwy 26 at MP 14.08 (City Br)	City of Gresham	City of Gresham	Good	Waterway	2nd	ODOT	Not Evaluated	
21155	Gresham Fairview Trail over Hwy 26	City of Gresham	City of Gresham	Fair	Other	2nd	ODOT	Not Evaluated	
51B002	Johnson Creek & Owp Ry, SW Highland Dr	City of Gresham	City of Gresham	Fair	Waterway	2nd	ODOT	Not Evaluated	
17985	Airport Way over Pacific Railroad	City of Gresham	City of Gresham	Fair	Railroad	2nd	ODOT	Not Vulnerable	
06070A	Oswego Lake Outlet, McVey Ave	City of Lake Oswego	City of Lake Oswego	Fair	Waterway	Top	ODOT	Not Evaluated	
21150	Springwater Bike/Ped trail HWY 1E AT MP 4.67	City of Milwaukie	City of Milwaukie	Good	Other	Top	ODOT	Not Evaluated	
19119	Abernethy Creek, Washington St	City of Oregon City	City of Oregon City	Good	Waterway	Top	ODOT	Not Vulnerable	
25B04	Pedestrian Br over NE Columbia Blvd	City of Portland	City of Portland	Unknown	Other	2nd	ODOT	Not Evaluated	More Vulnerable
25B137	Columbia Slough, NE Airport Way	City of Portland	City of Portland	Good	Waterway	2nd	ODOT	Not Evaluated	Less Vulnerable
20708	Kelley Creek, SE Foster Rd NB 162nd Ave.	City of Portland	City of Portland	Good	Waterway	2nd	ODOT	Not Evaluated	Less Vulnerable
11086A	Johnson Creek, SE Foster Rd SB	City of Portland	City of Portland	Fair	Waterway	2nd	ODOT	Not Evaluated	Less Vulnerable
18997	Whitaker Slough, NE 47th Ave	City of Portland	City of Portland	Good	Waterway	2nd	ODOT	Not Evaluated	Less Vulnerable
51C07A	Columbia Slough, NE 47th Ave	City of Portland	City of Portland	Fair	Waterway	2nd	ODOT	Not Evaluated	Less Vulnerable
25B105	Columbia Slough, Rivergate/Lombard	City of Portland	City of Portland	Fair	Waterway	2nd	ODOT	Not Evaluated	Vulnerable
25B113	Columbia Slough, NE Alderwood Rd	City of Portland	City of Portland	Fair	Waterway	3rd	ODOT	Not Evaluated	Less Vulnerable
05239	Pedestrian Br (SW Hooker St) over Hwy 1W & Hwy 26	City of Portland	City of Portland	Fair	Other	Top	ODOT	Not Evaluated	Vulnerable
51C23	Pedestrian Br over NE 122nd Ave	City of Portland	City of Portland	Fair	Other	Top	ODOT	Not Evaluated	More Vulnerable
20133	NE 33rd Ave over Hwy 123 (NE Lombard St)	City of Portland	City of Portland	Fair	Road	Top	ODOT	Not Evaluated	Less Vulnerable
25B13	N Greeley Ave over N Going St	City of Portland	City of Portland	Fair	Road	Top	ODOT	Not Evaluated	Less Vulnerable
25B32	Pedestrian Br over N Going St	City of Portland	City of Portland	Unknown	Other	Top	ODOT	Not Evaluated	More Vulnerable
07026	NE Sandy Blvd over UPRR & N Access Road	City of Portland	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
08551	SW Slavin Rd Conn over Hwy 1W (SW Barbur Blvd)	City of Portland	City of Portland	Fair	Road	Top	ODOT	Not Evaluated	More Vulnerable
16330	Ped Br over Hwy 26 at SE 9th Ave & Powell Blvd	City of Portland	City of Portland	Fair	Other	Top	ODOT	Not Evaluated	More Vulnerable
19732	SE Bybee Blvd over Hwy 1E (SE McLoughlin Blvd)	City of Portland	City of Portland	Fair	Road	Top	ODOT	Not Evaluated	Less Vulnerable
	EAST COLUMBIA TO LOMBARD CONNECTOR	City of Portland	City of Portland	Unknown	Railroad	2nd	Other	Not Evaluated	Resilient
	W. BURNSIDE ST. TUNNEL	City of Portland	City of Portland	Unknown	Road	Top	Other	Not Evaluated	
16385	N Columbia Blvd over UPRR	City of Portland	City of Portland	Fair	Railroad	2nd	ODOT	Not Vulnerable	Less Vulnerable
17199	N Marine Dr over BNRR	City of Portland	City of Portland	Fair	Railroad	2nd	ODOT	Not Vulnerable	More Vulnerable
17965	Hwy 120 over UPRR	City of Portland	City of Portland	Good	Railroad	2nd	ODOT	Not Vulnerable	Vulnerable
19656	NORTH LOMBARD STREET (PORTLAND SECTION)	City of Portland	City of Portland	Fair	Railroad	2nd	ODOT	Not Vulnerable	Less Vulnerable
25B136	Columbia Slough, NE Airport Way	City of Portland	City of Portland	Fair	Waterway	2nd	ODOT	Not Vulnerable	Vulnerable
25B128	NW 1st Ave over Front Ave	City of Portland	City of Portland	Good	Road	Top	ODOT	Not Vulnerable	Less Vulnerable
13512	Hwy 59 (NE Sandy Blvd) over Hwy 64 @ MP 5.18	City of Portland	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
19667	HWY 1E At MP 1.15 OVER UPRR & SE DIVISION ST	City of Portland	City of Portland	Fair	Road	Top	ODOT	Not Vulnerable	Resilient
07042B	NE 39th Ave over Hwy 2 & UPRR & MAX LRT	City of Portland	City of Portland	Fair	Road	Top	ODOT	Not Vulnerable	Vulnerable
09752	Columbia Blvd over N Columbia Way	City of Portland	City of Portland	Fair	Road	2nd	ODOT	Potentially Vulnerable	Vulnerable
02484A	NE 33rd Ramp over NE Columbia Blvd	City of Portland	City of Portland	Fair	Road	2nd	ODOT	Potentially Vulnerable	More Vulnerable
09685A	NE Columbia Blvd over BNRR at MP 2.23	City of Portland	City of Portland	Fair	Railroad	2nd	ODOT	Potentially Vulnerable	More Vulnerable
51C33	Columbia Blvd over NE 33rd Ave	City of Portland	City of Portland	Fair	Road	2nd	ODOT	Potentially Vulnerable	Vulnerable
08549	Capitol Hwy Semi-Viaduct at MP 6.47	City of Portland	City of Portland	Fair	Other	Top	ODOT	Potentially Vulnerable	Less Vulnerable
08550	Capitol Hwy Semi-Viaduct at MP 6.62	City of Portland	City of Portland	Good	Other	Top	ODOT	Potentially Vulnerable	Vulnerable
08563	Capitol Hwy Semi-Viaduct at MP 6.55	City of Portland	City of Portland	Good	Other	Top	ODOT	Potentially Vulnerable	Less Vulnerable
09685	NE Columbia Blve over BNRR at MP 2.23	City of Portland	City of Portland	Poor	Railroad	2nd	ODOT	Vulnerable	Vulnerable
25B01	N Burgard St over UPRR/SPRR	City of Portland	City of Portland	Poor	Railroad	2nd	ODOT	Vulnerable	More Vulnerable

Regional Emergncy Transportation Routes Phase 2
Bridge Table

BRIDGE ID	BRIDGE NAME	BRIDGE OWNER	BRIDGE MAINTAINER	BRIDGE CONDITION	CROSSING TYPE	RETR TIER	DATA SOURCE	ODOT SEISMIC VULNERABILITY	PBOT SEISMIC VULNERABILITY
02485	NE 42nd Ave over Hwy 123 (NE Lombard St) & UPRR	City of Portland	City of Portland	Fair	Road	Top	ODOT	Vulnerable	More Vulnerable
25B12	N Going St over UPRR Yards	City of Portland	City of Portland	Fair	Railroad	Top	ODOT	Vulnerable	Less Vulnerable
25B77	NW Front Ave Semi-Viaduct	City of Portland	City of Portland	Fair	Other	Top	ODOT	Vulnerable	Less Vulnerable
04566B	Johnson Creek, Hwy 68 (SE 82nd Ave)	City of Portland	City of Portland	Fair	Waterway	Top	ODOT	Vulnerable	More Vulnerable
51C04	Johnson Creek, SE 45th Ave	City of Portland	City of Portland	Fair	Waterway	2nd	ODOT	Not Evaluated	Less Vulnerable
51C01	SE 32nd St over Springwater Trail	City of Portland	City of Portland	Fair	Other	2nd	ODOT	Not Evaluated	Vulnerable
17123	Johnson Creek, SE Tacoma St	City of Portland	City of Portland	Fair	Waterway	2nd	ODOT	Not Evaluated	Vulnerable
000000OH	GEE CREEK	City of Ridgefield	City of Ridgefield	Fair	Waterway	2nd	WSDOT	Not Evaluated	
08512400	FRUIT VALLEY RD OVERPASS	City of Vancouver	City of Vancouver	Fair	Railroad	2nd	WSDOT	Not Evaluated	
08823600	39th Street RR O/C	City of Vancouver	City of Vancouver	Good	Railroad	2nd	WSDOT	Not Evaluated	
08771900	BURTON ROAD	City of Vancouver	City of Vancouver	Good	Waterway	2nd	WSDOT	Not Evaluated	
0012986A	BNRR OC	City of Vancouver	City of Vancouver	Good	Railroad	Top	WSDOT	Not Evaluated	
0006786A	BNRR OC	City of Vancouver	City of Vancouver	Fair	Railroad	Top	WSDOT	Not Evaluated	
08602800	WASHOUGAL RIVER BRIDGE	City of Washougal	Clark County	Good	Waterway	2nd	WSDOT	Not Evaluated	
0007597A	BN/SF RR O/C	City of Washougal	Clark County	Fair	Railroad	Top	WSDOT	Not Evaluated	
20789	Seeley Ditch, Wilsonville Road	City of Wilsonville	City of Wilsonville	Good	Waterway	2nd	ODOT	Not Evaluated	
16627	BOECKMAN CREEK, WILSONVILLE RD AT MP 12.62	City of Wilsonville	City of Wilsonville	Fair	Waterway	2nd	ODOT	Not Vulnerable	
06512	Clear Creek, Springwater Rd	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Not Evaluated	
06521A	Pudding River, Arndt Rd	Clackamas County	Clackamas County	Good	Waterway	2nd	ODOT	Not Evaluated	
06015	Corral Creek, Wilsonville Rd	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Not Evaluated	
06287	Rock Creek, SE 172nd Ave	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Not Evaluated	
06523	Rock Creek, Meridian Rd	Clackamas County	Clackamas County	Fair	Waterway	3rd	ODOT	Not Evaluated	
06025	Gribble Creek, Canby Marquam Hwy	Clackamas County	Clackamas County	Good	Waterway	3rd	ODOT	Not Evaluated	
06506	Rock Creek, Kropf Rd	Clackamas County	Clackamas County	Poor	Waterway	3rd	ODOT	Not Evaluated	
20779	BUCKNER CREEK, BEAVER CREEK ROAD	Clackamas County	Clackamas County	Good	Waterway	3rd	ODOT	Not Evaluated	
06040	Rock Creek, Foster Rd	Clackamas County	Clackamas County	Fair	Waterway	3rd	ODOT	Not Evaluated	
06198	Milk Creek, Beaver Creek Rd	Clackamas County	Clackamas County	Fair	Waterway	3rd	ODOT	Not Evaluated	
06190	Bear Creek, S Barnards Rd	Clackamas County	Clackamas County	Good	Waterway	3rd	ODOT	Not Evaluated	
06132	Gribble Creek, Lone Elder Rd	Clackamas County	Clackamas County	Fair	Waterway	3rd	ODOT	Not Evaluated	
20532	Rock Creek (Sunnyside Road) Bridge	Clackamas County	Clackamas County	Fair	Waterway	Top	ODOT	Not Evaluated	
19879	Mt Scott Creek, Sunnyside Rd	Clackamas County	Clackamas County	Fair	Waterway	Top	ODOT	Not Evaluated	
21160	Clackamas River, Springwater Rd	Clackamas County	Clackamas County	Good	Waterway	2nd	ODOT	Not Vulnerable	
06080A	Pudding River Overflow, Arndt Rd	Clackamas County	Clackamas County	Good	Waterway	2nd	ODOT	Not Vulnerable	
20992	Tualatin River, Stafford Road at MP 5.21	Clackamas County	Clackamas County	Good	Waterway	Top	ODOT	Not Vulnerable	
24051	Bear Cr_Canby Marquam Hwy_45.16815/122.68029	Clackamas County	Clackamas County	Good	Waterway	3rd	ODOT	Potentially Vulnerable	
06167	Marquam Creek, Monte Cristo Rd (West)	Clackamas County	Clackamas County	Fair	Waterway	3rd	ODOT	Potentially Vulnerable	
06168	Garret Creek, Monte Cristo Rd (East)	Clackamas County	Clackamas County	Fair	Waterway	3rd	ODOT	Potentially Vulnerable	
01214	Abernethy Creek, Redland Rd (West)	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Vulnerable	
01215	Abernethy Creek. Redland Rd (East)	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Vulnerable	
06299	Deep Creek, Amisigger Rd	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Vulnerable	
06422	Bear Creek, Barlow Rd	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Vulnerable	
06508	Clear Creek, Redland Rd	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Vulnerable	
01515A	Molalla River, Canby-Marquam Hwy	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Vulnerable	
22246	Pudding River, Whiskey Hill Rd Bridge	Clackamas County	Clackamas County	Good	Waterway	3rd	ODOT	Vulnerable	
06023	Rock Creek, Barlow Rd	Clackamas County	Clackamas County	Poor	Waterway	3rd	ODOT	Vulnerable	
06191	Pudding River Overflow, Whiskey Hill Rd	Clackamas County	Clackamas County	Fair	Waterway	3rd	ODOT	Vulnerable	
06543	Rock Creek, Whiskey Hill Rd	Clackamas County	Clackamas County	Good	Waterway	3rd	ODOT	Vulnerable	

Regional Emergncy Transportation Routes Phase 2
Bridge Table

BRIDGE ID	BRIDGE NAME	BRIDGE OWNER	BRIDGE MAINTAINER	BRIDGE CONDITION	CROSSING TYPE	RETR TIER	DATA SOURCE	ODOT SEISMIC VULNERABILITY	PBOT SEISMIC VULNERABILITY
0003606A	LITTLE WASHOUGAL	Clark County	Clark County	Good	Waterway	2nd	WSDOT	Not Evaluated	
0018573C	DOLLAR'S CORNER	Clark County	Clark County	Good	Waterway	2nd	WSDOT	Not Evaluated	
08068100	JC WARD	Clark County	Clark County	Fair	Waterway	2nd	WSDOT	Not Evaluated	
08241100	MORGAN	Clark County	Clark County	Fair	Waterway	2nd	WSDOT	Not Evaluated	
08412800	119TH CHINA	Clark County	Clark County	Fair	Waterway	2nd	WSDOT	Not Evaluated	
08611700	WILSON	Clark County	Clark County	Good	Waterway	2nd	WSDOT	Not Evaluated	
08849900	COUGAR CREEK	Clark County	Clark County	Good	Waterway	2nd	WSDOT	Not Evaluated	
08709100	JOHN CREEK CULVERT	Clark County	Clark County	Fair	Waterway	3rd	WSDOT	Not Evaluated	
08227700	DAYTON	Clark County	Clark County	Fair	Waterway	3rd	WSDOT	Not Evaluated	
07992900	ROCK CREEK	Clark County	Clark County	Fair	Waterway	3rd	WSDOT	Not Evaluated	
08162600	BIG TREE CREEK	Clark County	Clark County	Good	Waterway	3rd	WSDOT	Not Evaluated	
08275800	HUBER	Clark County	Clark County	Good	Waterway	3rd	WSDOT	Not Evaluated	
08276000	DAYBREAK	Clark County	Clark County	Fair	Waterway	3rd	WSDOT	Not Evaluated	
08335700	BLAIR ZEEK	Clark County	Clark County	Fair	Waterway	3rd	WSDOT	Not Evaluated	
08438900	LITTLE WASHOUGAL BLAIR	Clark County	Clark County	Fair	Waterway	3rd	WSDOT	Not Evaluated	
08874800	CURTAIN CREEK CULVERT	Clark County	Clark County	Good	Waterway	3rd	WSDOT	Not Evaluated	
08644000	PADDEN	Clark County	Clark County	Good	Road	Top	WSDOT	Not Evaluated	
08709000	PADDEN WEST CULVERTS	Clark County	Clark County	Good	Waterway	Top	WSDOT	Not Evaluated	
08814500	CHINA DITCH	Clark County	Clark County	Fair	Waterway	Top	WSDOT	Not Evaluated	
08771700	KLINELINE	Clark County	Clark County	Good	Waterway	Top	WSDOT	Not Evaluated	
08202500	GIBBONS CREEK	Clark County	Clark County	Fair	Waterway	Top	WSDOT	Not Evaluated	
08523200	CCRR UNDERCROSS - OLD 99	Clark County	Clark County	Fair	Railroad	Top	WSDOT	Not Evaluated	
21571	Elk Creek, Scappoose Vernonia Highway	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Not Evaluated	
20653	E Fork Nehalem R, Scappoose Vernonia Rd @ MP 4.85	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Not Evaluated	
20652	N Fk Scappoose Cr, Scappoose Vernonia Rd @ MP13.92	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Not Evaluated	
13763A	N Fk Scappoose Cr, Scappoose Vernonia Rd @ MP14.10	Columbia County	Columbia County	Good	Waterway	Top	ODOT	Not Evaluated	
21342	Oak Ranch Creek Apiary Rd. at MP 18.80	Columbia County	Columbia County	Poor	Waterway	Top	ODOT	Not Evaluated	
09C57	Beaver Creek, Old Hwy 30 at MP 6.96	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Not Evaluated	
24145	Archibald Cr_Apiary Rd_45.95033/123.13001	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Not Evaluated	
09C18	Scappoose-Vernonia Rd over Crown Z Rd	Columbia County	Columbia County	Poor	Road	Top	ODOT	Potentially Vulnerable	
13761A	N Fk Scappoose Cr, Scappoose Vernonia Rd @ MP15.84	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Potentially Vulnerable	
13762A	N Fk Scappoose Cr, Scappoose Vernonia Rd @ MP14.80	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Potentially Vulnerable	
01327A	East Fork Nehalem River, Timber Rd	Columbia County	Columbia County	Fair	Waterway	3rd	ODOT	Vulnerable	
01370A	Nehalem River, Timber Rd at MP 15.17	Columbia County	Columbia County	Fair	Waterway	3rd	ODOT	Vulnerable	
13350A	South Fork Scappoose Creek, Scappoose Vernonia Rd	Columbia County	Columbia County	Poor	Waterway	Top	ODOT	Vulnerable	
13352A	N Fk Scappoose Cr, Scappoose Vernonia Rd @ MP19.14	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Vulnerable	
13353A	N Fk Scappoose Cr, Scappoose Vernonia Rd @ MP17.83	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Vulnerable	
13354A	N Fk Scappoose Cr, Scappoose Vernonia Rd @ MP17.30	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Vulnerable	
13686A	East Fork Nehalem River, Scappoose Vernonia Rd	Columbia County	Columbia County	Poor	Waterway	Top	ODOT	Vulnerable	
06206A	Butte Creek, Minitor McKee Rd	Marion County	Marion County	Fair	Waterway	3rd	ODOT	Not Evaluated	
11113	Draw, FAS 656	Multnomah County	Multnomah County	Fair	Waterway	2nd	ODOT	Not Evaluated	
11112	Sandy River, Stark St.	Multnomah County	Multnomah County	Poor	Waterway	2nd	ODOT	Not Evaluated	
22507	cl_Beaver Cr_Stark St_45.51899/122.38870	Multnomah County	Multnomah County	Good	Waterway	2nd	ODOT	Not Evaluated	
02757D	Willamette River, SW Hawthorne Blvd (Hawthorne Br)	Multnomah County	Multnomah County	Fair	Road	Top	ODOT	Not Evaluated	
06757	Willamette River, Broadway St	Multnomah County	Multnomah County	Fair	Road	Top	ODOT	Not Evaluated	
17356	NE Arata Rd (NE 238th Ave) over UPRR	Multnomah County	Multnomah County	Good	Railroad	Top	ODOT	Not Evaluated	
06967A	Hwy 2 EB Conn #2 to Hwy 100 over UPRR (257th Dr)	Multnomah County	Multnomah County	Fair	Railroad	Top	ODOT	Not Evaluated	

Regional Emergncy Transportation Routes Phase 2
Bridge Table

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09321	FAS A662 over NE 223rd Ave	Multnomah County	Multnomah County	Fair	Road	Top	ODOT	Potentially Vulnerable	
00511A	Burnside St West Approach over Naito Pkwy	Multnomah County	Multnomah County	Fair	Road	Top	ODOT	Vulnerable	
00511B	Burnside St (East Approach) over Hwy 1 & Conns	Multnomah County	Multnomah County	Fair	Road	Top	ODOT	Vulnerable	
02758B	W Morrison Br Conn over Hwy 1W (Front Ave) & Park	Multnomah County	Multnomah County	Fair	Road	Top	ODOT	Vulnerable	
00511	Willamette River, Burnside St (Burnside)	Multnomah County	Multnomah County	Fair	Waterway	Top	ODOT	Vulnerable	
21493	Willamette R & Hwy 3 NB, SE Tacoma St (Sellwood)	Multnomah County	Multnomah County	Good	Waterway	Top	ODOT	Not Vulnerable	
05308	Richardson Creek, Hwy 171	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
0M031	Davis Creek, Hwy 140 at MP 3.47	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
18344	Butternut Creek, Hwy 142 MP 7.14	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
0M068	Culvert, Hwy 29 at MP 22.44	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
00460	Dilley Creek, Hwy 29	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
0M028	Culvert, Hwy 29 at MP 22.77	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
03055	Little Cedar Creek, Hwy 161 at MP 27.69	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
03054	Little Cedar Creek, Hwy 161 at MP 27.51	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
03056A	Dubois Creek, Hwy 161	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
03048	Molalla River Oflow, Hwy 161	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
24212	Bear Creek_Hwy 160_MP15.86	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
03046	Bear Creek, Hwy 161	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
13507C	Flume/Bikepath over NE Airport Way & Conn to Hwy64	ODOT	ODOT	Fair	Other	2nd	ODOT	Not Evaluated	
05173	Culvert, Hwy 102 at MP 70.84	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
0P077	Culvert, Hwy 102 at MP 71.04	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
21403	Culvert, Hwy 102 R/W Lt at MP 81.30	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
04954	Hares Canyon (Williams Creek), Hwy 102	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
0M029	Culvert, Hwy 29 at MP 24.10	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
09496	Creek, Hwy 29 at MP 24.59	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
05174	Council Creek, Hwy 102	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
0P165	Culvert, Hwy 102 R/W Lt at MP 81.75	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
20137	CULVERT, HWY 102 AT MP 67.36	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
24223	Lundgren Cr_HWY 110_MP11.66	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
17995	Hwy 001NB over Willsonville Rd (Conn 001RD1)	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
17996	Hwy 001SB over Willsonville Rd (Conn 001RD1)	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
08205	Hwy 1W (SW Barbur Blvd) over Hwy 1	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
18674	Sylvan Conn (Skyline Blvd) over Hwy 47	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
09345	Hwy 47 EB AND WB over SW Cedar Hills Blvd	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
09770	NW 185th Ave Conn over Hwy 47	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
09722	NW Helvetia Rd Conn over Hwy 47	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
13507	Hwy 64 NB over NE Airport Way	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
20651	Columbia Blvd Ramp to Hwy 1 SB	ODOT	ODOT	Good	Road	2nd	ODOT	Not Evaluated	
08882	Hwy 1 over N Columbia Blvd & UPRR	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
24224	Lundgren Cr_HWY 110_MP11.67	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
18849	Butte Creek, Hwy 161	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Not Evaluated	
05307	Goose Creek, Hwy 171	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Not Evaluated	
03053	Milk Creek, Hwy 161	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Not Evaluated	
03051	Bull Creek, Hwy 161	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Not Evaluated	
21281	Butte Creek, Hwy 160 (Jacks Bridge)	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Not Evaluated	
21746	Creek, Hwy 160 At MP 21.66	ODOT	ODOT	Good	Waterway	3rd	ODOT	Not Evaluated	
18866	Gus Creek, Hwy 102	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Not Evaluated	

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Bridge Table

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0P480	Newell Creek, Hwy 160	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
03039	Beaver Creek, Hwy 160	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
16071	Phillips Creek, Hwy 68 (SE 82nd Ave) at MP 9.06	ODOT	ODOT	Good	Waterway	Top	ODOT	Not Evaluated	
09936	Currin Creek, Hwy 171	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
22403	Crystal Springs Cr_HWY 081_MP3.51	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
0M218	Culvert, Hwy 29 at MP 4.22	ODOT	ODOT	Good	Waterway	Top	ODOT	Not Evaluated	
05051	Mt Scott Cr, Hwy 68 (82nd) @ MP 9.55 (Phillips Cr)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
13502	Culvert, Hwy 171 at MP 21.43	ODOT	ODOT	Good	Waterway	Top	ODOT	Not Evaluated	
13503	Wade Creek, Hwy 171	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
03061	Goose Creek, Hwy 172	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
07085	Tickle Creek, Hwy 172	ODOT	ODOT	Good	Waterway	Top	ODOT	Not Evaluated	
0P169	North Fork Johnson Creek, Hwy 26	ODOT	ODOT	Poor	Waterway	Top	ODOT	Not Evaluated	
09134	Johnson Creek, Hwy 26	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
09865	Abernethy Creek, Hwy 81 (McLoughlin Blvd)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
16070	Phillips Creek, Hwy 68 (SE 82nd Ave) at MP 8.53	ODOT	ODOT	Good	Waterway	Top	ODOT	Not Evaluated	
16926	SE Tacoma St over Hwy 81 (SE McLoughlin Blvd)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
00620	Beaverton Creek (Hall Cr), Hwy 29 (SW Canyon Rd)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
06004A	Fanno Creek, Hwy 40	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
0P173	Sylvan Creek, Hwy 40	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
18734	Cook Creek, Hwy 102	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
07579A	Hwy 141 (SW Elligsen Rd, Stafford Rd) over Hwy 1	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
09403R	Hwy 64 NB Conn #1 to Hwy 81 (West Linn Intchg)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
09750	Parkplace Conn over Hwy 64	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
07582A	SW Nyberg Road over Hwy 1	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
05050	Dean Creek, Hwy 68 (SE 82nd Ave)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
13538	Hwy 64 NB over SE Woodstock Blvd & SE Foster Rd	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
13538A	Hwy 64 SB over SE Woodstock Blvd & SE Foster Rd	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
13531	Hwy 64 over Hwy 26 (SE Powell Blvd)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
19234	MulltiUse Path over Hwy 26 (Powell Bd) at MP 5.69	ODOT	ODOT	Fair	Other	Top	ODOT	Not Evaluated	
22299	Hwy 1W over Ped Tunnel	ODOT	ODOT	Fair	Other	Top	ODOT	Not Evaluated	
21629	SE 17th Ave over Hwy 26 (SE Powell Blvd)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
06895	Hwy 1W over Hwy 26 EB & SW Grover St	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
06767A	Hwy 26 over Hwy 1E (McLoughlin Bd) (Ross Is Appr)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
09153	Hwy 91 over Hwy 61	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
19199	Hwy 47 over Hwy 29 WB (SW Canyon Rd) (Sylvan)	ODOT	ODOT	Good	Road	Top	ODOT	Not Evaluated	
02733B	Hwy 1W Conn over Front Ave (Steel Br Everett Ramp)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
06683A	Hwy 1W Conn over Front Ave & UPRR (Steel Br Ramp)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
07026A	Hwy 59 (NE Sandy Blvd) over Hwy 2 & UPRR & MAX LRT	ODOT	ODOT	Good	Road	Top	ODOT	Not Evaluated	
09268	Hwy 61 over NW Front Ave & RR (W Fremont Approach)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
07089A	Hwy 2 over NE 181st Ave	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
21816	Hwy 2 over Marine Dr	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
22516	Hwy 2 EB over NW Graham Rd	ODOT	ODOT	Good	Road	Top	ODOT	Not Evaluated	
07043A	Hwy 2 over NE 122nd Ave	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
13507A	Hwy 64 SB over NE Airport Way	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
05272A	North Fork Clackamas River, Hwy 171	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Vulnerable	
17355	Molalla River, Hwy 161 (Meadowbrook)	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Vulnerable	
18277	Rock Creek, Hwy 160	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Vulnerable	

Regional Emergncy Transportation Routes Phase 2
Bridge Table

BRIDGE ID	BRIDGE NAME	BRIDGE OWNER	BRIDGE MAINTAINER	BRIDGE CONDITION	CROSSING TYPE	RETR TIER	DATA SOURCE	ODOT SEISMIC VULNERABILITY	PBOT SEISMIC VULNERABILITY
20666	Milk Creek Hwy 160 at MP 10.81	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Vulnerable	
20804	Fish Passage Culvert HWY 110 at MP 1.25	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Vulnerable	
02067A	Dairy Creek Overflow, Hwy 102	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Vulnerable	
04953A	Cummings Creek, Hwy 102	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Vulnerable	
18615	Culvert, Hwy 102 at MP 88.82	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Vulnerable	
18618	Culvert, Hwy 102 at MP 89.66	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Vulnerable	
19896	Christensen Creek (Campbells Bridge), Hwy 140	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Vulnerable	
20316	Overflow, Hwy 102 at MP 81.94	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Vulnerable	
01802C	Rock Creek, Hwy 161	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Not Vulnerable	
03044A	Marquam Creek, Hwy 160	ODOT	ODOT	Good	Waterway	3rd	ODOT	Not Vulnerable	
01748A	Oak Ranch Creek, Hwy 102	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Not Vulnerable	
19874	Battle Creek, Hwy 102 AT MP 48.63	ODOT	ODOT	Good	Waterway	3rd	ODOT	Not Vulnerable	
17356	NE Arata Rd (NE 238th Ave) over Hwy 2	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
01618A	Hwy 81 over Clackamette Park Conn	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
09135	North Fork Deep Creek, Hwy 26	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Vulnerable	
09669A	Hwy 171AA to Hwy 1E NB over Hwy 1E NB	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
09831	Mt Scott Creek, Hwy 171	ODOT	ODOT	Good	Waterway	Top	ODOT	Not Vulnerable	
16522	Hwy 160 over Redland Rd & Abernethy Crk	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
16523	Holcomb Blvd (Oregon City) over Hwy 160	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
21417	Hwy 160 (OR 213) over Washington St at MP 0.01	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
21869	Hwy 75 over UPRR	ODOT	ODOT	Good	Railroad	Top	ODOT	Not Vulnerable	
21870	Hwy 075 over Private Streetcar Track	ODOT	ODOT	Good	Railroad	Top	ODOT	Not Vulnerable	
21871	SE 82nd Dr. Conn. to Hwy 068 Over Hwy 64	ODOT	ODOT	Good	Road	Top	ODOT	Not Vulnerable	
02008A	Johnson Creek, Hwy 81 (SE McLoughlin Blvd)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Vulnerable	
05195B	SW Barbur Blvd over Hwy 1W SB	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
06896	Hwy 1W over Hwy 26 WB Conn #1 to Hwy 1W SB	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
07031A	Hwy 68 (NE 82nd Ave) over Hwy 2 and EB MAX LRT	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
07297	Hwy 1E over NE 6th Dr	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
07298	Hwy1E (MLK Blvd) over N Vancouver Way (Schmeer Rd)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
07400A	Hwy 1E over Marine Drive Conn	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
08995C	Hwy 1E (NE MLK Blvd) over Hwy 1 & Conns	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
09666	Hwy 123 (NE Killingsworth St) over Hwy 64	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
13521	E Burnside St over Hwy 64	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
13522	SE Stark Street over Hwy 64	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
01386	Beaverton Creek, Hwy 29	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Vulnerable	
06735A	NW Cornelius Pass Rd Conn over Hwy 47	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
08404A	NW Murray Blvd Conn over Hwy 47	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
08910A	NW Cornell Rd Conn over Hwy 47	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
0P461	Johnson Creek, Hwy 29 (Twin Pipes)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Vulnerable	
16185	Hwy 29 over PNWR	ODOT	ODOT	Good	Railroad	Top	ODOT	Not Vulnerable	
01352A	Molalla River, Hwy 160 (Wrights)	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
07624A	Boones Ferry Road over Hwy 1 & Hwy 51	ODOT	ODOT	Fair	Road	2nd	ODOT	Potentially Vulnerable	
08401B	NE Columbia Blvd over Hwy 68 (NE 82nd Ave)	ODOT	ODOT	Fair	Road	2nd	ODOT	Potentially Vulnerable	
09059	Hwy 123 (NE Sandy Blvd) over NE 122nd Ave	ODOT	ODOT	Fair	Road	2nd	ODOT	Potentially Vulnerable	
00810A	Tualatin River, Hwy 29 (Gaston)	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
02742A	Burris Creek, Hwy 140 (Christensen Farm)	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
04962A	Jackson Bottom Slough, Hwy 140	ODOT	ODOT	Poor	Waterway	2nd	ODOT	Potentially Vulnerable	

Regional Emergncy Transportation Routes Phase 2
Bridge Table

BRIDGE ID	BRIDGE NAME	BRIDGE OWNER	BRIDGE MAINTAINER	BRIDGE CONDITION	CROSSING TYPE	RETR TIER	DATA SOURCE	ODOT SEISMIC VULNERABILITY	PBOT SEISMIC VULNERABILITY
04966A	McFee Creek, Hwy 140 (Bonner)	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
09494	Scoggin Creek & PNWR, Hwy 29	ODOT	ODOT	Poor	Railroad	2nd	ODOT	Potentially Vulnerable	
09497	Creek, Hwy 29 at MP 24.97	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
09498	Creek, Hwy 29 at MP 25.30	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
09637	Gales Creek, Hwy 29	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
09638	Carpenter Creek, Hwy 29	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
09672	Hwy 143 over Hwy 144 @ MP 4.27	ODOT	ODOT	Fair	Road	2nd	ODOT	Potentially Vulnerable	
16129	Gales Creek Oflow # 1, Hwy 29 at MP 19.43	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
16130	Gales Creek Oflow # 2, Hwy 29 at MP 19.72	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
03060B	Eagle Creek, Hwy 171	ODOT	ODOT	Fair	Waterway	Top	ODOT	Potentially Vulnerable	
09381	Boring Rd over Hwy 26	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09386	Hwy 171 over Hwy 68 (SE 82nd Ave) (Lake Rd Intchg)	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09554	Hwy 171 over UPRR AND SE 26TH AVE.	ODOT	ODOT	Fair	Railroad	Top	ODOT	Potentially Vulnerable	
09623	Lake Rd (Harmony Rd) over Hwy 171	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09668	Hwy 171 (Milw Expy) over Hwy 1E (McLoughlin Blvd)	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09670A	Johnson Creek, Hwy 81 SB Conn to Hwy 171	ODOT	ODOT	Fair	Waterway	Top	ODOT	Potentially Vulnerable	
09715	SE Sunnyside Rd over Hwy 64	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09718	Hwy 171 Conn (SE 82nd Dr) over Hwy 64	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09719	Hwy 64 NB Conn to Hwy 68 NB & Hwy171 WB over Hwy64	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09727	HWY064 Frtg Rd over UPRR_45.31328/122.58465	ODOT	ODOT	Fair	Railroad	Top	ODOT	Potentially Vulnerable	
09739	Stafford Rd over Hwy 64	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
02237A	SE Milwaukie Ave over Hwy 1E	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
08996	Hwy 123 (N Lombard St) over Hwy 1 & Conns	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09159	SW Broadway Conn #6 to Hwy 61 SB over Hwy 61	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09160	SW Broadway Conn #4 over Hwy 61	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09281	W Burnside St over Hwy 61	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
01754A	Dawson Creek, Hwy 29 (Rock Creek)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Potentially Vulnerable	
09611	Hwy 144 over Hwy 29 (SW Canyon Rd)	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09612	Hwy 144 over Hwy 40	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
01607A	Clear Creek, Hwy 161	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
02208	Clackamas River, Hwy 161 (Estacada)	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
01415	East Fork Nehalem River, Hwy 102 at MP 57.14	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
01508	Rock Creek, Hwy 102	ODOT	ODOT	Poor	Waterway	2nd	ODOT	Vulnerable	
02301	Beaver Creek, Hwy 102 at MP 64.60	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
02323	Nehalem River, Hwy 102 at MP 61.28	ODOT	ODOT	Poor	Waterway	2nd	ODOT	Vulnerable	
02598A	Nehalem River, Hwy 102 at MP 63.65	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
03145A	Nehalem River, Hwy 102 at MP 57.68	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
03146A	Nehalem River, Hwy 102 at MP 59.58	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
03148	Beaver Creek, Hwy 102 at MP 64.21	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
03151	Beaver Creek, Hwy 102 at MP 65.22	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
03156A	Beaver Creek, Hwy 102 at MP 69.03	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
01726	Columbia Slough, Hwy 120	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
01983	SW Newbury St Viaduct, Hwy 1W	ODOT	ODOT	Fair	Other	2nd	ODOT	Vulnerable	
01984	SW Vermont St Viaduct , Hwy 1W	ODOT	ODOT	Fair	Other	2nd	ODOT	Vulnerable	
02010	Hwy 1W over SW Multnomah Blvd	ODOT	ODOT	Fair	Road	2nd	ODOT	Vulnerable	
04518	Hwy 1W over N Columbia Blvd & UPRR	ODOT	ODOT	Fair	Road	2nd	ODOT	Vulnerable	
08322	Hwy 1W over SW 26th Ave	ODOT	ODOT	Fair	Road	2nd	ODOT	Vulnerable	

Regional Emergncy Transportation Routes Phase 2
Bridge Table

BRIDGE ID	BRIDGE NAME	BRIDGE OWNER	BRIDGE MAINTAINER	BRIDGE CONDITION	CROSSING TYPE	RETR TIER	DATA SOURCE	ODOT SEISMIC VULNERABILITY	PBOT SEISMIC VULNERABILITY
01081	Tualatin River, Hwy 140	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
01760	Beaver Creek, Hwy 102 at MP 70.51	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
23961	West Fork Dairy Cr_HWY 102_MP 82.65	ODOT	ODOT	Good	Waterway	2nd	ODOT	Vulnerable	
02347	West Fork Dairy Creek, Hwy 102 at MP 86.34	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
02363	Hwy 47 over Hwy 102 & POTB RR (Davies)	ODOT	ODOT	Fair	Road	2nd	ODOT	Vulnerable	
22562	Beaver Creek, Hwy 102 at MP 69.79	ODOT	ODOT	Good	Waterway	2nd	ODOT	Vulnerable	
04960A	South Fork Dairy Creek, Hwy 102	ODOT	ODOT	Good	Waterway	2nd	ODOT	Vulnerable	
08033	Hwy 37 over Hwy 102	ODOT	ODOT	Fair	Road	2nd	ODOT	Vulnerable	
01608A	Canyon Creek, Hwy 161	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Vulnerable	
02082A	Deep Creek, Hwy 171	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Vulnerable	
03043A	Garrett Creek, Hwy 160	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Vulnerable	
01617	Clackamas River, Hwy 1E (McLoughlin Br)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Vulnerable	
01949	Kellogg Lake Outlet, Hwy 81 (SE McLoughlin Blvd)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Vulnerable	
02135A	Mt Scott Creek & UPRR, Hwy 68 (82nd Ave) @ MP 9.67	ODOT	ODOT	Fair	Railroad	Top	ODOT	Vulnerable	
03062	Deep Creek, Hwy 172	ODOT	ODOT	Fair	Waterway	Top	ODOT	Vulnerable	
02046	Columbia R, Hwy 2W Conn (Lewis & Clark, Longview)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Vulnerable	
01377C	Columbia Slough, Hwy 1E	ODOT	ODOT	Fair	Waterway	Top	ODOT	Vulnerable	
01994	Hwy 68 (NE 82nd Ave) over UPRR & WB MAX LRT	ODOT	ODOT	Fair	Railroad	Top	ODOT	Vulnerable	
02097	SE Grand Ave Viaduct, Hwy 81	ODOT	ODOT	Fair	Other	Top	ODOT	Vulnerable	
02350A	Hwy 1E (SE MLK Blvd) over Hwy 2 & UPRR	ODOT	ODOT	Fair	Road	Top	ODOT	Vulnerable	
05194	Hwy 1W over SW Arthur St	ODOT	ODOT	Fair	Road	Top	ODOT	Vulnerable	
05195A	Harbor Drive Viaduct, Hwy 1W NB	ODOT	ODOT	Fair	Other	Top	ODOT	Vulnerable	
05290	Hwy 1E over UPRR (at N Baldwin St)	ODOT	ODOT	Fair	Railroad	Top	ODOT	Vulnerable	
06497	Willamette R & Hwy 2W NB & UPRR, Hwy123 (St Johns)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Vulnerable	
07040	Hwy 1E NB (NE Grand Ave) over Hwy 2 Conns & UPRR	ODOT	ODOT	Fair	Road	Top	ODOT	Vulnerable	
07999	Hwy68 Conn (NE Halsey St) over Hwy68 (NE 82nd Ave)	ODOT	ODOT	Fair	Road	Top	ODOT	Vulnerable	
08402	Hwy123 (NE Killingsworth St) over Hwy68 (82nd Ave)	ODOT	ODOT	Fair	Road	Top	ODOT	Vulnerable	
00744B	Dairy Creek, Hwy 29	ODOT	ODOT	Fair	Waterway	Top	ODOT	Vulnerable	
17082	Johnson Creek, Hwy 81 Conn to SE Tacoma St	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Vulnerable	
17124	SE Tacoma St over UPRR	ODOT	ODOT	Fair	Railroad	2nd	ODOT	Not Vulnerable	
08591A	Hwy 61 SB to Hwy 1 NB over Hwy 1 (W Marquam Int)	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
08591D	Hwy 1 NB over SW Moody Ave (West Marquam Intchg)	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
08591B	Hwy 1 SB to Hwy 61 NB over Streets (W Marquam Int)	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
08591C	Hwy 1 SB over Hwy1 NB to Hwy 61 (W Marquam Intchg)	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
21763	OHSU Viaduct_Campus Way	Oregon - Other State Agenc	Oregon - Other State Agenc	Fair	Other	Top	ODOT	Not Evaluated	
02003	Steel Bridge over Hwy 102 at Trail 10.6	Oregon State Park	Oregon State Park	Fair	Other	2nd	ODOT	Not Evaluated	
04951	Tophill Trestle over Hwy 102 at Trail MP: 12.1	Oregon State Park	Oregon State Park	Poor	Other	2nd	ODOT	Not Evaluated	
22258	Willamette R, Portland Milwauk Lt Rail (Tilikum)	Other Local Agency	Other Local Agency	Fair	Waterway	2nd	ODOT	Not Evaluated	
21666	TRIMET MAX LRT, over HWY 081 @ 6.25	Other Local Agency	Other Local Agency	Good	Railroad	Top	ODOT	Not Evaluated	
20700	Stark Street Over Trimet I-205 LRT	Other Local Agency	Other Local Agency	Fair	Railroad	Top	ODOT	Not Evaluated	
22472	LRT over Hwy 26 (Tri-Met Powell Blvd Bridge)	Other Local Agency	Other Local Agency	Good	Railroad	Top	ODOT	Not Evaluated	
21662	LRT over Hwy 26@17th (Tri-Met Powell Blvd Bridge)	Other Local Agency	Other Local Agency	Fair	Railroad	Top	ODOT	Not Evaluated	
20199	NE Mt Hood Ave. over NE Airport Way (PDX)	Other Local Agency	Other Local Agency	Fair	Road	Top	ODOT	Not Vulnerable	
21282	Departures Bridge PDX Airport (Port of Portland)	Other Local Agency	Other Local Agency	Fair	Road	Top	ODOT	Potentially Vulnerable	
21664	TRIMET MAX LRT, over HWY 081BQ	Other Local Agency	Other Local Agency	Good	Railroad	Top	ODOT	Not Evaluated	
22259	SW Harbor Viaduct, SW Riv, SW Harb, SW Sher	Other Local Agency	Other Local Agency	Fair	Railroad	2nd	ODOT	Not Evaluated	
16109	BNSF over Hwy 120	Railroad	Railroad	Fair	Railroad	2nd	ODOT	Not Evaluated	

Regional Emergncy Transportation Routes Phase 2
Bridge Table

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19197	BNSF over Hwy 120	Railroad	Railroad	Good	Railroad	2nd	ODOT	Not Evaluated	
04952	POTB over Hwy 102	Railroad	Railroad	Poor	Railroad	2nd	ODOT	Not Evaluated	
0M089	Hwy 123 (N Lombard St) over BNSF	Railroad	Railroad	Poor	Railroad	Top	ODOT	Not Evaluated	
01772	PNWR over Hwy 81 (SE McLoughlin Blvd)	Railroad	Railroad	Fair	Railroad	Top	ODOT	Not Evaluated	
08401A	UPRR over Hwy 68 (NE 82nd Ave)	Railroad	Railroad	Fair	Railroad	Top	ODOT	Not Evaluated	
16109	BNSF over Hwy 120	Railroad	Railroad	Fair	Railroad	Top	ODOT	Not Evaluated	More Vulnerable
09917	UPRR over Hwy 26 (SE Powell Blvd)	Railroad	Railroad	Fair	Railroad	Top	ODOT	Not Evaluated	
	UPRR over NE 122nd Ave	Railroad	Railroad	Unknown	Railroad	Top	Other	Not Evaluated	
	Columbia Slough culvert on NE 122nd Ave	Unknown	Unknown	Unknown	Waterway	Top	Other	Not Evaluated	
21748	Fanno Creek, Scholls Ferry Rd	Washington County	Washington County	Fair	Waterway	2nd	ODOT	Not Evaluated	
671331	Beaverton Creek, SW 185th Ave	Washington County	Washington County	Fair	Waterway	2nd	ODOT	Not Evaluated	
671330	Willow Creek, SW 185th Ave & Baseline Rd	Washington County	Washington County	Fair	Waterway	2nd	ODOT	Not Evaluated	
671420	Fanno Creek, Scholls Ferry Rd.	Washington County	Washington County	Fair	Waterway	2nd	ODOT	Not Evaluated	
0P082	Johnson Creek, Hwy 142	Washington County	Washington County	Good	Waterway	2nd	ODOT	Not Evaluated	
06656	Creek, Hwy 142 at MP 2.90	Washington County	Washington County	Good	Waterway	3rd	ODOT	Not Evaluated	
06657	Dry Wash, Hwy 142 at MP 3.34	Washington County	Washington County	Good	Waterway	3rd	ODOT	Not Evaluated	
20296	Nehalem River, Vernonia Rd	Washington County	Washington County	Fair	Waterway	3rd	ODOT	Not Evaluated	
21363	Hall Creek, Cornelius Pass Rd at MP 1.70	Washington County	Washington County	Fair	Waterway	Top	ODOT	Not Evaluated	
21696	Rock Creek, Cornelius Pass Rd at MP 2.40	Washington County	Washington County	Fair	Waterway	Top	ODOT	Not Evaluated	
671343	Rock Creek, Cornelius Pass Rd at MP 8.37	Washington County	Washington County	Fair	Waterway	Top	ODOT	Not Evaluated	
671355	Cedar Mill Creek, SW Murray Blvd	Washington County	Washington County	Good	Waterway	Top	ODOT	Not Evaluated	
20970	Rock Creek, River Rd	Washington County	Washington County	Good	Waterway	Top	ODOT	Not Evaluated	
19185	Rock Creek Overflow, Cornell Rd	Washington County	Washington County	Good	Waterway	Top	ODOT	Not Evaluated	
19186	Rock Creek, Cornell Rd	Washington County	Washington County	Fair	Waterway	Top	ODOT	Not Evaluated	
22383	SW Basalt Creek Pkwy O'Xing PWRR	Washington County	Washington County	Fair	Railroad	Top	ODOT	Not Evaluated	
19191	Tualatin River Tributary, Roy Rogers Rd at MP 2.30	Washington County	Washington County	Fair	Waterway	Top	ODOT	Not Evaluated	
19032	Chicken Creek, Roy Rogers Rd at MP 3.70	Washington County	Washington County	Fair	Waterway	Top	ODOT	Not Evaluated	
19192	Tualatin River Tributary, Roy Rogers Rd at MP 2.30	Washington County	Washington County	Good	Waterway	Top	ODOT	Not Evaluated	
20304	NW Barnes Road over Cedar Mill Creek	Washington County	Washington County	Fair	Waterway	Top	ODOT	Not Evaluated	
24012	Rock Cr_Tualatin-Sherwood Rd_45.36786/122.82875	Washington County	Washington County	Fair	Waterway	Top	ODOT	Not Evaluated	
671211	Nyberg Creek, SW 65th Ave	Washington County	Washington County	Good	Waterway	Top	ODOT	Not Evaluated	
20295	Tualatin River, Scholls Ferry Rd	Washington County	Washington County	Fair	Waterway	2nd	ODOT	Not Vulnerable	
20069	Tualatin River, Farmington Rd. (Phillip Harris)	Washington County	Washington County	Good	Waterway	3rd	ODOT	Not Vulnerable	
671417	Robinson Creek, Vernonia Rd	Washington County	Washington County	Fair	Waterway	3rd	ODOT	Not Vulnerable	
19188	SW Murray Blvd over TriMet & Terman Rd	Washington County	Washington County	Fair	Road	Top	ODOT	Not Vulnerable	
671217	Tualatin River, Roy Rogers Rd at MP 2.60	Washington County	Washington County	Fair	Waterway	Top	ODOT	Potentially Vulnerable	
671408	SW Murray Blvd over TriMet & Terman Road	Washington County	Washington County	Fair	Road	Top	ODOT	Potentially Vulnerable	
0014285A	SR 500 OVER ANDRESEN RD	WSDOT	WSDOT	Good	Road	2nd	WSDOT	Not Evaluated	
0009241G	I-205 OVER ST JOHNS RD	WSDOT	WSDOT	Fair	Road	2nd	WSDOT	Not Evaluated	
0009241L	I-205 OVER ST JOHNS RD	WSDOT	WSDOT	Fair	Road	2nd	WSDOT	Not Evaluated	
0009448D	I-205 OVER BURTON RD	WSDOT	WSDOT	Fair	Road	2nd	WSDOT	Not Evaluated	
0009448E	I-205 OVER BURTON RD	WSDOT	WSDOT	Fair	Road	2nd	WSDOT	Not Evaluated	
0014329A	I-5 OVER NE 99TH ST	WSDOT	WSDOT	Fair	Road	2nd	WSDOT	Not Evaluated	
0016625A	SR 500 OVER NE GHER RD	WSDOT	WSDOT	Fair	Road	2nd	WSDOT	Not Evaluated	
0018079A	ST JOHNS BLVD OVER SR 500	WSDOT	WSDOT	Good	Road	2nd	WSDOT	Not Evaluated	
0018311A	NE 139TH ST OVER I-5/I-205	WSDOT	WSDOT	Good	Road	2nd	WSDOT	Not Evaluated	
0008055B	NE 199TH ST OVER I-5	WSDOT	WSDOT	Good	Road	3rd	WSDOT	Not Evaluated	

Regional Emergncy Transportation Routes Phase 2
Bridge Table

BRIDGE ID	BRIDGE NAME	BRIDGE OWNER	BRIDGE MAINTAINER	BRIDGE CONDITION	CROSSING TYPE	RETR TIER	DATA SOURCE	ODOT SEISMIC VULNERABILITY	PBOT SEISMIC VULNERABILITY
0009106A	NE 119TH ST OVER I-205	WSDOT	WSDOT	Fair	Road	3rd	WSDOT	Not Evaluated	
0016610A	I5 OVER NE 117TH ST	WSDOT	WSDOT	Good	Road	3rd	WSDOT	Not Evaluated	
0016610B	I5 OVER NE 117TH ST	WSDOT	WSDOT	Good	Road	3rd	WSDOT	Not Evaluated	
00TA2311	142ND PED OVER SR 500	WSDOT	WSDOT	Good	Other	Top	WSDOT	Not Evaluated	
0009241B	PADDEN PKWY OVER I-205	WSDOT	WSDOT	Fair	Road	Top	WSDOT	Not Evaluated	
0009241A	PADDEN PKWY OVER I-205	WSDOT	WSDOT	Fair	Road	Top	WSDOT	Not Evaluated	
0009737B	MILL PLAIN BLVD OVER I-205	WSDOT	WSDOT	Fair	Road	Top	WSDOT	Not Evaluated	
8702800	NE 130TH OVER SR 500	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	
0009448A	FOURTH PLAIN OVER SR 500	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	
0009448B	FOURTH PLAIN OVER I-205	WSDOT	WSDOT	Fair	Road	Top	WSDOT	Not Evaluated	
0015661G	I-5 OVER NE 78TH ST	WSDOT	WSDOT	Fair	Road	Top	WSDOT	Not Evaluated	
0015661B	MAIN ST OVER I-5	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	
0011193D	I-5 NB RAMP OVER MILL PLAIN	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	
0011193C	I-5 OVER SR 501/MILL PLAIN	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	
0011193B	I-5 OVER SR 501/MILL PLAIN	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	
0016115A	192ND AVE OVER SR 14	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	
0015661E	S-S RAMP OVER BIKE/PED	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	
0018311C	S-S RAMP OVER NE 16TH AVE	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	

Appendix E. Table of Route Tier Changes made following final (11/12/25) technical workshop

Comment #	Group	Route(s) Name (in map)	Route Name	Extents	Original Tier	New Tier	Rationale	Type of Change	Outcome	Additional Notes/Follow-Up
1	Group 1: Clackamas County	R-X-102-00-Highway211_01, R-X-102-00-Highway211_02	Hwy 211	HWY 26 in Sandy to Hwy 224/211 Junction in Estacada	T2	T1	Primary debris management site will probably be at the Barton Stockpile and there are other options in/out of Molalla other than Hwy 213. Also, Hwy 211 not only serves local communities but could be considered an indirect connection to Multnomah County. They noted that In Operations/Maintenance, they treat Beavercreek, Redland and Springwater very similar and most of the time it depends on the event or other circumstances; it makes sense for Redland and Springwater to be the same Tier (even if that's Tier 2). They don't envision spending a lot of time deciphering the difference between a Tier 1 or Tier 2 Primary in an event,	Tier Upgrade	Upgrade to Tier 1	
2	Group 1: Clackamas County	R-X-269-00-65th_Nyberg_TualatinSherwood_01	Tualatin-Sherwood/Nyberg/65th	65th Ave to 124th Ave	T1 Alternate	T1 Primary	Serves a hospital and provides better route spacing by providing a route in an area with very few east/west routes	Tier Upgrade	Convert to Primary	
3	Group 1: Clackamas County	R-X-149-00-Beavercreek_01;R-X-149-00-Beavercreek_02	Beavercreek Rd	Leland to Spangler	Not tiered	T1	Clackamas County staff identified an error in the shapefile provided to Metro in Phase 1 of the REtR Project. The Beavercreek route in rural Clackamas county appears to not be mapped correctly; Please fix route so that it stays on Beavercreek and does not go alongKamrath Road. It should stay on Beavercreek so that it connects to the fire station #10 located at 22310 S Beavercreek Rd, Beavercreek, OR 97004. https://clackamasfire.com/fire-stations/station-10-beavercreek/	Map error fix	Fix error in linework	
4	Group 1: Clackamas County	Multiple	Redland Rd/Hwy 224/Springwater Rd/Hwy211	Hwy 212 to Estacada	T2	NA	From Clackamas map and email thread. Hwy 224/Springwater Rd/Hwy211 (Hwy 212 to Estacada) In Operations/Maintenance, we treat Beavercreek, Redland and Springwater very similar and most of the time it depends on the event or other circumstances; it makes sense for Redland and Springwater to be the same Tier (even if that's Tier 2). I don't see us spending a lot of time deciphering the difference between a Tier 1 or Tier 2 Primary in an event, we'll probably be looking at primary and alternative routes to keep people moving.	General Note	No change	
5	Group 1: Clackamas County		Redland Rd/Springwater Rd/Hwy 211	Hwy 213 to Estacada	T2	NA	Redland Rd/Springwater Rd/Hwy 211 (Hwy 213 to Estacada) In Operations/Maintenance, we treat Beavercreek, Redland and Springwater very similar and most of the time it depends on the event or other circumstances; it makes sense for Redland and Springwater to be the same Tier (even if that's Tier 2). I don't see us spending a lot of time deciphering the difference between a Tier 1 or Tier 2 Primary in an event, we'll probably be looking at primary and alternative routes to keep people moving.	General Note	Duplicate	duplicate with #4 note above
6	Group 1: Clackamas County	R-X-149-00-Beavercreek_02; R-X-149-00-Beavercreek_03	Beavercreek Rd	From where current tier 1 designation ends at Carus Rd to Hwy 211	T3	Potential Upgrade	Beavercreek Rd (from where current tier 1 designation ends at Carus Rd to Hwy 211 "In Operations/Maintenance, we treat Beavercreek, Redland and Springwater very similar and most of the time it depends on the event or other circumstances; it makes sense for Redland and Springwater to be the same Tier (even if that's Tier 2). I don't see us spending a lot of time deciphering the difference between a Tier 1 or Tier 2 Primary in an event, we'll probably be looking at primary and alternative routes to keep people moving. "	General Note	No change	
7	Group 1: Clackamas County	R-X-135-00-Highway213_03; R-X-135-00-Highway213_04	Hwy 213	From where current tier 1 designation ends at Carus Rd to Hwy 211	T2	Potential Upgrade	Discussed during November work group. In email with Clackamas County, the county expressed that there are other options in/out of Mollala other than Hwy 213.	General Note	No change	Note: current segment splits at Barnardo Rd so would need to update the extents to match this
8	Group 2: Columbia/Washington County	R-X-123-00-Murray_01; R-X-123-00-Murray_02	Murray Road	Scholls Ferry to Cedar hills	T2	T1	Wide roadway with lots of space and connection to public facilities. Is an arterial, wider streets, things are set back. Elevated segments through Beaverton. Connects to additional SVI top third tracts	Tier Upgrade	Upgrade to Tier 1	Also on Map
9	Group 2: Columbia/Washington County	R-X-117-01-CorneliusPass_02	Cornelius Pass Rd	TV Hwy to US 30?	T1	NA	Incredibly important route, main I-5 access and for freight	General Note	No change	
10	Group 2: Columbia/Washington County	R-X-148-00-Farmington_01	Farmington Road in SW County/219 (Hillsboro Hwy)	SW 209 to Hillsboro Hwy	T3	T2, T1	Generally, it would be helpful to have another T1 route around this SW area near Beaverton and Hillsboro, but acknowledges that there is not as much to meet the criteria proposed (density/amentiies/etc).There's some concern about the lack of ETR connections because while this area isn't the densest there is a lot of space that is not covered.	Tier Upgrade	No change	Possible tier upgrade. No route ID but based on comments, seems to be about R-X-148-00-Farmington_01. We are already proposing to elevate Scholls Ferry, which is parallel to this to the south (see #18).

11	Group 2: Columbia/Washington County	R-X-111-00-Highway219_01	Hillsboro Highway	SE Baseline Street to SW Farmington Road	T1	T2	Partners note that T1 primarily should apply within the UGB. However given that the majority of the segment falls outside the UGB, Washington County has noted that internally they support downgrading this segment.	Tier Downgrade	Downgrade to Tier 2	Looks like UGB ends at the intersection of Hillsboro Hwy and Tualatin River (eyeballing the map, looks to be about 1/4-1/3 of the entire segment is within the UGB. The majority is outside of it. Would it make sense to downgrade the entire segment if we're not able to "split"? Dyami and Mike H said they had internal WashCo convos, and are okay with all being T2. Need to reconcile the outcome of comments 11, 18, and 19
12	Group 2: Columbia/Washington County	R-X-115-01-Brookwood_01	Brookwood Parkway	Near Hillsboro Airport and NE Evergreen Rd	T1	T2	Downgrade this segment unless we could also upgrade Evergreen and 25th. This segment is not as ideally connected around the airport and there are other preferred alternatives. Helps with tier 1 distribution in multiple parallel segments that are right there (i.e., balances # tier 1 vs lower tiers). Hillsboro's public works facility and future fire HQ are still further west on Evergreen (not directly on ETR) so would choose to keep other parallel segments as tier 1 instead of this one at this time. Can still connect to airport via Cornell to the south (tier 1), and PW and fire facilities are the same-ish distance from an existing ETR whether from the south or via Brookwood. Would consider proposing a change to what is an ETR around the airport at a future opportunity.	Tier Downgrade	Downgrade to Tier 2	Also on Map
13	Group 2: Columbia/Washington County	R-X-105-00-Highway47_05; R-X-105-00-Highway47_06	Highway 47 (Nehalem Hwy)/Timber Rd		T3	T2	Provides a connection and access for vulnerable populations in Columbia County	Tier Upgrade	Upgrade to Tier 2	Need to review rationalle further Are these duplicates? See #22. Need to reconcile conflicting info between notes and maps.
14	Group 2: Columbia/Washington County	R-X-125-00-CedarHills_01	Cedar Hills Blvd	US 26 to TV Hwy	T1	T2	Potentially downgrade to prioritize other connections. Received "points" due to being within 1 mile of facilities but those facilities not actually on that segment. Downgrading also helps with the density of tier 1 routes in that immediate area.	Tier Downgrade	Downgrade to Tier 2	Also on Map
15	Group 2: Columbia/Washington County	R-X-152-02-Cornell_Barnes_01	Cornell Road	US 26 going towards Barnes Rd	T2 Alternate	T1 Primary	Should be a top tier instead of an alternative; upgrade to tier 1 to complete an East-West T1 connection; there are concerns about number of bridges, etc. on 26 in that area.	Tier Upgrade	Convert to Primary	
16	Group 2: Columbia/Washington County	R-X-119-00-185th_01	185th Ave	US 26 to TV Hwy	T1	T2	Downgrade 185th to focus/upgrade Murray instead which has more facilities. Helps with distribution of tier 1 vs tier 2 in that immediate area. Fewer critical locations directly on this route vs others.	Tier Downgrade	Downgrade to Tier 2	
17	Group 2: Columbia/Washington County	R-X-123-00-Murray_01	Murray Blvd	Scholls Ferry to TV Highway	T2	T1	Upgrade this as the prioritized route instead of 185th because it is a wide roadway with larger amounts of space and public facility access	Tier Upgrade	Duplicate	Duplicate of #8
18	Group 2: Columbia/Washington County	R-X-120-02-SchollsFerry_03	Scholl's Ferry Road	Hillsboro Hwy to 175th	T3	T2 (from Hillsboro Hwy to where Schools Ferry and River Road meet), T1 (from where River Road and Scholls Ferry meet and SW Roy Rogers)	Break up this segment into two segments: one would be where Scholls Ferry is N/S from Hillsboro Hwy to River Road, second would be where Schools ferry is E/W from River Road to Roy Rogers. Elevates route near South Cooper Mountain, an area that is rapidly developing, and creates a connected tier 2 loop in an area where a few had minor concerns about access. Creates a connect T1 loop between Roy Rogers Rd and TV Hwy (via Scholls and River Road - see Comment 64). Washington County noted importance of maintaining access to Clean Water Services facilities, including a tratment plant on River Road. There is also an airpark on River Road near the intersection with Scholls Ferry.	Tier Upgrade	Break up this segment at the roundabout where Scholls Ferry Rd makes a hard left to continue south; upgrade the N/S segment to Tier 2; upgrade the E/W segment to Tier 1	Need to reconcile the outcome of comments 11, 18, and 19
19	Group 2: Columbia/Washington County		Scholl's Ferry Road		T2,T1	T1	Have this entire route be a T1 .The T2 portion has most dense area in Beaverton and Cooper Mountain is also seeing increasing density. Could also consider altering due to the UGB.	Tier Upgrade	duplicate; otherwise addressed in 18	Need to reconcile the outcome of comments 11, 18, and 19 Need to clarify extents that were recommended for upgrade
20	Group 2: Columbia/Washington County	NA	Evergreen Rd	NE 25 to Brookwood	Not tiered	NA	Upgrade as providing better access to airport and other critical public works/ uniformed service infrastructure that is new within the last few years.	New or Altered Route	Not making additions at this time	Off R-X-115-01-Brookwood_01: add ETR continuing west on NE Evergreen and then south on NE 25. This will connect to Hillsboro's newer Public Works facility that houses operations and fleet, and eventually facilities. A new police HQ will be built near Evergreen/25th. If this change is made, remove ETR from NE Evergreen to Cornell (R-X-115-02-Brookwood_01).

21	Group 2: Columbia/Washington County	NA	25th Ave	NE Evergreen to Cornell	Not tiered	NA	Upgrade as providing better access to airport and other critical public works/ uniformed service infrastructure that is new within the last few years.	New or Altered Route	Not making additions at this time	See also Brookwood Pkwy. Off R-X-115-01-Brookwood_01: add ETR continuing west on NE Evergreen and then south on NE 25. This will connect to Hillsboro's newer Public Works facility that houses operations and fleet, and eventually facilities. A new police HQ will be built near Evergreen/25th. If this change is made, remove ETR from NE Evergreen to Cornell (R-X-115-02-Brookwood_01).
22	Group 2: Columbia/Washington County	R-X-105-00-Highway47_05; R-X-105-00-Highway47_06	Hwy 47	Vernonia south to US 26	T3	T2	Elevates another N/S connector between Washington and Columbia counties. Provides a connection and access for vulnerable populations in Columbia County	Tier Upgrade	Upgrade to Tier 2	Are these duplicates? See #13. Need to reconcile conflicting info between notes and maps.
23	Group 3: Multnomah County	R-X-178-02-Stark_01	Stark Street	NE Hogan Drive and Historic Columbia River Highway	T2	T1	Senior access and several hazards	Tier Upgrade	No change	
24	Group 3: Multnomah County	R-X-196-00-Highway20Bypass_01	St Johns Bridge	N Lombard St to NW Bridge Ave	T2	T1	It is important to make sure there are no small gaps on Tier 1 routes.	Tier Upgrade	Upgrade to Tier 1	
25	Group 3: Multnomah County	R-X-209-00-182nd_01	SE 181st Ave	E Burnside St to SE Stark ST	T2	T1	It is important to make sure there are no small gaps on Tier 1 routes.	Tier Upgrade	No change to tiering need, revised geometry slightly to change break point from Burnside to Stark to retain Tier 1 network connectivity	
26	Group 3: Multnomah County	R-X-176-01-Highway26_02	NW Burnside Rd	NE Hogan Dr and county boundary	T2	T1	Connects out to Sandy and rest of central state (Redmond resources?) Need better access for senior population to hospitals Area is very susceptible to landslides and liquefaction	Tier Upgrade	Upgrade to Tier 1	Possibly also highlighted in map. Is this Burnside or Stark?
27	Group 3: Multnomah County	R-X-164-01-Powell_01; R-X-164-02-Powell_01	SE Powell Boulevard	East of I-205	T2	NA	Powell as Tier 2 is fine.	General Note	No change	Does this contradict with the Hwy 26 notes?
28	Group 3: Multnomah County	R-X-160-02-Foster_02	SE Foster Road near Johnson Creek	I-205 to SE Jenne Rd	T2	T1	The area is low-income and low-lying/prone to flash floods	Tier Upgrade	Split Foster segment at 172nd, west segment merged to Tier 2 segment, east segment merged with Tier 3 segment. No upgrades to Tier 1.	Need to review extents
29	Group 3: Multnomah County	R-X-200-00-Lombard_03	N Lombard St	I-5 to NE 82nd Ave	T2	T1	Lombard is Tier 1 up to I-5 but switches to Tier 2 from I-5 to I-205. For funding purposes (and inclusion in the TSP/RTP), all of Lombard should be Tier 1 (i.e., upgrading that Tier 2 section to Tier 1). Lombard is easier to access, and fewer structures may obstruct access. St. John's residents are very concerned about the St. John's bridge falling during disaster.	Tier Upgrade	Upgrade to Tier 1	Also highlighted somewhat differently on the map. Make changes to extents so tail end of Lombard is added to the Lombard segment and removed from Columbia segment.
30	Group 3: Multnomah County	R-X-202-00-Columbia_01	NE Columbia Blvd	NE Martin Luther King Blvd to NE Sandy Blvd	T1	T2	Runs parallel to Lombard, make Lombard T1 all the way along and downgrade Columbia Blvd	Tier Downgrade	Downgrade to Tier 2	Make changes to extents so tail end of Lombard is added to the Lombard segment and removed from Columbia segment.
31	Group 3: Multnomah County	R-X-190-00-SwanIsland_01	N Going Street	Swan Island to I-5	Alternative	NA	Highlighted on map: Why is this an alternative route? The city fleet is located near here. Swan Island is coded as a top tier alternative route. What is it alternative to? The City of Portland fleet and fueling may be moving to Swan Island. Would like to have consistent tiering.	General Note	Convert to Primary	Highlighted by group on map but no direct action listed. Duplicate of #57 (with outcome proposed).
32	Group 3: Multnomah County	R-X-210-02-Airport_01 OR R-X-193-02-82nd_01;R-X-193-03-82nd_01	Airport Way and 82nd Avenue	Airport to I-205 OR Airport to Columbia Blvd	T2	T1	Airport Way and 82nd Avenue are both seen as critical, and both need to be upgraded to Tier 1.	Tier Upgrade	Make both Tier 1	ID's on map
33	Group 3: Multnomah County	R-X-233-00-47th_Cornfoot_Airtrans_01	47th Ave/Cornfoot Rd	North of NE Columbia Blvd	T2	NA	From a regional perspective, 47th to Cornfoot as access to south side of the airport (for the National Guard). (See disjointed, crooked Tier 2 line near the airport.)	General Note	No change	ID's on map
34	Group 3: Multnomah County	R-X-176-02-Highway26_01	Highway 26	South of the Multnomah/Clackamas County boundary	T2	T1	Upgrade Highway 26 to Tier 1.	Tier Upgrade	Upgrade to Tier 1	Need to review extents
35	Group 4: Virtual Group A (Multnomah, Clackamas, Washington, Troutdale, Fairview, Tigard, Street Trust)	R-X-128-00-WildcatMountain_01	SE Wildcat Mountain Drive	Hwy 224 to Firwood Road	T3 Primary	T3 Alternate	Clackamas; should it be a primary or alternate? See also Firwood Road	Alternative Route Discussion	no change	Makes sense to keep both as either primary or alternate. Decided to have both be primary; same tiering.

36	Group 4: Virtual Group A (Multnomah, Clackamas, Washington, Troutdale, Fairview, Tigard, Street Trust)	R-X-161-00-Firwood_01	SE Firwood Road	SE Wildcat Mountain to Hwy 26	T3 Alternate	NA	Clackamas; should it be a primary or alternate? See also Firwood Road	Alternative Route Discussion	Convert to Primary	Makes sense to keep both as either primary or alternate. Decided to have both be primary; same tiering.
37	Group 4: Virtual Group A (Multnomah, Clackamas, Washington, Troutdale, Fairview, Tigard, Street Trust)		Hwy 211		T2, T3		Connects to I-5	Tier Upgrade	no change	Addressed in a separate conversation with Clackamas County
38	Group 4: Virtual Group A (Multnomah, Clackamas, Washington, Troutdale, Fairview, Tigard, Street Trust)	R-X-135-00-Highway213_03; R-X-135-00-Highway213_04; R-X-135-00-Highway213_05	Hwy 213		T1, T2, T3	T1	213 shows variable tiering and should ideally be consistently one tier	Tier Upgrade	duplicate	Overlap with Group 1 comment, Gradually goes to a lower tier as becomes more rural, not necessarily an issue
39	Group 4: Virtual Group A (Multnomah, Clackamas, Washington, Troutdale, Fairview, Tigard, Street Trust)	R-X-108-00-LoneElder_01	Lone Elder Road	99 East to S Hwy 170	T3	T2	Is the only connectivity in the area (Tier 2 vs. Tier 3?)	Tier Upgrade	no change	
40	Group 4: Virtual Group A (Multnomah, Clackamas, Washington, Troutdale, Fairview, Tigard, Street Trust)	NA	1st and Glencoe Road	US 26 to Baseline?	Not tiered	Tiering	Hillsboro north side access is important for future planning	New or Altered Route	Not making additions at this time	review extents
41	Group 4: Virtual Group A (Multnomah, Clackamas, Washington, Troutdale, Fairview, Tigard, Street Trust)		Cornelius Pass Rd					New Route	duplicate	Duplication with Group 2
42	Group 4: Virtual Group A (Multnomah, Clackamas, Washington, Troutdale, Fairview, Tigard, Street Trust)		Burnside/Stark	205 to SE 182nd?	T2/T1		Duplications in routes: would we want such close proximity? Should a tier change?	General Note	duplicate	Duplication with Group 3 discussion
43	Group 4: Virtual Group A (Multnomah, Clackamas, Washington, Troutdale, Fairview, Tigard, Street Trust)	R-X-145-00-Highway99W_01	99/I-5	I-5/Hwy 217 interchange to Bancroft Street	T1	T2	Duplications in routes: would we want such close proximity?	General Note	Split, added northern segment to neighboring Naito segment (tier 1), downgraded bottom section to Tier 2	99W/Barbur? Review with comment #52
44	Group 4: Virtual Group A (Multnomah, Clackamas, Washington, Troutdale, Fairview, Tigard, Street Trust)		Borand Bridge/NE County				Increase Connections to other areas in NE County	General Note	No change	Followed up with Arini, this overlaps with another note and can be removed.
45	Group 4: Virtual Group A (Multnomah, Clackamas, Washington, Troutdale, Fairview, Tigard, Street Trust)	NA	Halsey Street		NA	Tiering	Halsey Street has more critical assets than Sandy Blvd, suggest use Halsey instead of Sandy? (Sandy dead ends at Wood Village) More priority for access into Corbett (3 fire and police, Troutdale public works)	Tier Upgrade	No change, Halsey is not currently an ETR but document for consideration in future update	Review extents. After 181st?
46	Group 4: Virtual Group A (Multnomah, Clackamas, Washington, Troutdale, Fairview, Tigard, Street Trust)		Sandy Blvd		T2, T1		Halsey Street has more critical assets than Sandy Blvd, suggest use Halsey instead of Sandy? (Sandy dead ends at Wood Village) More priority for access into Corbett (3 fire and police, Troutdale public works)	Tier Downgrade	No change, Halsey is not currently an ETR but document for consideration in future update	Review extents. After 181st?
47	Group 4: Virtual Group A (Multnomah, Clackamas, Washington, Troutdale, Fairview, Tigard, Street Trust)	R-X-200-00-Lombard_01	N Lombard St	St. Johns Bridge to Port of Portland/Marine Drive	T2	T1	Concern about the Tier 1 route that dead ends in Saint Johns at Lombard. Should extend further into Saint Johns given the vulnerable community highlighted at the NW most corner	Tier Upgrade	No change	
48	Group 5: Virtual Group B		Brookwood Pkwy/Access to Hillsboro Airport	Towards US 26	T1, T2	T2	Concerns about segmentation of the network. The tier 1 connection is logical but then shifts. Is curious about impact of jurisdiction.	General Note	Duplicate	No route ID, but seems to be about R-X-115-02-Brookwood_01; R-X-115-01-Brookwood_01 which is duplicate of # 12. Some crossover with Group 2

49	Group 5: Virtual Group B		Cedar Hills Boulevard		T1	T2?	This route includes some city and county jurisdictions along it and might be a bit of an odd T1 route. See also SE Murray Blvd as an alternative	General Note	Duplicate	No route ID but based on comments, seems to be about R-X-125-00-CedarHills_01, which is duplicate of #14. Duplication with Group 2
50	Group 5: Virtual Group B		Murray Boulevard		T2	T1			Duplicate	No route ID but based on comments, seems to be about R-X-123-00-Murray_01 and R-X-123-00-Murray_02, which is duplicate of #8. Duplication with Group 2
51	Group 5: Virtual Group B	R-X-265-00-LewisClarkBridge_01	Lewis and Clark Bridge	Bridge	T3	T1	Upgrade as it's an alternate connection across the Columbia River, gives access to hospital for Columbia County residents For Columbia County, their hospital sits in Washington state. And so, while it's not part of this RDPO group, we have this very important hospital for, uh, part of Oregon that's actually in Washington state. So I don't know how we call that out, because it's not part of the network we are looking at. But it's a lot closer for folks in Rainier and some of and Scappoose, some of those locations than driving to Portland.	Tier Upgrade	Upgrade to Tier 1	
52	Group 5: Virtual Group B	R-X-156-01-Highway10_01	Beaverton Hillsdale Highway	Scholls Ferry Road to Barbur Blvd	T2	T1	The Beaverton Hillsdale Highway connection to the OHSU campus. Seems like that might be another tier 1 priority.	Tier Upgrade	Upgrade to Tier 1	Review with comment #43
53	Other (Multnomah County)	R-X-171-00-Broadway_Terwilliger_01	SW Broadway / Terwilliger Blvd	SW Market Street to OHSU	T1 Alternate	T1 Primary	Only road up to a cluster of hospitals, including large OHSU campus, in SW Portland. The current primary ETR to this area (R-X-162-00-AerialTram_01) is slated/ recommended for removal from regional ETR network.	Tier Upgrade	Convert to Primary	See R-X-162-00-AerialTram_01
54	Other (Multnomah County)	R-X-162-00-AerialTram_01	Aerial Tram	Tram	T2 Primary	Remove from network	Feels odds that this is the only segment in entire network that is not a surface road. Tram is low capacity, has other challenges, and hospitals themselves don't really have it as any significant part of their own planning.	New or Altered Route	Remove from RETR network	See R-X-171-00-Broadway_Terwilliger_01
55	Group 2: Columbia/Washington County	R-X-120-02-SchollsFerry_02 (but only the western segment)	Scholl's Ferry	175th to Murray	T2	T1 (only a segment)	City response from Beaverton would come along Allen road onto Murray and then this route would help connect to Scholls Ferry and Roy Rogers. Forms a connected Tier 1 N-S route from Murry along this new segment then to Roy Rogers. Also closes a Tier 1 loop along Scholls Ferry.	Tier Upgrade	Break segment at Murray. Upgrade Scholls Ferry from Roy Rogers to Murry to Tier 1. Keep Scholls Ferry from Murry to 217 as Tier 2.	
56	Other (Multnomah County)	R-X-186-00-Front_01	NW Front Ave	NW 15th	T1 Alternate	T1 Primary	Access to Critical Energy Infrastructure Hub. Yes, there is a SSLR running parallel, but given how critical that area is and expected impacts, want redundancy to allow for access to and from.	Tier Upgrade	Convert to Primary	
57	Other (Multnomah County)	R-X-190-00-SwanIsland_01	Swan Island/N Going	Swan Island to I-5	T1 Alternate	T1 Primary	City of Portland fleet and fueling assets are on Swan Island. Also provides access to CEI hub from the water.	Tier Upgrade	Convert to Primary	Duplicate with #31
58	Other (Multnomah County)	R-X-249-00-Chautauqua_01	N Chautauqua Blvd	N Columbia to N Lombard	T2 Alternate	T2 Primary	Given concerns about how cut off St. John's, etc will be, more options where there are already few options is preferred. Oregon National Guard Armory is also near University Park off Chautauqua.	Tier Upgrade	Convert to Primary	Not quite close to where "the cut" is. Will including this be a benefit with those concerns?
59	Other (Multnomah County)	R-X-207-00-112th-CherryBlossom_01	SE 112th Ave / SE Cherry Blossom Dr	SE Stark to SE Powell	T2 Alternate	T1 Primary	Leads to OHSU Adventist Portland; also amidst several areas of high social vulnerability	Tier Upgrade	No change (per PMT discussion)	Convert to Primary -- T1 if following "reach hospital" step, but there are several other T1s nearby. -- another possibility is to convert to permanent ETR but keep as T2?
60	Other (Multnomah County)	N/A	N/A	N/A	N/A	N/A	Consider adding route that allows for Portland VA Medical Center (on Marquam Hill) to be <0.5 mi of a T1 or state route. Currently, would a road connection will be a windy, longer section past the other hospitals on the hill (that are already off a T1 route). Proposed extending the existing T1 or adding routes from the south and I-5	New or Altered Route	Not making additions at this time	
61	Other (Clackamas County)	N/A	N/A	N/A	N/A	N/A	Consider adding a route that brings T1 or state connection closer to Providence Willamette Falls hospital. Currently there does not seem to be an easy route off of the freeway. Division Street is not prioritized nor has a current back-up.	New or Altered Route	Not making additions at this time	
62	Other (Washington County)	N/A	N/A	N/A	N/A	N/A	Washington County elevates NW Cornelius Schefflin Road / NW Zion Church Road internally. It has been improved to a higher standard than other roads in the area, wider shoulders, some center lanes, etc.	New or Altered Route	Not making additions at this time	
63	Other (Washington County)	N/A	N/A	N/A	N/A	N/A	Since end of phase 1, Washington County has added water storage in the area around Cooper Mountain Nature Park.	New or Altered Route	Not making additions at this time	

64	Other (Washington County)	R-X-113-00-River_02	River Rd	Farmington Rd to Scholls Ferry Rd	T3	T1	When combined with upgrading e/w portin of scholls Ferry to T1 (described in Comment 18) this creates a connected T1 loop between Roy Rogers Rd and TV Hwy (via Scholls and River Road). Washington County noted importance of maintaining access to Clean Water Services facilities, including a tratment plant on River Road. There is also an airpark on River Road near the intersection with Scholls Ferry.	tier upgrade	upgrade to tier 1
65		R-X-142-00-Sellwood_Tacoma_01, R-X-144-00-JohnsonCreek_01	Sellwood Brg / Tacoma St, SE Johnson Creek Blvd		T1 Alternate, T2 Alternate	T1 Primary, T2 Primary	Provides vital Willamette crossing on a Non-seismically-vulnerable bridge, and connects the route network so R-X-191-02-CesarChavez_01 no longer dead ends	Alternative Route Discussion	Convert to Primary
66	NA	R-X-167-00-Moody_01	Moody Avenue	Tillikum Crossing to Naito Parkway	T2 Alternate	T2 Primary	Connects Tillikum to the RETR network on the west side of the river	Alternative Route Discussion	Convert to Primary

Appendix F. Southwest Washinton RTC Methodology and Maps

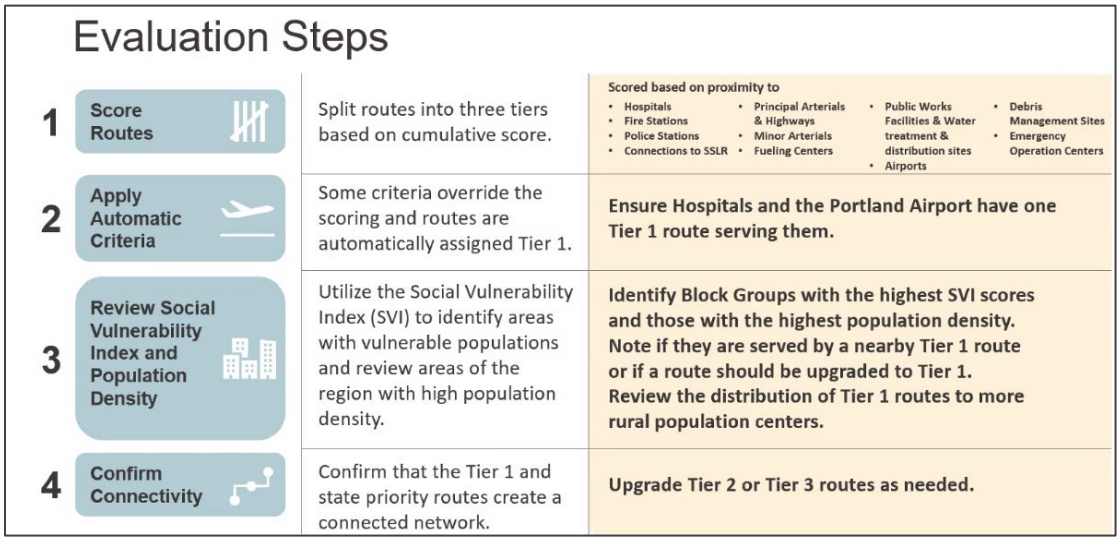
SWRTC ROUTE PRIORITIZATION

This document summarizes the draft route priorities for SWRTC. The draft priorities build on the Metro Regional Emergency Transportation Routes (RETR) framework draft priorities (Metro ETR Phase 2 Tiering), which follows the evaluation of the methodology shown in Figure 1. This draft will be reviewed by SWRTC and its partner agencies to further refine the recommended priorities.

This document is accompanied by two figures:

- SWRTC Prioritization – DRAFT
- SWRTC Prioritization with Critical Facilities - DRAFT

Figure 1. Metro RETR Evaluation Steps



PRIORITY DISCREPENCIES

Table 1 describes discrepancies in Metro's proposed prioritization of priority routes identified by SWRTC and its partner agencies.

Table 1. SWRTC's Identified Discrepancies *(Discrepancies were resolved with Metro)*

SWRTC - Discrepancies	
Metro's RETR	**Clark County's RETR**
Original RETR – per Phase 1 of Metro's process	Expanded RETR suggested by local agencies (those identified in green – shown in the Regional Emergency Routes map)
164th = Medium ranking	164th = High ranking
192nd = Low ranking	192nd = High ranking
78th St/Padden Pkwy (between I 5 and I 205) = Medium ranking	78th St (between I 5 and I 205) = High ranking
HWY 99 (between 78th and 134th) = Medium ranking	HWY 99 (between 78th and 134th) = High ranking

SWRTC - Discrepancies	
Metro's RETR	**Clark County's RETR**
Evergreen Way = Alternate High* *Metro added an alternate layer. Only alternative route on our side of the river	Evergreen Way = High ranking
SE Mill Plain Blvd (I-205 to SE 164th Ave) = Medium ranking	Elevated to high ranking to support consistent connectivity across highest-ranking routes

ADDITIONAL ROUTES

Table 2 presents draft prioritization framework for the priority routes added by SWRTC as an addition to Metro's RETR routes. The table presents key considerations for each route, such as proximity to critical infrastructure and overall network connectivity to highest priority routes and population centers. The following information was used to inform the priorities:

- Clark County Hazard Mitigation Plan - Figure 4-2 Critical Facilities & Infrastructure
- Local Emergency Snow Routes – Most of the additional routes are arterials and all defined high priorities in local route networks
- School locations
- Clark County REST – GIS data of critical facilities
- Metro ETR Phase 2 initial draft tiering
- Metro ETR Emergency Transportation Routes Phase 1 report
- Clark County Emergency Transportation Routes

Screenshots of the map resources are provided after the table.

Table 2. Additional Routes - DRAFT Prioritization

Additional Routes		
Route Name	**Considerations**	**DRAFT Prioritization**
SE Blair Rd (NE 267th to SE Washougal River Rd)	■ Alternative E-W connection to NE Washougal River Rd	3rd Tier
NW Bratton Rd/ NW 389th St/ NE 399th St/ NE Sorrenson Rd (NE Hayes Rd to NE 379th St)	■ Direct connection to fire station	3rd Tier
Cowlitz Way (NW 31st to NW 41st Ave)	■ Provides connection to tribal facilities	3rd Tier
Cowlitz Bypass Rd	■ Provides emergency route to tribal facilities	3rd Tier (Proposed New Connection)
Eaton Blvd/ NE 199th St (SR 503 to Risto Rd)	■ Direct connection to several schools and Heye Meyer Substation	2nd Tier
S Hillhurst Rd/NW 31st Ave/ NW 209th St/ NW 41st Ave (Pioneer St to NW 199th)	■ Provides additional N-S connection west of I-5 ■ Connects to multiple schools, fire station	2nd Tier
NW La Center Rd (I-5 to NE Timmen Rd)	■ Provides connection to key population center	2nd Tier

Additional Routes		
Route Name	**Considerations**	**DRAFT Prioritization**
NW Lake Rd (NE 192nd Ave to SR 500/ NE Everett St)	■ Provides E-S connection between Top Tier route and SR in Camas ■ Connection to local streets in Camas that provide access to schools, emergency services	2nd Tier
W Mill Plain Blvd (NW 32nd Ave to NW Lower River Rd)	■ Connection to CPU River Road Generation Plant, freight ports/ barge lines ■ Clark County emergency transportation route	Top Tier
SE Mill Plain Blvd (SE 164th Ave to SE 192nd Ave)	■ Completes E-W connection to Top Tier routes ■ Connection to local streets that connect to schools, Vancouver Fire Dept Station 9	2nd Tier
Pioneer St (Port to I-5)	■ Direct connection to Ridgefield facilities including schools, emergency services, Port of Ridgefield (intermodal facility), public works facility on Railroad Ave	2nd Tier
NE Railroad Ave (NE Lucia Yacolt boundary to SR 503)	■ Key route to Yacolt community (emergency services, school) ■ Direct connection to fire station	2nd Tier
N Royle Rd/ NW 31st Ave (Pioneer St to Cowlitz Way)	■ Additional N-S route on the west side of I-5	3rd Tier
NE St James Rd (SR 500 to NE St Johns Rd)	■ Connects to school ■ Additional N-S connection to County public works facilities, fuel stations	2nd Tier
NE St Johns Rd (SR 500 to NE 72nd Ave)	■ Connects to school ■ Additional N-S connection to County public works facilities, fuel stations	2nd Tier
NE Ward Rd/ NE 182nd Ave (NE 172nd Ave to NE Risto Rd)	■ Connection to Hockinson services – Fire stations, schools ■ N-S alternative to SR 503, connection to Battle Ground population center, Hockinson population center ■ Connection to NE Ward Rd (Top Tier route)	2nd Tier
SE Washougal River Rd (Evergreen Way to east county boundary)	■ Connections to critical facilities outside of county boundary in Molfait Tracts ■ Connections to services in Washougal ■ Alternative E-W route connection to SR14	3rd Tier
NE 10th Ave/ NE Timmen Rd (NE 179th St to NW La Center Rd)	■ Direction connection to two substations ■ Route alternative to I-5 to Lacenter and Ridgefield east of I-5 ■ Connection provides access to local roads that connect to La Center Waste Water Treatment on NW La Center Rd	2nd Tier
E 18th St (NE 65th Ave to NE Andreson Rd)	■ Connection to C-TRAN maintenance facility	Top Tier
NE 28th St/ NE Burton Rd (NE Andreson Rd to NE 162nd Ave)	■ Direct connections to schools, substation facilities	2nd Tier

Additional Routes		
Route Name	**Considerations**	**DRAFT Prioritization**
NE 29th St/ 82nd Ave/ NE Mason Creek Rd/ NE 102nd Ave/ NE Gable Ave/ NE 359th St (from NE 72nd Ave to SR 503)	■ Additional connection to SR 503 and Fargher Lake North County EMS Station #2 and Clark County Fire District #10 Station 105 ■ Additional connection to sub-station at NE 37th St	3rd Tier
NE 65th Ave (NE Fourth Plain Blvd to E 18th St)	■ Connection to C-TRAN maintenance facility	Top Tier
NE 72nd Ave (NE 78th to NE 259th St)	■ Direct connection to multiple sub-stations ■ Direct connection to Clark-Cowlitz Fire Rescue Station 26 and Vancouver Fire Department Station 7 ■ Additional connection to Top Tier route (NE 78th St)	2nd Tier
NE 99th St (NW Lakeshore Ave to NE St. Johns Rd)	■ Connection to multiple sub stations and schools	2nd Tier
NE 112th Ave (SE Mill Plain Blvd to SR 503)	■ Direct connections to fire station, substation facilities	2nd Tier
NW 119th St/ NW 117th St (NW 39th Ave to SR 503)	■ Connection to schools and to substations east of SR 503	3rd Tier
NW 119th St (SR 503 to NE 182nd Ave)	■ Direct connection to substations	2nd Tier
NE 119th Ave (NE 379th St to NE 359th St)	■ Direct connection to Clark County Fire District #10	2nd Tier
NE 139th (NE 20th Ave to I-5)	■ C-TRAN Route (purple line)	2nd Tier
NE 139th (I-5 to NE 23rd Ave)	■ Connection to Legacy Salmon Creek Medical Center	Top Tier
NW 199th St (NE 41st Ave to SR 503)	■ Direct connection to several schools ■ E-W route alternative to SR 502	3rd Tier
NE 152nd Ave/ NE Lucia Falls Rd/ Railroad Ave (SR 503 to Yacolt boundary)	■ Connection to Clark Public Utilities – Harrison Substation on NE 172nd (Heisson Rd) ■ Additional connection to Yacolt community ■ No critical facilities identified in Metro RETR map	3rd Tier
NE 379th St (NE Sorrenson Rd to NE 119th Ave)	■ Direct connection to substation	2nd Tier

DATA RESOURCE MAPS

Figure 2. Clark County Hazard Mitigation Plan - Critical Facilities & Infrastructure

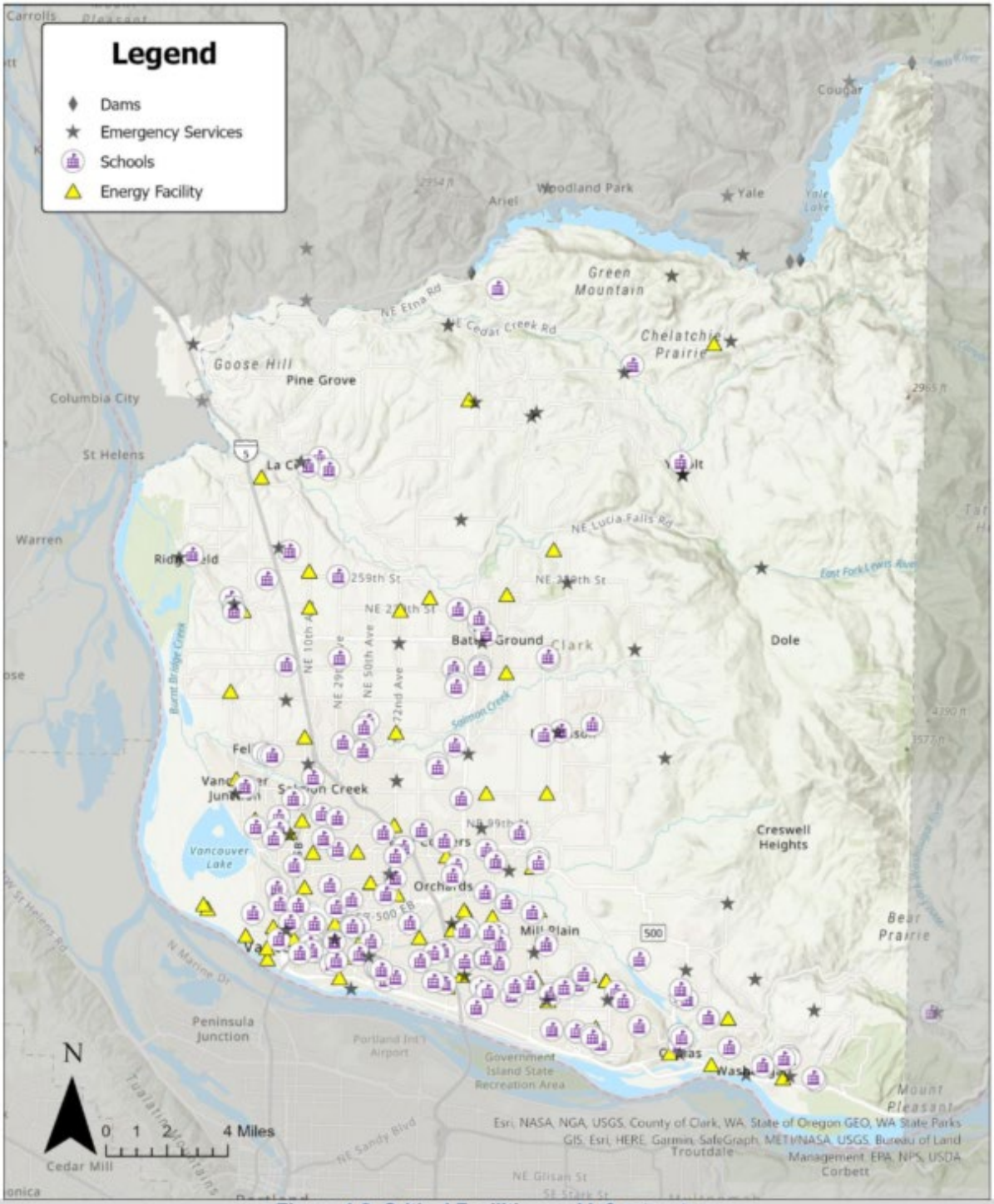


Figure 4-2. Critical Facilities and Infrastructure

Figure 3. Regional Emergency Transportation Routes Update - Critical Infrastructure and Essential Facilities

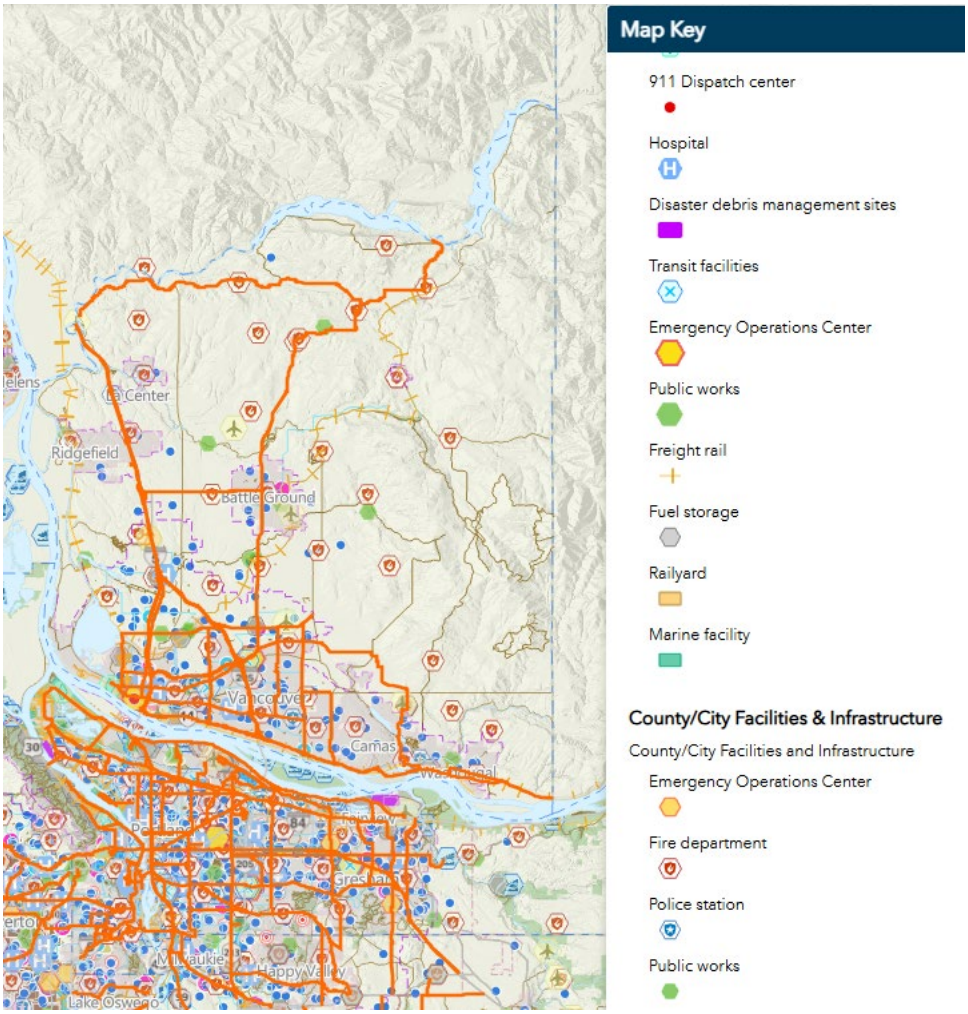


Figure 4. Metro ETR Phase 2 Draft 1 - Critical Infrastructure

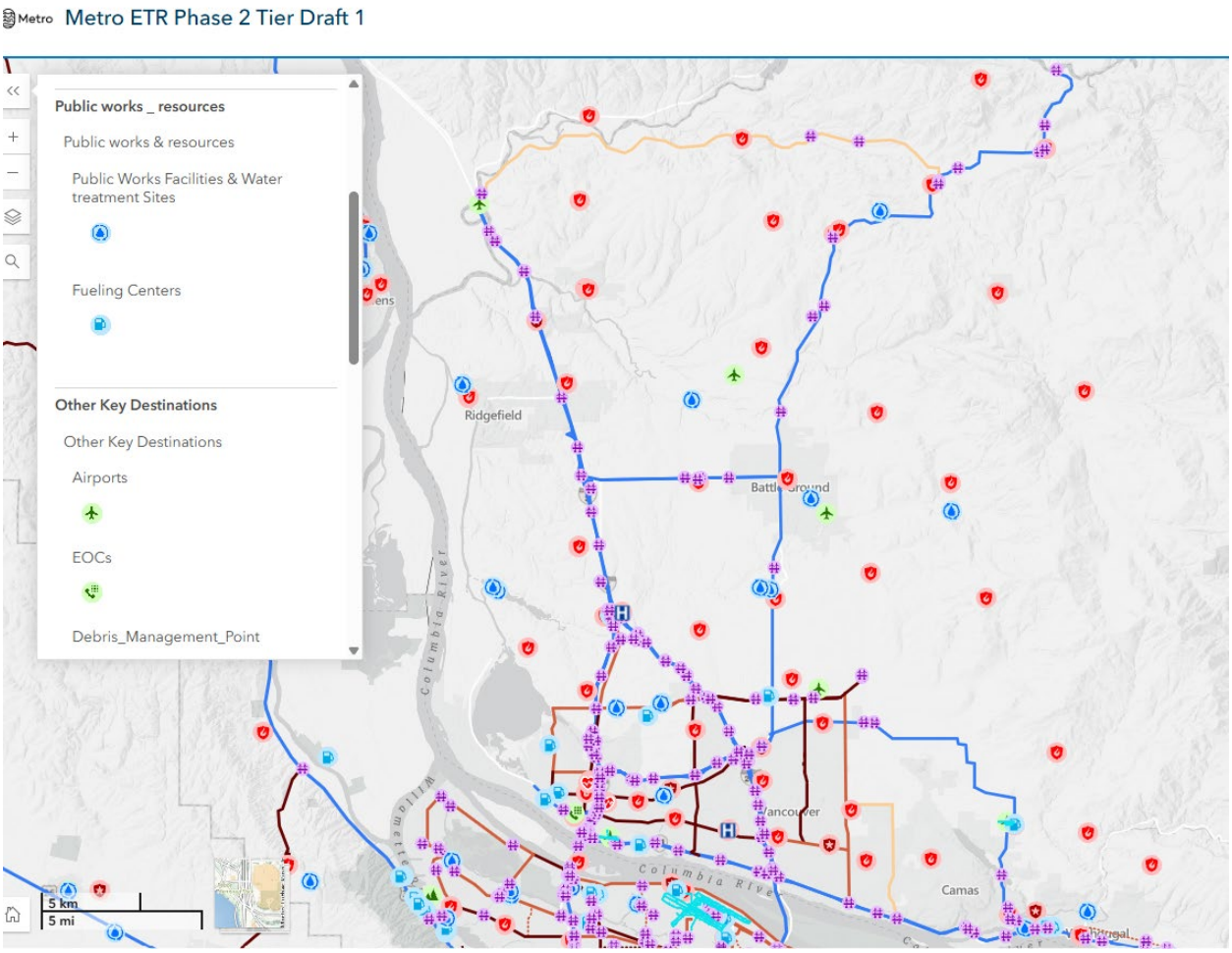
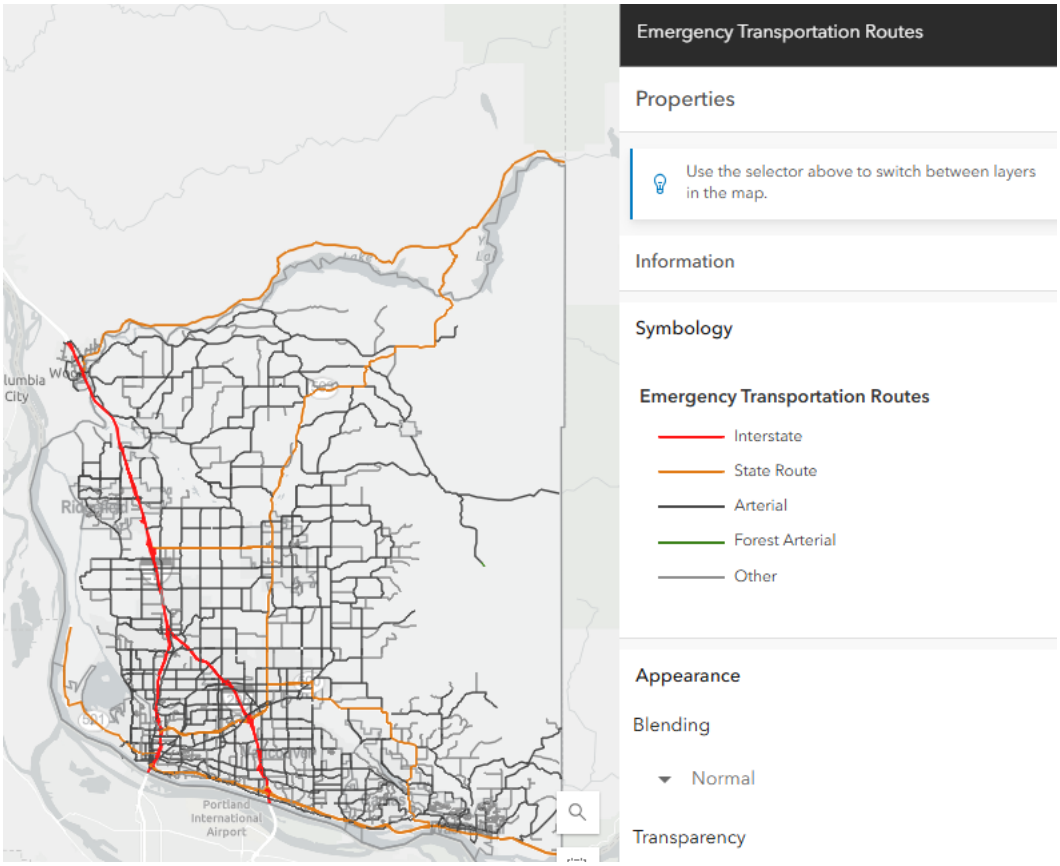
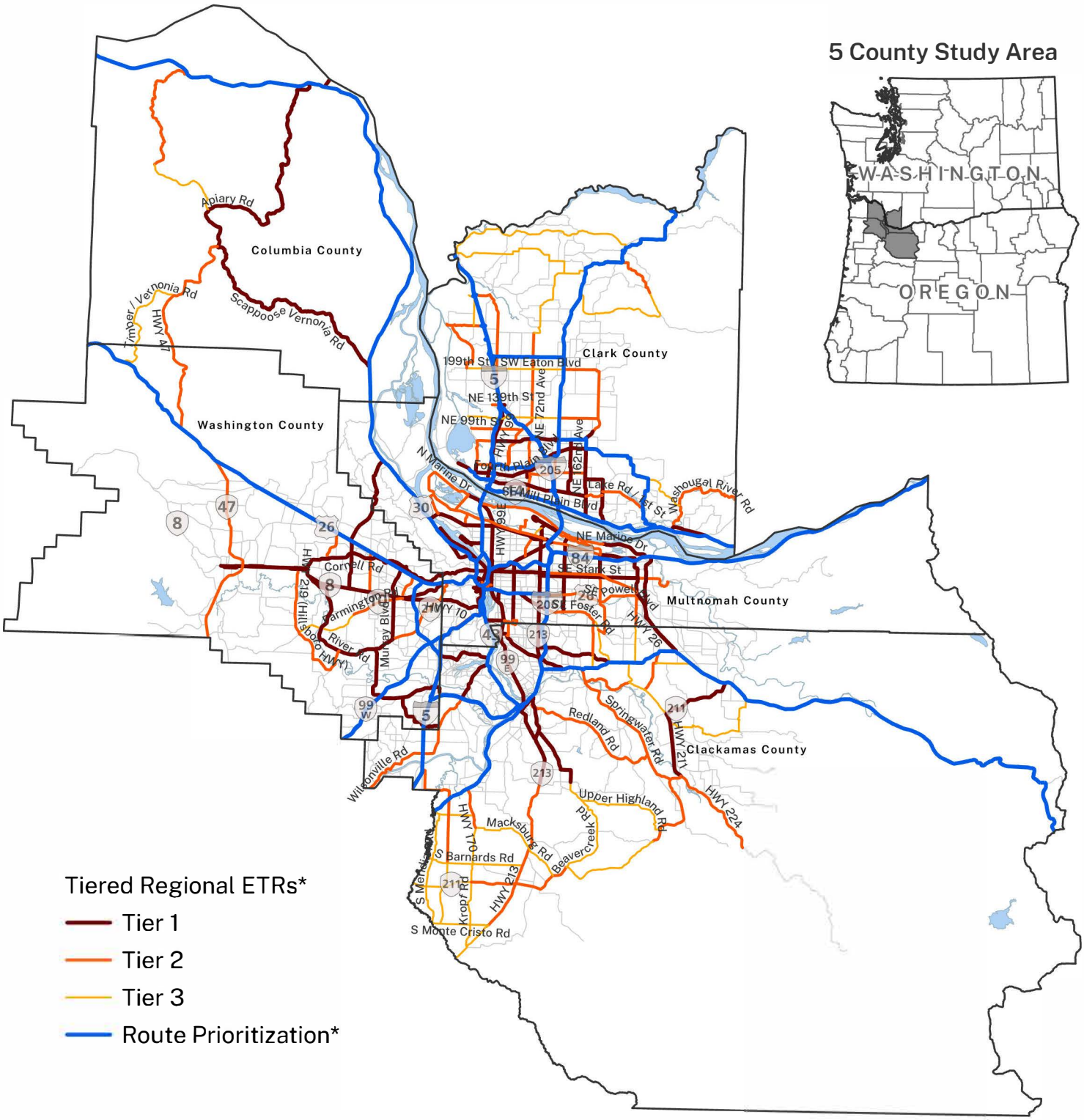


Figure 5. Clark County Emergency Transportation Routes



Appendix G. Additional Maps

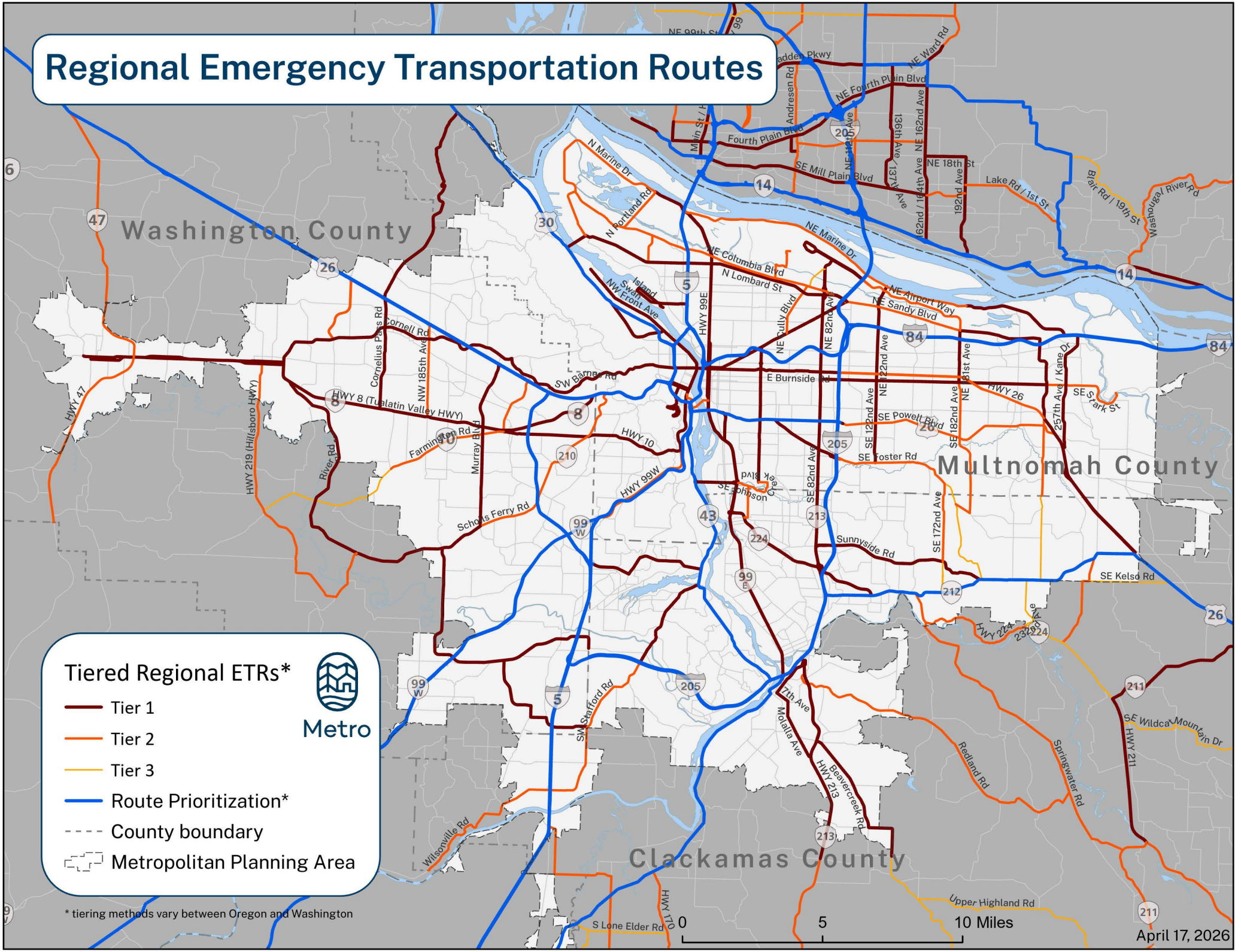
Regional Emergency Transportation Routes

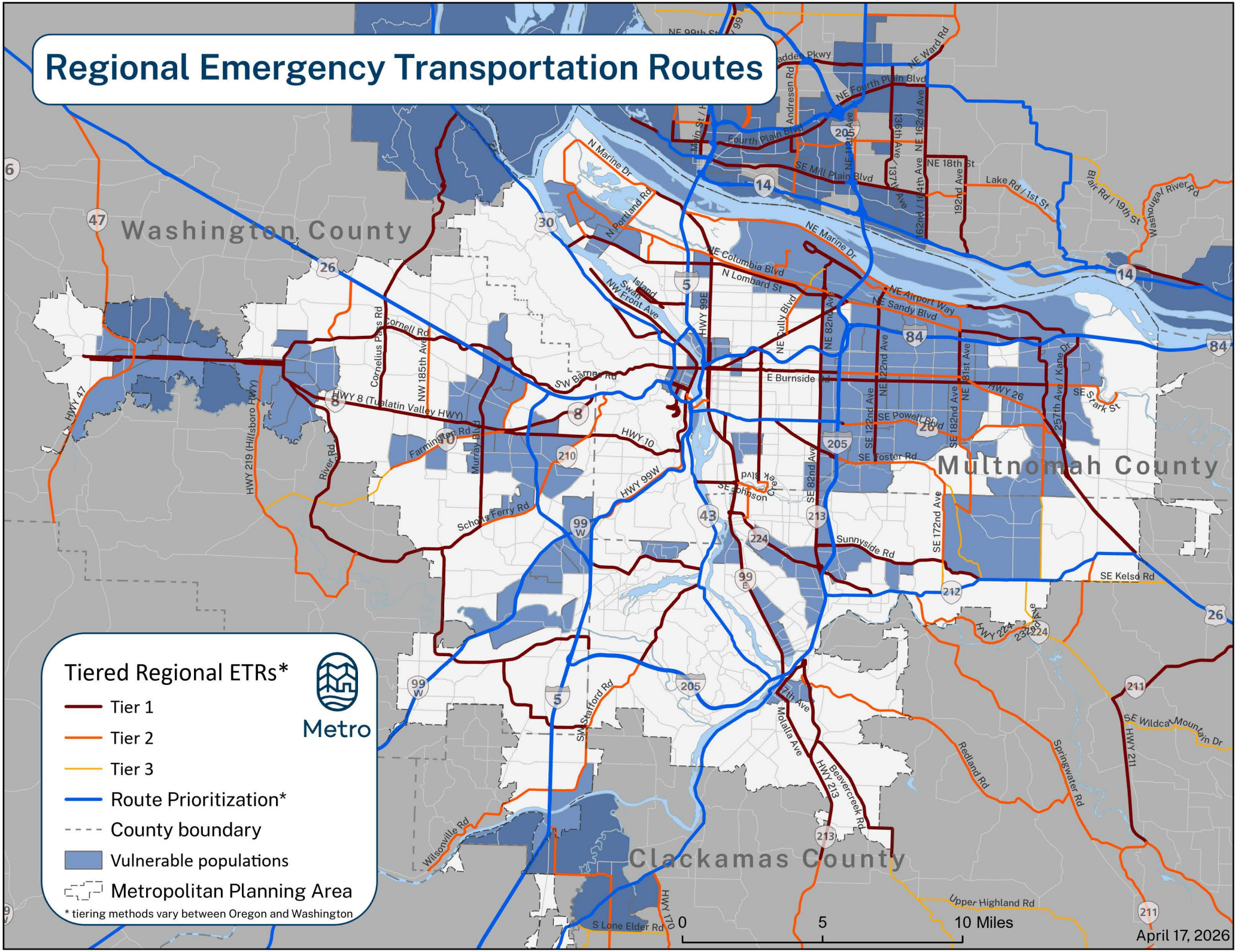


* tiering methods vary between Oregon and Washington

April 17, 2026

Regional Emergency Transportation Routes




Regional Emergency Transportation Routes
Washington County
Multnomah County
Clackamas County
Tiered Regional ETRs*
Tier 1
Tier 2
Tier 3
Route Prioritization*
County boundary
Vulnerable populations
Metropolitan Planning Area
* tiering methods vary between Oregon and Washington
Metro
0
5
10 Miles
April 17, 2026

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 26-5564 FOR THE PURPOSE OF ACCEPTING THE FINDINGS AND RECOMMENDATIONS IN THE REGIONAL EMERGENCY TRANSPORTATION ROUTES UPDATE PHASE TWO REPORT

Date: May 4, 2026
Department: Planning
Meeting Date: May 21, 2026

Prepared by: John Mermin,
john.mermin@oregonmetro.gov

ISSUE STATEMENT

Emergency transportation issues can fade into the background. While our region is primarily focused on seismic events, the 2020 wildfires in Clackamas County and last year's fires in the Los Angeles area provide a reminder of the potential for large scale emergency events that could impact our region. First designated in 1996, Regional Emergency Transportation Routes (RETRs) are travel routes that, in case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris-removal to aid the movement of first responders, people who need medical care, fuel, supplies and equipment. It is important to note that the scope of the RETR project is focused on emergency *response* after disaster hits, not on evacuation or recovery planning, though its maps and reports can be useful to those efforts.

In 2019-2021, the Regional Disaster Preparedness Organization (RDPO) and Metro partnered on the first phase of the Regional Emergency Transportation Routes (RETR) project that reassessed and updated the routes for the 5-county region (which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington). Phase 1 evaluated potential routes with a range of connectivity, resilience, and equity criteria to establish an agreed upon set of designated RETRs that connect Statewide Lifeline Routes in Oregon, local ETRs, and provide connectivity and access to state and regional critical facilities and essential destinations. The RETR work group included a multi-disciplinary team of emergency management, transportation, and public works staff supporting the phase 1 planning project. The primary outcome of phase 1 was adding 89 new routes (305 miles) to the regional network.

The purpose of phase 2 was to develop a tiering methodology and prioritization framework to inform which RETRs should be evaluated, cleared and opened first, next and last in a catastrophic scenario; and to guide on-going maintenance and capital investments to ensure top tier routes are increasingly resilient.

ACTION REQUESTED

Staff will be seeking Approval of Resolution 26-5564 accepting the tiered regional routes, findings and recommendations of the Regional Emergency Transportation Phase two report at the May 21 JPACT and Council meetings.

IDENTIFIED POLICY OUTCOMES

Metro continues to play an important role in assisting local emergency management agencies with disaster planning related to regional functions, such as data and mapping, disaster debris management and emergency transportation route designation to improve disaster response coordination and help reduce loss of life, injury and property damage during disasters.

Guided by regional natural hazard policies in Chapter 5 of the Regional Framework Plan and Goal 5 in Chapter 2 of the 2023 RTP (Climate action and resilience), this work supports implementation of the region's Climate Smart Strategy, 2023 RTP and Metro's Disaster Debris Management Plan. This work also advances the 2023 RTP's transportation equity goals and policies, and Metro's agency-wide racial equity goals and Strategic Plan to Advance Racial Equity Diversity and Inclusion.

Pending Council approval of Resolution No. 25-5564, this work will inform planning, policy and investment priorities in the 2028 RTP update and ongoing efforts to improve the region's resilience and to develop funding strategies to make these routes more resilient.

POLICY QUESTION(S)

Does the RETR final Report adequately correlate to the 2023 RTP Policy outcomes described above?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

The project recommendations will serve as a tool to provide information to the region. This project will give the council the opportunity to bring recommendations from this study into the next RTP update.

STAFF RECOMMENDATIONS

Staff recommends that the Metro Council approve Resolution No.26-5564

STRATEGIC CONTEXT & FRAMING

Relationship to Metro goals and policies

This project advances regional natural hazard policies in Chapter 5 of the Regional Framework Plan, Goal 2 (Transportation Equity) and Goal 5 (Climate Action and Resilience) in Chapter 2 of the 2023 RTP, and Metro's agency-wide equity goals and Strategic Plan to Advance Racial Equity Diversity and Inclusion. This work supports implementation of the 2023 RTP and Metro's Disaster Debris Management Plan, and

support ongoing local, regional, and state efforts to improve regional resilience and emergency preparedness.

Known opposition, support, and community feedback
There is no known opposition. There is strong support from local jurisdictions and public agencies concerned about infrastructure and emergency preparedness. The project team engaged a technical work group, practitioners, community-based organizations, policymakers and regional advisory committees throughout the project:

- **RETR Phase 2 Project Work Group:** The RDPO and Metro convened a multi-disciplinary project work group composed of transportation and emergency management planners and engineers from seventeen agencies. The work group met six times between 2024 and 2026 and guided key project decisions, including defining the prioritization framework, refining criteria weighting, reviewing draft maps, and validating the final tiering structure. Their iterative feedback ensured the methodology was technically sound, operationally relevant, and regionally consistent. The Acknowledgement Section in the report lists members of the work group and the agencies they represent.
- **Practitioner Workshops:** The project team held three technical workshops between March and November 2025 that brought together a broad set of practitioners—first responders, public works staff, utility providers, and planners from across the five-county region. Participants contributed critical infrastructure insights, reviewed draft prioritized routes, and provided county-specific refinements to the tiered network. Their expertise grounded the framework in real-world emergency response needs. Appendix B in the report lists the agencies of workshop participants.
- **Community-based Workshops:** The project team held three workshops with community-based organizations to ensure that community voices, particularly from vulnerable and underserved populations, informed the project. Nineteen organizations participated in three workshops, offering perspectives on communication barriers, the need for resilience hubs, and challenges posed by extreme weather events. Their input highlighted equity considerations and reinforced the importance of accessible, community-centered emergency planning. Appendix B in the report lists the organizations that participated.
- **Regional Policymakers and Advisory Committees:** The project team engaged the RDPO Policy Board, the RDPO Steering Committee, the Metro Council, the Southwest Washington RTC Board, the Joint Policy Advisory Committee on Transportation (JPACT), the Transportation Policy Alternatives Committee (TPAC), the Regional Technical Advisory committee (RTAC), RDPO emergency management work group, the RDPO public works work group, and county coordinating committees at key milestones throughout the project.

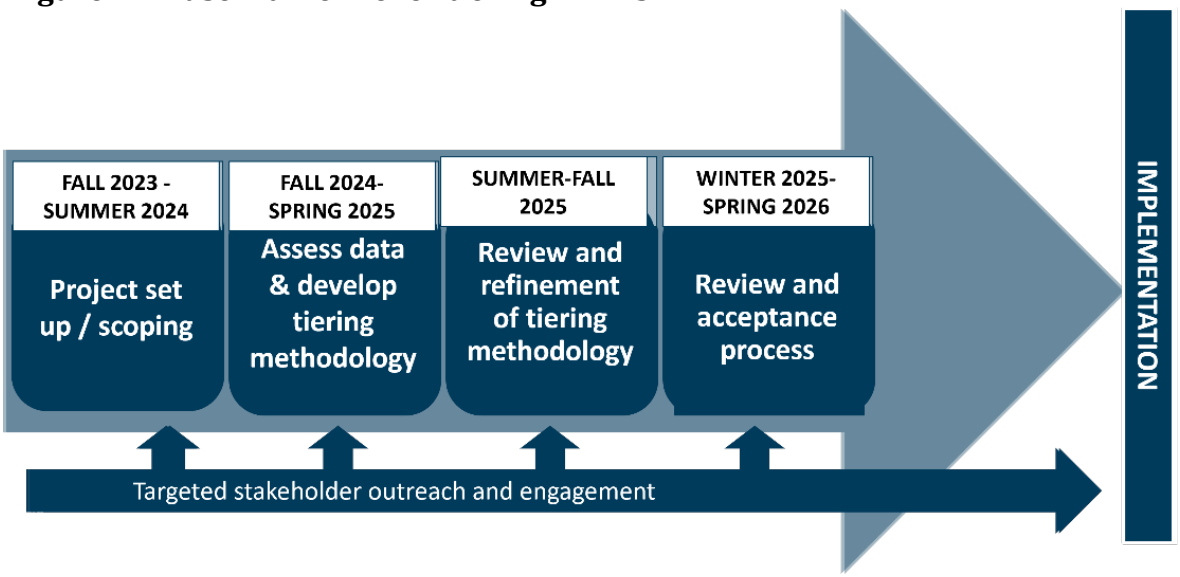
On April 3, 2026 TPAC unanimously recommended that JPACT approve the final report, recommendations and updated maps by consent at the May 21, 2026 JPACT meeting. On March 20, 2026, the Regional Technical Advisory Committee (RTAC) unanimously recommended that the Southwest Washington Regional Transportation Council (RTC)

Board endorse the RETR final report at its April 7 meeting. On April 7, the RTC Board endorsed the RETR final report.

Metro Council discussed the resolution and final report on April 16, and expressed support for taking action to approve Resolution No. 25-5564. On May 21, 2026, JPACT will consider action on TPAC's recommendation as part of the JPACT consent agenda. Pending JPACT approval, staff will seek Council approval of this Resolution as part of the Council consent agenda on May 21, 2026.

The overall project timeline is provided in **Figure 1**.

Figure 1. Phase 2 timeline for tiering RETRs



Key Phase 2 Project Outcomes and Deliverables: This phase resulted in:

- **Multi-disciplinary and multi-jurisdictional coordination and collaboration** of partners in the Portland-Vancouver metropolitan area across emergency management, transportation planning, engineering, operations, ports, transit, and public works, hospitals, fire, and law enforcement partners.
- **A tiered RETR network**[1] that takes into consideration adequate connectivity to critical infrastructure and essential facilities, incorporates expert feedback provided by partners in the region, and considers equity and access for vulnerable communities.
- **A comprehensive Geographic Information System (GIS) database and an online RETR viewer** to support future planning and operations.

[1] Following TPAC's action to recommend approval of the tiered network, an error in what route was shown as SR 500 in Clark County, WA was identified and subsequently corrected – resulting in a portion of Fourth Plain Blvd (I-205 to NE 162nd) shifting from State Route to Tier 1 RETR, and portions of Padden Pkwy (NE 117th to NE 162nd) and NE 162nd (Padden Pkwy to Fourth Plain Blvd) shifting from Tier 1 RETR to State route.

- **Recommendations for integrating the RETRs into other local, regional, and state planning efforts** and considerations for investment decisions.
- **Additional recommendations for future work**[2] to support ongoing local, regional, and state efforts to improve regional resilience and emergency preparedness.

Budget Impacts: None at this time. The project is funded with a federal Urban Area Security Initiatives (UASI) grant. There will be future costs associated with implementation of the recommendations. These costs will be shared by local, regional, state and federal partners.

Legal antecedents:

- Resolution No. 21-5160, For the Purpose of Accepting Findings and Recommendations in the Regional Emergency Transportation Routes Update Phase One Report, adopted on April 29, 2021.
- Ordinance No. 23-1496, For the Purpose of Amending the 2018 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan, adopted on November 30, 2023.

[2] Recommendation 2-3 in the final report describes the need to operationalize the RETRs through developing management plans. In order to implement this recommendation, it would be beneficial to update a 2006 Memorandum of Understanding (ODOT No. agreement 21,273) signed by City of Portland, the Port of Portland, Clark County, Clackamas County, Columbia County, Multnomah County, Washington County, and the Oregon and Washington Departments of Transportation that formalized commitments for assessing and reporting the status and condition of identified emergency transportation routes following an earthquake and coordinating activities under emergency conditions in relation to those routes.

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Metro

Agenda #: 4.3

File #: COM 26-1105 **Agenda Date:**5/21/2026

Resolution no. 26-5594 For the Purpose of Amending or Canceling Two Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements

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JPACT Worksheet

Agenda Item Title: **May FFY 2026 MTIP Formal Amendment Approval Request – Resolution 26-5594**

Presenters: Not Applicable. The item is proposed to be a JPACT consent item

Contact for this worksheet/presentation: Gabriela Lopez, Senior Transportation Planner, gabriela.lopez@oregonmetro.gov

Purpose/Objective:
FOR THE PURPOSE OF AMENDING OR CANCELING TWO PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

Action Requested:
Recommend approval of Resolution 26-5594 to Metro Council to amend or cancel two projects, as stated within Exhibit A, to the 2024-27 MTIP to meet federal project delivery requirements.

Outcome:
JPACT action to recommend approval to Metro Council. Final action allows the proposed programming changes to two projects in the 2024-27 MTIP:

- Cancels the TriMet bus preventive maintenance (2024) project
- Amends the Aloha Access Improvements: SW 174th Ave - SW 187th Ave project

What has changed since JPACT last considered this issue/item?
None. This is the first time the amendment will be presented to JPACT.

What packet material do you plan to include?

1. Draft Resolution 26-5594 with requested changes to two projects.
2. Exhibit A to Resolution 26-5594 (MTIP Project Detail Report) showing the specific changes to the projects.
3. Exhibit B to Resolution 26-5594 (Public Comment Period Summary)
4. A staff report in support of the formal amendment's action to amend or cancel the two projects. The staff report provides a summary of the project changes, review processes, and required approval steps.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING OR CANCELING TWO PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS	))))))	RESOLUTION NO. 26-5594 Introduced by: Chief Operating Officer Marissa Madrigal with concurrence of Acting Council President Duncan Hwang

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the formal amendment cancels the TriMet bus preventive maintenance (2024) project from the MTIP as requested by TriMet; and

WHEREAS, the formal amendment amends the Aloha Access Improvements: SW 174th Ave - SW 187th Ave project to correct the project location limits for consistency with approved scope of work; and

WHEREAS, the programming updates to the two projects are stated in Exhibit A to this resolution; and

WHEREAS, on April 3, 2026, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on April 30, 2026, Metro completed a 30-day public comment period, as summarized in Exhibit B to this resolution; and

DRAFT

WHEREAS, on May 21, 2026, JPACT approved and recommended that the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend or cancel the two projects, as stated within Exhibit A, to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this ___ day of _____ 2026.

_____
Duncan Hwang, Acting Council President

Approved as to Form:

_____
Carrie MacLaren, Metro Attorney

DRAFT

Proposed Amendment to 71320 - TriMet bus preventive maintenance (2024)

ODOT Key	RTP ID	RFFA ID	Lead Agency
23204	11335	-	TriMet

Project Type	System Investment Type	Total Cost
Transit	Maintenance & Preservation	$0

Project Description

Supports bus capital preventive maintenance to maintain and extend their operational and safety life for riders in federal fiscal year 2024.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Total Programmed		**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Previously Approved Amendment 71320 - TriMet bus preventive maintenance (2024)

ODOT Key	RTP ID	RFFA ID	Lead Agency
23204	11335	-	TriMet

Project Type	System Investment Type	Total Cost
Transit	-	$32,061

Project Description

Supports bus capital preventive maintenance to maintain and extend their operational and safety life for riders in federal fiscal year 2024.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Other	5337 - State of Good Repair Program	$0	$0	$0	$25,649	$0	$0	$25,649
Other	Local Match	$0	$0	$0	$6,412	$0	$0	$6,412
Total Other		$0	$0	$0	$32,061	$0	$0	$32,061
Total Programmed		**$0**	**$0**	**$0**	**$32,061**	**$0**	**$0**	**$32,061**

CURRENT CHANGE REASON	Project Removed
PROJECT CHANGES	Plan Revision Name changed from "AM25-29-AUG5" to "FFY26-NO.6-MAY" FTA Conversion Code changed from "None" to "N/A" Flex Transfer to FTA changed from "None" to "No"
FUNDING CHANGES	**5337 - State of Good Repair Program** - Decrease funds in FY 2026 in OT from $25,649 to $0 **Local Match** - Decrease funds in FY 2026 in OT from $6,412 to $0
FEDERAL PROJECT COST	Decreased from $25,649 to $0 (-100%)
TOTAL PROJECT COST	Decreased from $32,061 to $0 (-100%)

Proposed Amendment to 71095 - Aloha Access Improvements: SW 174th Ave - SW 187th Ave

ODOT Key	RTP ID	RFFA ID	Lead Agency
22128	10608	50381	Washington County

Project Type	System Investment Type	Total Cost
Active Transportation	Capital Project	$6,149,136

Project Description
Design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Planning	Local Match	$760	$0	$0	$0	$0	$0	$760
Planning	TA - Urban	$6,638	$0	$0	$0	$0	$0	$6,638
Total Planning		$7,398	$0	$0	$0	$0	$0	$7,398
Preliminary Engineering	HIP community project - Congressionally directed (FFY 2023)	$0	$0	$962,000	$0	$0	$0	$962,000
Preliminary Engineering	Local Match	$0	$0	$224,502	$0	$0	$0	$224,502
Preliminary Engineering	STBG - Urban	$0	$0	$550,848	$0	$0	$0	$550,848
Preliminary Engineering	TA - Urban	$0	$0	$448,650	$0	$0	$0	$448,650
Total Preliminary Engineering		$0	$0	$2,186,000	$0	$0	$0	$2,186,000
Right of Way	Local Match	$0	$0	$0	$62,981	$0	$0	$62,981
Right of Way	STBG - Urban	$0	$0	$0	$323,028	$0	$0	$323,028
Right of Way	TA - Urban	$0	$0	$0	$227,244	$0	$0	$227,244
Total Right of Way		$0	$0	$0	$613,253	$0	$0	$613,253
Construction	Local Match	$0	$0	$0	$0	$291,847	$0	$291,847
Construction	Other	$0	$0	$0	$0	$450,740	$0	$450,740
Construction	STBG - Urban	$0	$0	$0	$0	$2,549,898	$0	$2,549,898
Total Construction		$0	$0	$0	$0	$3,292,485	$0	$3,292,485
Utilities	Local Match	$0	$0	$0	$0	$5,135	$0	$5,135
Utilities	STBG - Urban	$0	$0	$0	$0	$44,865	$0	$44,865
Total Utilities		$0	$0	$0	$0	$50,000	$0	$50,000
Total Prior Costs		**$7,398**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,398**
Total Programmed		**$7,398**	**$0**	**$2,186,000**	**$613,253**	**$3,342,485**	**$0**	**$6,149,136**

Previously Approved Amendment 71095 - Aloha Access Improvements: SW 174th Ave - SW 187th Ave

ODOT Key	RTP ID	RFFA ID	Lead Agency
22128	10608	50381	Washington County

Project Type	System Investment Type	Total Cost
Active Transportation	-	$6,151,738

Project Description

Design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Planning	Local Match	$1,027	$0	$0	$0	$0	$0	$1,027
Planning	TA - Urban	$8,973	$0	$0	$0	$0	$0	$8,973
Total Planning		$10,000	$0	$0	$0	$0	$0	$10,000
Preliminary Engineering	HIP community project - Congressionally directed (FFY 2023)	$0	$0	$962,000	$0	$0	$0	$962,000
Preliminary Engineering	Local Match	$0	$0	$224,502	$0	$0	$0	$224,502
Preliminary Engineering	STBG - Urban	$0	$0	$550,848	$0	$0	$0	$550,848
Preliminary Engineering	TA - Urban	$0	$0	$448,650	$0	$0	$0	$448,650
Total Preliminary Engineering		$0	$0	$2,186,000	$0	$0	$0	$2,186,000
Right of Way	Local Match	$0	$0	$0	$62,981	$0	$0	$62,981
Right of Way	STBG - Urban	$0	$0	$0	$323,028	$0	$0	$323,028
Right of Way	TA - Urban	$0	$0	$0	$227,244	$0	$0	$227,244
Total Right of Way		$0	$0	$0	$613,253	$0	$0	$613,253
Construction	Local Match	$0	$0	$0	$0	$291,847	$0	$291,847
Construction	Other	$0	$0	$0	$0	$450,740	$0	$450,740
Construction	STBG - Urban	$0	$0	$0	$0	$2,549,898	$0	$2,549,898
Total Construction		$0	$0	$0	$0	$3,292,485	$0	$3,292,485
Utilities	Local Match	$0	$0	$0	$0	$5,135	$0	$5,135
Utilities	STBG - Urban	$0	$0	$0	$0	$44,865	$0	$44,865
Total Utilities		$0	$0	$0	$0	$50,000	$0	$50,000
Total Prior Costs		**$10,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$10,000**
Total Programmed		**$10,000**	**$0**	**$2,186,000**	**$613,253**	**$3,342,485**	**$0**	**$6,151,738**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Project limits change - Major
PROJECT CHANGES	Plan Revision Name changed from "AM25-26-AUG2" to "FFY26-NO.6-MAY" FTA Conversion Code changed from "None" to "N/A" Flex Transfer to FTA changed from "None" to "No"
FUNDING CHANGES	**TA - Urban** - Decrease funds in FY 2023 in PL from $8,973 to $6,638 **Local Match** - Decrease funds in FY 2023 in PL from $1,027 to $760
FEDERAL PROJECT COST	Decreased from $5,115,506 to $5,113,171 (-0.05%)
TOTAL PROJECT COST	Decreased from $6,151,738 to $6,149,136 (-0.04%)

Exhibit B to Resolution 26-5594

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: May 5, 2026

To: JPACT, Metro Council, and Interested Parties

From: Gabriela Lopez, Senior Transportation Planner

Subject: Public Comment Period Summary
May FFY 2026 MTIP Formal Amendment (FFY26-NO.06-MAY)

The May FFY 2026 Metropolitan Transportation Improvement Program (MTIP) Formal Amendment proposes the following programming changes:

- Cancels the TriMet bus preventive maintenance (2024) project
- Amends the Aloha Access Improvements: SW 174th Ave - SW 187th Ave project

Public Comment Period Notice and Invitation to Participate
Between March 31, 2026 and April 30, 2026, Metro conducted a 30-day public comment period on the proposed MTIP formal amendment. The notice and invitation to participate was distributed via the Metro News notification service and posted on the Metro website: https://www.oregonmetro.gov/what-metro-does/transportation/metropolitan-transportation-improvement-program

Comments were accepted via email to summer.blackhorse@oregonmetro.gov.

During this comment period, Metro did not receive any comments.

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: May 5, 2026
To: JPACT and Interested Parties
From: Gabriela Lopez, Senior Transportation Planner
Subject: May FFY 2026 MTIP Formal Amendment & Resolution 26-5594 Approval Request – FFY26-NO.6-MAY

Amendment Purpose Statement

FOR THE PURPOSE OF AMENDING OR CANCELING TWO PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

Amendment Summary:

The May FFY 2026 Metropolitan Transportation Improvement Program (MTIP) Formal Amendment proposes the following programming changes:

- Cancels the TriMet bus preventive maintenance (2024) project
- Amends the Aloha Access Improvements: SW 174th Ave - SW 187th Ave project

Resolution No. 26-5594 authorizes the proposed MTIP Formal Amendment.

TPAC Recommends Approval:

Gabriela Lopez, Senior Transportation Planner, provided the Transportation Policy Alternatives Committee (TPAC) with an overview of the proposed project amendments at its April 3, 2026 meeting.

TPAC members voted unanimously to recommend approval to JPACT.

Requested Action:

Recommend approval of Resolution 26-5594 to Metro Council to amend or cancel two projects, as stated within Exhibit A, to the 2024-27 MTIP to meet federal project delivery requirements.

Cancel Existing MTIP/STIP Programmed Projects:

Project Number: 1	**Key Number: 23204**	**Status: Existing Project**
Project Name:	**TriMet bus preventive maintenance (2024)**	
Lead Agency:	TriMet	
Description:	Supports bus capital preventive maintenance to maintain and extend their operational and safety life for riders in federal fiscal year 2024.	
Funding Summary:	The project is currently programmed with $25,649 of Federal Transit Administration(FTA) 5337 program funds with a local match of $6,412.	
Added Notes:	The formal amendment cancels the projects as TriMet confirmed the funds had previously been obligated under K22182 TriMet Rail Preventive Maintenance (2024) project.	

Amend Existing MTIP/STIP Programmed Projects:

Project Number: 2	**Key Number: 22128**	**Status: Existing Project**
Project Name:	**Aloha Access Improvements: SW 174th Ave - SW 187th Ave**	
Lead Agency:	Washington County	
Description:	Design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety.	
Funding Summary:	The project is currently programmed with $3,468,639 of Surface Transportation Block Grant, STBG-Urban funds, $682,532 of Transportation Alternative, TA-Urban funds, $962,000 of Congressionally directed funds, and $1,035,965 of local funds.	
Added Notes:	The formal amendment is to update and correct the project locations. Actual location to be corrected is 1.5 miles to the east. Current mapped locations are at SE Cornelius Pass at SW Johnson, and SW 209th at SW Alexander. Actual locations are between OR 8 and SE Johnson, on: 187th, 185th, 182nd, 174th. Technical correction completed to planning (PL) phase to ensure consistency with final obligation amount per Financial Management Information System (FMIS).	

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Metro staff evaluate each project and its requested changes against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The evaluation process is designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in its updates, changes, and/or implementation.

Proposed Processing and Approval Actions:

Action	Target Date
• TPAC agenda mailing	March 27, 2026
• Initiate the required public notification/comment process	March 31, 2026
• TPAC action	April 3, 2026
• Completion of public notification/comment process	April 30, 2026
• **JPACT action**	**May 21, 2026**
• Metro Council action	May 21, 2026
• Final amendment package submission to ODOT & USDOT	Early June 2026
• USDOT clarification and final amendment approval	Early July 2026

Note: The above dates are anticipated and could change.

ANALYSIS/INFORMATION

1. **Known Opposition/Support/Community Feedback:** The agencies leading the projects included in this amendment acknowledge the proposed programming changes.

   Metro conducted a 30-day public comment period, which closed on April 30, 2026. During this comment period, Metro did not receive any comments. Detailed information can be found in the Public Comment Period summary report, Exhibit B.

2. **Legal Antecedents:**
   a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)

   b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.

   c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.

3. **Anticipated Effects:** Enables the projects to be amended or canceled in the MTIP, as well as the Statewide Transportation Improvement Program, or STIP, which is managed by the Oregon Department of Transportation. Follow-on fund obligation and expenditure actions can then occur to meet federal delivery requirements.

4. **Metro Budget Impacts:** The proposed amendments have no impact to the Metro budget.

Metro

600 NE Grand Ave.
Portland, OR 97232-2736
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Agenda #: 4.4

File #: COM 26-1106 **Agenda Date:**5/21/2026

Consideration of the April 16, 2026 JPACT Meeting Minutes

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600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

April 16, 2026

MEMBERS PRESENT	AFFILIATION
Councilor Christine Lewis (chair)	Metro Council
Commissioner Shannon Singleton	Multnomah County
Commissioner Nafisa Fai	Washington County
Commissioner Paul Savas	Clackamas County
Mayor Jef Dalin	Cities of Washington County
Mayor Joe Buck	Cities of Clackamas County
Rian Windsheimer	Oregon Department of Transportation
Ali Mirzakhalili	Oregon Department of Environmental Quality
Councilor Gerritt Rosenthal	Metro Council
Councilor Ashton Simpson	Metro Council
Devin Reck	Washington Department of Transportation
Mayor Anne McEnerny-Ogle	City of Vancouver

ALTERNATES PRESENT	AFFILIATION
Keith Kudrna	Cities of Multnomah County
JC Vannatta	TriMet
Dan Eisenbeis	Port of Portland

MEMBERS EXCUSED	AFFILIATION
Mayor Keith Wilson	City of Portland
Leann Caver	C-Tran

1. **CALL TO ORDER AND DECLARATION OF A QUORUM**

   JPACT Chair Christine Lewis called the meeting to order at 7:32 am.

2. **PUBLIC COMMUNICATION ON AGENDA ITEMS**

   There was no public comment.

3. **JPACT CHAIR UPDATES**

   JPACT members congratulated Christine Lewis on her new role as JPACT Chair.

   Chair Lewis introduced Anthony Cabadas to share the fatal traffic accidents that have occurred since the last meeting. Cabadas shared what regional partners are doing to create safer streets. Chair Lewis introduced Ally Holmqvist to present the Transit Minute.

   Chair Lewis shared that the Regional Transportation Routes ETR Phase 2 Final Report was included in the packet, noting that they will be asked to consider approval at the May meeting. She noted the Future 50 information is also included in the packet. Chair Lewis shared that Metro has recently received its fully executed grant agreement to deliver targeted Safe Routes to School interventions at one high school cluster through Safe Streets for All Demonstration grant that was originally awarded in Fall of 2024.

4. **CONSENT AGENDA**

4.1 Consideration of March 19, 2026, JPACT Minutes

MOTION: JC Vanatta moved to approve the consent agenda, seconded by Mayor Dalin
ACTION: With all in favor, the consent agenda passed.

5. **ACTION ITEMS**

5.1 Resolution No. 26-5563 For the Purpose of Adopting the Regional Transportation Demand Management Strategy as a Topical Plan of the Regional Transportation Plan and Accepting Recommendations for Updates to the 2028 Regional Transportation Plan and Climate Smart Strategy

Noel Mickelberry and Grace Stainback presented the action item to JPACT members. They walked through the regional Transportation Demand Management (TDM) strategy components and adoption materials and asked members if they had any questions.

JC Vanatta asked what they are seeing as obstacles in this work, and how they will help address it in policy. He noted that they have seen their own obstacles with the similar work they are doing at responded that affordability and personal safety came up many

times in their needs assessment. They also heard that employers are seeking more flexibility in administration of transit pass programing and options for workers who are working more hybrid schedules for or more unpredictable schedules.

Commissioner Singleton thanked the staff for working with Multnomah County on this project, expressing appreciation for their effort.

Councilor Rosenthal asked about travel behavior and what analyses they will be applying.

Presenters responded that the results of the Oregon Travel Study are the first statistically significant snapshot of travel behavior in our region, adding that this analysis is just wrapping up now.

Mayor Joe Buck asked how the targets are set, noting that there is no funding for these targets, nor is there a financial plan to meet them.

Presenters shared that the targets were defined by RTP for Vehicle Miles Traveled (VMT) and system completion, so they are being responsive to that.

Mayor Buck asked how targeted universalism will impact the equity focus and lens they are using.

Ted Leybold shared that the implementation of targeted universalism is in its infancy so they will learn more about its impact later down the line.

Commissioner Savas asked if there is an opportunity to tap into navigation systems in cars to tell people where to go during emergencies. He asked how the staff plans to communicate the access to transportation.

Presenters responded that they would follow up.

Rian Windsheimer stated that this work is important for their regional strategy. He requested to make sure the plan is focused, achievable, and they account for funding. He asked for staff to come back as they start baselining.

Ali Mirzakhalili asked if policy 3 extends the place and event base to high energy demand days when they issue air quality advisories for ozone concerns. He noted that it would be excellent if they reduced VMT during those days.

Presenters appreciated the suggestion, noting that they will consider this as they move forward.

Mayor Dalin noted rush hour and asked what their attainable goals are, as well as what their returns on investment will be.

Councilor Rosenthal commented that this is a step in the right direction and that there will be a lot of refinement that will happen as the project moves forward. He noted that there are future vision issues that they need to address.

MOTION: Mayor Jef Dalin moved to approve Resolution no. 26-5563, seconded by JC Vanatta.
ACTION: With all in favor, Resolution no. 26-5563 was approved.

5.2 Consideration of 2023 Regional Transportation Plan Amendments to Include LPAs for Three Transit Projects (Ordinance no. 26-1536, Ordinance no. 26-1537, and Ordinance no. 26-1538)

Ally Holmqvist briefly presented the three ordinances to the JPACT members.

Commissioner Paul Savas clarified that the LPA is not related to the Bus Access Transit (BAT) lane discussion. He noted that separating these as two separate things is important to know in advance.

Vote on Ordinance no. 26-1536 For the Purpose of Amending the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the 82nd Avenue Transit Project

MOTION: Commissioner Shannon Singleton moved to approve Ordinance no. 26-1536, seconded by Councilor Ashton Simpson
ACTION: With all in favor, the agenda item was approved.

Vote on Ordinance no. 26-1537 For the Purpose of Amending the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project

Mayor Dalin stated that the LPA is universally supported, sharing that this is the best framework of a good plan. He shared concerns about money, expressing a desire to continue to bite off the pieces they can.

MOTION: Councilor Rosenthal moved to approve Ordinance no. 26-1537, seconded by Mayor Jef Dalin.
ACTION: With all in favor, Ordinance no. 26-1537 was approved.

Vote on Ordinance no. 26-1538 For the Purpose of Amending the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the Montgomery Park Streetcar Extension

MOTION: JC Vanatta moved to approve Ordinance no. 26-1538 seconded by Councilor Simpson
ACTION: With all in favor, Ordinance no. 26-1538 was approved.

6. INFORMATION/DISCUSSION ITEMS

6.1 Unified Planning Work Program

John Mermin presented the work of the Unified Planning Work Program (UPWP). He defined the UPWP, discussed the contents of the document, addressed the recommendation from the Transportation Policy Alternatives Committee (TPAC), and shared next steps.

There was no JPACT member discussion.

6.2 Federal Reauthorization Update

Betsy Emery presented the updates on the federal reauthorization. She defined transportation reauthorization and discussed the key policy issues. Emery provided examples of marker bills, including the BASICS Act, BUILD Hubs Act, and Safe Streets and Roads for All Reauthorization and Improvement Act. She also mentioned the 2026 JPACT D.C. Trip.

JC Vanatta shared that quantifying the economic impacts of their transportation projects and investments will be important because jobs are so important. He emphasized the need to create jobs.

Commissioner Savas asked JC Vanatta to elaborate clarify what the capital construction projects are versus the operational projects. He asked which cuts proposed are operational. Commissioner Savas emphasized the importance of maintaining the projects they have.

JC Vanatta responded that the capital projects that are in process have been selected as a regional priority, and they have forecasted operational dollars for those. He noted that when they look at their federal formula funds that come from the Federal Government, they put that towards their operations. Vanatta added that they have been advocating for capital dollars which help defray purchases of buses, purchases of LRVs, and other capital expenses. He noted that they want to maintain some of those programs that are part of the reauthorization.

Councilor Rosenthal asked if there are implications for the prior commitments of the federal government to the interstate bridge and asked what the level of commitment is.

Betsy Emery responded that the provisions of reauthorization and the bills that have been introduced as marker bills do not have any connection to IBR specifically or obligations that the USDOT has made to projects across the country.

Commissioner Shannon Singleton noted that to keep bringing money back into the region, they need to keep the money once it is awarded. She urged JPACT members to support including language or criteria to support the regional economy, create jobs, fund projects that improve public safety, and are fiscally responsible. She shared Multnomah County's work to clarify definitions of emergency events and resiliency, noting that they have shared draft language and are with federal delegation and minority staff to move that forward.

Chair Lewis emphasized that the BASIS Act is an important bill that the National Association of MPOs has asked MPOs to consider endorsing. She shared that there will be a draft letter to their congressional delegation expressing support for the bill, and she will bring this draft to the May JPACT meeting. She asked for members to share input with her and staff.

6.3 Update on the Earthquake Ready Burnside Bridge Project

Taylor Steenblock and Emily Miletich presented an update on the project's milestones, progress, and plans for the future. They discussed the key upcoming activities, the range estimated cost, and the RFFA bond share status and plan.

Commissioner Singleton expressed appreciation for the work, noting that they have continued to center their values and use data to inform what the next steps are for the project. She added that they will be ready when the federal government is ready to invest again in this type of infrastructure.

7. COMMITTEE MEMBER UPDATES

JC Vanatta shared that they have put a lot of work into their trip planner and it now includes all the shuttles that are in the various areas of their district. He added that the shuttles in Tualatin, Forest Grove, and Clackamas County are part of their trip plan. He noted that they have included C-Tran for the first time. He encouraged people to test out this first phase. Vanatta added that diesel fuel prices are going up in the region.

Councilor Simpson congratulated Chair Lewis for being the new chair.

Chair Lewis welcomed Gerritt Rosenthal to JPACT.

Dan Eisenbeis welcomed Chair Lewis as the new chair. He added that the new exit lanes are open at PDX Airport.

Commissioner Paul Savas discussed the electrification of vehicles, noting that they talked about the RTP update and got an idea of the timeline at Clackamas Coordinating Committee. He shared concerns about the capacity of their roads if they are planning for more electric vehicles.

8. ADJOURN

Seeing no further discussion, Chair Lewis adjourned the meeting at 9:14 a.m.

Respectfully submitted,

Georgia Langer

Georgia Langer, Legislative Coordinator

Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 5.1

File #: COM 26-1091 **Agenda Date:**5/21/2026

IBR MTIP Amendment: Discussion

Gabriela Lopez, Senior Transportation Planner, Metro
Kelly Betteridge, Investment Areas & Major Projects Manager, Metro
Carley Francis, Interim Interstate Bridge Replacement Program Administrator

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JPACT Worksheet

Agenda Item Title: **IBR MTIP Amendment: Discussion**

Presenters: Gabriela Lopez, Senior Transportation Planner (Metro), Kelly Betteridge, Investment Areas & Major Projects Manager (Metro), Carley Francis, Interim Interstate Bridge Replacement Program Administrator

Contact for this worksheet/presentation: Gabriela Lopez, Senior Transportation Planner, gabriela.lopez@oregonmetro.gov

Purpose/Objective:
FOR THE PURPOSE OF AMENDING OR ADDING FOUR I-5 INTERSTATE BRIDGE REPLACEMENT PROGRAM PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

Action Requested:
No action is requested at the May 21, 2026 JPACT Meeting.

JPACT is scheduled to consider action on the proposed amendment at the June 18, 2026 meeting.

Outcome:
JPACT members listen to a staff presentation and have the opportunity to ask questions and discuss the proposed amendment.

What has changed since JPACT last considered this issue/item?
None. This is the first time the amendment will be presented to JPACT.

What packet material do you plan to include?

1. Draft Resolution 26-5599 with requested changes to four projects.
2. Exhibit A to Resolution 26-5599 (MTIP Project Detail Report) showing the specific changes to the projects.
3. Exhibit B to Resolution 26-5599 (Public Comment Period Summary - (*draft placeholder: to be finalized upon completion of 30-day public comment period*))
4. A staff report in support of the formal amendment's action to amend or add the four projects. The staff report provides a summary of the project changes, review processes, and required approval steps.
5. Staff memo on IBR Program Major Project Assessment (Draft 04/24/2026)
6. Modified Locally Preferred Alternative (July 2022)
7. Project information and maps:
    a. Projects in the STIP/MTIP Amendment (table)
    b. Core Set of Projects: Columbia River Bridge with Light Rail Service to Waterfront Station in Vancouver (Total cost: $7.65B (March 17 cost))

c. Step 1: Columbia River Bridge with Width for Future Light Rail Service (Total cost: $5.9B (March 17 cost))
d. Funded Phase: Columbia River Bridge with Width for Future Light Rail Service (Total cost: $5.68B)
e. STIP/MTIP Amendment: Columbia River Bridge with Width for Future Light Rail Service (Total cost: $5.29B)
f. Pre-Completion Tolling Signage and Toll Infrastructure Map

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING OR ADDING FOUR I-5 INTERSTATE BRIDGE REPLACEMENT PROGRAM PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS	))))))	RESOLUTION NO. 26-5599 Introduced by: Chief Operating Officer Marissa Madrigal with concurrence of Acting Council President Duncan Hwang

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, Interstate 5 provides a critical connection between Oregon and Washington that supports local jobs and families, and is a vital trade route for regional, national and international economies; and

WHEREAS, bridge users are impacted by heavy congestion, safety issues, limited public transit options, and inadequate active transportation facilities; and

WHEREAS, the Washington State Department of Transportation (WSDOT) and the Oregon Department of Transportation (ODOT) are working together to design, replace, and construct a new I-5 Interstate Bridge across the Columbia River; and

WHEREAS, the I-5 Interstate Bridge Replacement (IBR) Program will also include system upgrades that include reconstructed interchanges, new auxiliary lanes, active transportation upgrades, and an extension of the TriMet MAX light rail system line to Vancouver; and

WHEREAS, benefits from the new I-5 bridge are anticipated to provide earthquake resilience to the I-5 corridor, improve, safety, congestion, and reliability, improve freight movement and connections, expand transit options and alternatives to single-occupancy vehicles, plus support tens of thousands of jobs in the region; and

WHEREAS, the IBR Program's Supplemental Environmental Impact Statement has been signed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and the federal environmental process is expected to conclude this summer with the issuance of an amended Record of Decision (ROD) which will allow the program to proceed in construction and retain federal Bridge Investment Program (BIP) grant and Mega grant funding; and

WHEREAS, the IBR Program's 2026 Financial Plan estimates the total project cost between $13.5 billion to $15.2 billion dollars; and

WHEREAS, major infrastructure projects are often constructed in phases over time to align with available funding and workforce, and to minimize disruption to local communities; and

WHEREAS, in March 2026, the governors of Oregon and Washington reaffirmed their commitment to building the full IBR Program of investments over time and WSDOT and ODOT announced a core set of projects to advance while working toward building the full five-mile program; and

WHEREAS, the first step toward building the core set of projects is to complete the replacement Columbia River Bridge with space to accommodate light rail transit, construct bridge approaches to connect to I-5 in Oregon and Washington, construct modified SR 14 connections, construct tolling infrastructure, and advance design to complete 60% design for light rail transit elements; and

WHEREAS, having secured the necessary funding to begin construction, the IBR Program is requesting to program additional funds and scope in the MTIP and the Statewide Transportation Improvement Program (STIP); and

WHEREAS, the amendment programming will increase total funding from $2,057,861,000 to $ $5,291,541,000; and

WHEREAS, the I-5 IBR Program expects to implement bridge tolling in 2028 to help generate required bridge revenues to cover part of the replacement bridge's costs and future maintenance funding needs; and

WHEREAS, the formal amendment amends the **I-5: Columbia River (Interstate) Bridge** project to increase the Preliminary Engineering phase by $300,493,000, increase the Utility Relocation phase by $16,623,000, and decrease the Right-of-Way phase by $88,295,000; and

DRAFT

WHEREAS, the formal amendment amends the **I-5: Columbia River Bridge Replacement** project to increase the Preliminary Engineering phase by $211,520,000, increase the Construction phase by $2,715,294,00, and change the project description; and

WHEREAS, the formal amendment amends the **I-5 OR & WA Pre-completion Tolling Signage** project to increase the Construction phase by $1,510,000, increase Other phase by $25,834,000, and change the project name and description; and

WHEREAS, the formal amendment adds the **I-5: Columbia River Bridge Replacement Transit Design** with a Preliminary Engineering phase funded with $50,701,000 of Mega grant funds awarded to WSDOT; and

WHEREAS; Oregon Transportation Commission (OTC) approval is required to program the funding in the STIP and is anticipated to occur on May 7, 2026; and

WHEREAS, the programming updates to the four projects are stated in Exhibit A to this resolution; and

WHEREAS, on May 27, 2026, Metro completed a 30-day public comment period, as summarized in Exhibit B to this resolution; and

WHEREAS, on June 5, 2026, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on June 18, 2026, JPACT approved and recommended that the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend or add the four projects, as stated within Exhibit A, to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this ___ day of _____ 2026.

_____
Duncan Hwang, Acting Council President

Approved as to Form:

_____
Carrie MacLaren, Metro Attorney

DRAFT

Proposed Amendment: MTIP ID 71083 - I-5: Columbia River (Interstate) Bridge

ODOT Key	RTP ID	RFFA ID	Lead Agency
21570	10866	-	Oregon DOT

Project Type	System Investment Type	Total Cost
Highway	Capital Project	$783,450,000

Project Description

Planning and design, right of way, and utility relocation activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Planning	State Match	$1,641,917	$0	$0	$0	$0	$0	$1,641,917
Planning	STBG - State	$6,567,667	$0	$0	$0	$0	$0	$6,567,667
Total Planning		$8,209,584	$0	$0	$0	$0	$0	$8,209,584
Preliminary Engineering	Advance Construction	$128,759,197	$0	$0	$0	$0	$0	$128,759,197
Preliminary Engineering	Bridge Program	$1,000,000	$0	$0	$0	$0	$0	$1,000,000
Preliminary Engineering	HB5005	$172,141,000	$0	$0	$0	$0	$0	$172,141,000
Preliminary Engineering	HIP - Bridge Improvement Program 2022	$950,000	$0	$0	$0	$0	$0	$950,000
Preliminary Engineering	Local Match	$6,436,462	$0	$0	$0	$0	$0	$6,436,462
Preliminary Engineering	NHFP	$18,800,000	$0	$0	$0	$0	$0	$18,800,000
Preliminary Engineering	NHPP	$20,000,000	$0	$0	$0	$0	$0	$20,000,000
Preliminary Engineering	Other	$249,401,000	$0	$0	$0	$0	$0	$249,401,000
Preliminary Engineering	State Match	$7,725,757	$0	$0	$0	$0	$0	$7,725,757
Total Preliminary Engineering		$605,213,416	$0	$0	$0	$0	$0	$605,213,416
Right of Way	Advance Construction	$0	$0	$0	$73,051,000	$0	$0	$73,051,000
Right of Way	HB5005	$0	$0	$0	$31,385,000	$0	$0	$31,385,000
Right of Way	Other	$0	$0	$0	$38,968,000	$0	$0	$38,968,000
Total Right of Way		$0	$0	$0	$143,404,000	$0	$0	$143,404,000
Utilities	HB5005	$0	$0	$0	$8,411,000	$0	$0	$8,411,000
Utilities	Other	$0	$0	$0	$18,212,000	$0	$0	$18,212,000
Total Utilities		$0	$0	$0	$26,623,000	$0	$0	$26,623,000
Total Prior Costs		**$613,423,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$613,423,000**
Total Programmed		**$613,423,000**	**$0**	**$0**	**$170,027,000**	**$0**	**$0**	**$783,450,000**

Previously Approved Amendment: MTIP ID 71083 - I-5: Columbia River (Interstate) Bridge

ODOT Key	RTP ID	RFFA ID	Lead Agency
21570	10866	-	Oregon DOT

Project Type	System Investment Type	Total Cost
Highway	Capital Project	$554,629,000

Project Description

Planning and design, right of way, and utility relocation activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Planning	State Match	$1,641,917	$0	$0	$0	$0	$0	$1,641,917
Planning	STBG - State	$6,567,667	$0	$0	$0	$0	$0	$6,567,667
Total Planning		$8,209,584	$0	$0	$0	$0	$0	$8,209,584
Preliminary Engineering	Advance Construction	$50,964,333	$0	$0	$0	$0	$0	$50,964,333
Preliminary Engineering	Bridge Program	$1,000,000	$0	$0	$0	$0	$0	$1,000,000
Preliminary Engineering	HIP - Bridge Improvement Program 2022	$950,000	$0	$0	$0	$0	$0	$950,000
Preliminary Engineering	Local Match	$6,436,462	$0	$0	$0	$0	$0	$6,436,462
Preliminary Engineering	NHFP	$18,800,000	$0	$0	$0	$0	$0	$18,800,000
Preliminary Engineering	NHPP	$20,000,000	$0	$0	$0	$0	$0	$20,000,000
Preliminary Engineering	Other	$75,179,038	$0	$0	$0	$0	$0	$75,179,038
Preliminary Engineering	State	$110,949,500	$0	$0	$0	$0	$0	$110,949,500
Preliminary Engineering	State Match	$20,441,083	$0	$0	$0	$0	$0	$20,441,083
Total Preliminary Engineering		$304,720,416	$0	$0	$0	$0	$0	$304,720,416
Right of Way	Advance Construction	$0	$0	$0	$72,036,000	$0	$0	$72,036,000
Right of Way	Other	$0	$0	$0	$104,048,000	$0	$0	$104,048,000
Right of Way	State	$0	$0	$0	$37,606,000	$0	$0	$37,606,000
Right of Way	State Match	$0	$0	$0	$18,009,000	$0	$0	$18,009,000
Total Right of Way		$0	$0	$0	$231,699,000	$0	$0	$231,699,000
Utilities	Other	$0	$0	$0	$6,000,000	$0	$0	$6,000,000
Utilities	State	$0	$0	$0	$4,000,000	$0	$0	$4,000,000
Total Utilities		$0	$0	$0	$10,000,000	$0	$0	$10,000,000
Total Prior Costs		**$312,930,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$312,930,000**
Total Programmed		**$312,930,000**	**$0**	**$0**	**$241,699,000**	**$0**	**$0**	**$554,629,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost and Funding Increase - Major
PROJECT CHANGES	Plan Revision Name changed from "JU25-11-JUN" to "FFY26-NO.7-JUN" FTA Conversion Code changed from "None" to "N/A" Flex Transfer to FTA changed from "None" to "No" Federal Functional Class changed from "None" to "Interstates" ODOT Work Class changed from "None" to "Structures"
FUNDING CHANGES	**State Match** - Decrease funds in FY 2022 in PE from $12,741,083 to $25,757 - Decrease funds in FY 2026 in RW from $18,009,000 to $0 **Advance Construction** + Increase funds in FY 2022 in PE from $50,964,333 to $128,759,197 + Increase funds in FY 2026 in RW from $72,036,000 to $73,051,000 **State** - Decrease funds in FY 2022 in PE from $110,949,500 to $0 - Decrease funds in FY 2026 in RW from $37,606,000 to $0 - Decrease funds in FY 2026 in UR from $4,000,000 to $0 **Other** + Increase funds in FY 2022 in PE from $75,179,038 to $249,401,000 - Decrease funds in FY 2026 in RW from $104,048,000 to $38,968,000 + Increase funds in FY 2026 in UR from $6,000,000 to $18,212,000 **HB5005** + Increase funds in FY 2022 in PE from $0 to $172,141,000 + Increase funds in FY 2026 in RW from $0 to $31,385,000 + Increase funds in FY 2026 in UR from $0 to $8,411,000
FEDERAL PROJECT COST	Increased from $170,318,000 to $249,127,864 (46.27%)
TOTAL PROJECT COST	Increased from $554,629,000 to $783,450,000 (41.26%)

Proposed Amendment: MTIP ID 71615 - I-5: Columbia River Bridge Replacement

ODOT Key	RTP ID	RFFA ID	Lead Agency
23877	10866	-	Oregon DOT

Project Type	System Investment Type	Total Cost
Highway	Capital Project	$4,405,456,000

Project Description

Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, adjacent to the existing structure. Work will support construction of new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under project key 21570.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Preliminary Engineering	Advance Construction	$0	$0	$0	$299,722,858	$0	$0	$299,722,858
Preliminary Engineering	HB5005	$0	$0	$0	$25,525,000	$0	$0	$25,525,000
Preliminary Engineering	Other	$0	$0	$0	$70,608,000	$0	$0	$70,608,000
Preliminary Engineering	State Match	$0	$0	$0	$37,461,142	$0	$0	$37,461,142
Total Preliminary Engineering		$0	$0	$0	$433,317,000	$0	$0	$433,317,000
Construction	Advance Construction	$0	$0	$0	$952,884,000	$0	$0	$952,884,000
Construction	HB3055	$0	$0	$0	$625,904,000	$0	$0	$625,904,000
Construction	Other	$0	$0	$0	$1,069,490,000	$0	$0	$1,069,490,000
Construction	State Match	$0	$0	$0	$1,323,861,000	$0	$0	$1,323,861,000
Total Construction		$0	$0	$0	$3,972,139,000	$0	$0	$3,972,139,000
Total Programmed		**$0**	**$0**	**$0**	**$4,405,456,000**	**$0**	**$0**	**$4,405,456,000**

Previously Approved Amendment: MTIP ID 71615 - I-5: Columbia River Bridge Replacement

ODOT Key	RTP ID	RFFA ID	Lead Agency
23877	10866	-	Oregon DOT

Project Type	System Investment Type	Total Cost
Highway	Capital Project	$1,478,642,000

Project Description

Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, downstream of the existing structure. Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under K21570.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Preliminary Engineering	Advance Construction	$0	$0	$0	$177,437,000	$0	$0	$177,437,000
Preliminary Engineering	Other	$0	$0	$0	$22,180,000	$0	$0	$22,180,000
Preliminary Engineering	State	$0	$0	$0	$750	$0	$0	$750
Preliminary Engineering	State Match	$0	$0	$22,179,250	$0	$0	$0	$22,179,250
Total Preliminary Engineering		$0	$0	$22,179,250	$199,617,750	$0	$0	$221,797,000
Construction	Advance Construction	$0	$0	$0	$1,005,474,000	$0	$0	$1,005,474,000
Construction	Other	$0	$0	$0	$31,725,970	$0	$0	$31,725,970
Construction	State	$0	$0	$0	$2,500	$0	$0	$2,500
Construction	State Match	$0	$0	$0	$219,642,530	$0	$0	$219,642,530
Total Construction		$0	$0	$0	$1,256,845,000	$0	$0	$1,256,845,000
Total Programmed		**$0**	**$0**	**$22,179,250**	**$1,456,462,750**	**$0**	**$0**	**$1,478,642,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost and Funding Increase - Major - Project limits change - Major - Scope Change - Major
PROJECT CHANGES	Previous Project description: • "Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, downstream of the existing structure. Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under K21570." Proposed Project description: • "Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, adjacent to the existing structure. Work will support construction of new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under project key 21570." Plan Revision Name changed from "JU25-11-JUN" to "FFY26-NO.7-JUN"
FUNDING CHANGES	**Advance Construction** + Increase funds in FY 2026 in PE from $177,437,000 to $299,722,858 - Decrease funds in FY 2026 in CN from $1,005,474,000 to $952,884,000 **State Match** + Increase funds in FY 2026 in PE from $22,179,250 to $37,461,142 + Increase funds in FY 2026 in CN from $219,642,530 to $1,323,861,000 **State** - Decrease funds in FY 2026 in PE from $750 to $0 - Decrease funds in FY 2026 in CN from $2,500 to $0 **Other** + Increase funds in FY 2026 in PE from $22,180,000 to $70,608,000 + Increase funds in FY 2026 in CN from $31,725,970 to $1,069,490,000 **HB5005** + Increase funds in FY 2026 in PE from $0 to $25,525,000 **HB3055** + Increase funds in FY 2026 in CN from $0 to $625,904,000
FEDERAL PROJECT COST	Increased from $1,182,911,000 to $1,252,606,858 (5.89%)
TOTAL PROJECT COST	Increased from $1,478,642,000 to $4,405,456,000 (197.94%)

Proposed Amendment: MTIP ID 71613 - I-5: Oregon & Washington Pre-completion Tolling

ODOT Key	RTP ID	RFFA ID	Lead Agency
23876	10866	-	Oregon DOT

Project Type	System Investment Type	Total Cost
Highway	Capital Project	$51,934,000

Project Description

Install signage, toll gantries, electrical systems, and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Complete education, marketing, system integration, and customer service activities to support tolling launch. Design is completed in project key 21570.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	HB5005	$0	$0	$0	$11,800,000	$0	$0	$11,800,000
Construction	Other	$0	$0	$0	$11,800,000	$0	$0	$11,800,000
Total Construction		$0	$0	$0	$23,600,000	$0	$0	$23,600,000
Other	HB5005	$0	$0	$0	$14,158,000	$0	$0	$14,158,000
Other	Other	$0	$0	$0	$14,176,000	$0	$0	$14,176,000
Total Other		$0	$0	$0	$28,334,000	$0	$0	$28,334,000
Total Programmed		**$0**	**$0**	**$0**	**$51,934,000**	**$0**	**$0**	**$51,934,000**

Previously Approved Amendment: MTIP ID 71613 - I-5: Oregon & Washington Pre-completion Tolling

ODOT Key	RTP ID	RFFA ID	Lead Agency
23876	10866	-	Oregon DOT

Project Type	System Investment Type	Total Cost
Highway	Capital Project	$24,590,000

Project Description

Install signage, toll gantries, electrical systems and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered under K21570.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	Other	$0	$0	$0	$9,795,000	$0	$0	$9,795,000
Construction	State	$0	$0	$0	$12,295,000	$0	$0	$12,295,000
Total Construction		$0	$0	$0	$22,090,000	$0	$0	$22,090,000
Other	Other	$0	$0	$0	$2,500,000	$0	$0	$2,500,000
Total Other		$0	$0	$0	$2,500,000	$0	$0	$2,500,000
Total Programmed		**$0**	**$0**	**$0**	**$24,590,000**	**$0**	**$0**	**$24,590,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Project limits change - Major - Cost and Funding Increase - Major - Project Name Change (AM) - Scope Change - Major
PROJECT CHANGES	Title changed from "I-5 OR & WA Pre-completion Tolling Signage" to "I-5: Oregon & Washington Pre-completion Tolling" Previous Project Description: • "Install signage, toll gantries, electrical systems and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered under K21570." Proposed Project Description: • "Install signage, toll gantries, electrical systems, and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Complete education, marketing, system integration, and customer service activities to support tolling launch. Design is completed in project key 21570." Plan Revision Name changed from "JU25-11-JUN" to "FFY26-NO.7-JUN"
FUNDING CHANGES	**State** - Decrease funds in FY 2026 in CN from $12,295,000 to $0 **Other** + Increase funds in FY 2026 in CN from $9,795,000 to $11,800,000 + Increase funds in FY 2026 in OT from $2,500,000 to $14,176,000 **HB5005** + Increase funds in FY 2026 in CN from $0 to $11,800,000 + Increase funds in FY 2026 in OT from $0 to $14,158,000
FEDERAL PROJECT COST	Stays the same $0
TOTAL PROJECT COST	Increased from $24,590,000 to $51,934,000 (111.20%)

Proposed New Project: MTIP ID 71646 - I-5: Columbia River Bridge Replacement Transit

ODOT Key	RTP ID	RFFA ID	Lead Agency
24473	10866	-	Washington DOT

Project Type	System Investment Type	Total Cost
Transit	Capital Project	$50,701,000

Project Description

Advance post-NEPA transit design to complete 60% design for light rail transit (LRT) elements north and south of the Columbia River Bridge Replacement, as well as track, systems, and stations design throughout the LRT extension. Early project design pre-NEPA completion is covered under project key 21570.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Preliminary Engineering	Other	$0	$0	$0	$50,701,000	$0	$0	$50,701,000
Total Preliminary Engineering		$0	$0	$0	$50,701,000	$0	$0	$50,701,000
Total Programmed		**$0**	**$0**	**$0**	**$50,701,000**	**$0**	**$0**	**$50,701,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	$0
TOTAL PROJECT COST	$50,701,000

Exhibit B to Resolution 26-5599

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: May 8, 2026

To: JPACT, Metro Council, and Interested Parties

From: Gabriela Lopez, Senior Transportation Planner

Subject: Public Comment Period Summary
June FFY 2026 MTIP IBR Program Formal Amendment (FFY26-NO.07-JUN)

The June FFY 2026 Metropolitan Transportation Improvement Program (MTIP) Formal Amendment proposes the following programming changes:

- Amends the I-5: Columbia River (Interstate) Bridge project
- Amends the I-5: Columbia River Bridge Replacement project
- Amends the I-5 OR & WA Pre-completion Tolling Signage project
- Adds the I-5: Columbia River Bridge Replacement Transit project

Public Comment Period Notice and Invitation to Participate
Between April 27, 2026 and May 27, 2026, Metro conducted a 30-day public comment period on the proposed MTIP formal amendment. The notice and invitation to participate was distributed via the Metro News notification service and posted on the Metro website: https://www.oregonmetro.gov/what-metro-does/transportation/metropolitan-transportation-improvement-program

Comments were accepted via email to summer.blackhorse@oregonmetro.gov.

Draft Placeholder:
Public Comment Period Summary
to be provided upon completion

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: May 7, 2026
To: JPACT and Interested Parties
From: Gabriela Lopez, Senior Transportation Planner
Subject: IBR MTIP Amendment: Discussion

Amendment Purpose Statement

FOR THE PURPOSE OF AMENDING OR ADDING FOUR I-5 INTERSTATE BRIDGE REPLACEMENT PROGRAM PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

Amendment Summary:

The June FFY 2026 Metropolitan Transportation Improvement Program (MTIP) Formal Amendment proposes the following programming changes to the Interstate Bridge Replacement Program (IBR Program):

- Amends the I-5: Columbia River (Interstate) Bridge project
- Amends the I-5: Columbia River Bridge Replacement project
- Amends the I-5 OR & WA Pre-completion Tolling Signage project
- Adds the I-5: Columbia River Bridge Replacement Transit Design project

Resolution No. 26-5599 authorizes the proposed MTIP Formal Amendment.

Requested Action:

No action is requested at the May 21, 2026 JPACT Meeting. JPACT members listen to a staff presentation and have the opportunity to ask questions and discuss the proposed amendment.

JPACT is scheduled to consider action on the proposed amendment at the June 18, 2026 meeting.

TPAC Review of Proposed Amendment:

Gabriela Lopez, Senior Transportation Planner and Carley Francis, Interim IBR Program Administrator, provided the Transportation Policy Alternatives Committee (TPAC) a presentation with an overview of the proposed project amendments for core set of projects, available program funding, and program schedule at its May 1, 2026, meeting.

Discussion and comments from TPAC members included:

1) Workforce development opportunities for Oregon businesses under the Washington State Department of Transportation (WSDOT) contract
2) Updates on implementing pre-completion tolling and a low-income tolling program

3) Concerns about the effects of diversion and traffic safety on nearby high injury corridors and Hayden Island due to construction activities and tolling
4) How changes to previous plans to implement tolling on the Abernethy Bridge affect assumptions about traffic impacts
5) Light rail component of the IBR program and funding for construction and operations
6) How results from the Major Project Assessment demonstrate the influence of the IBR program on the 2024-2027 MTIP package of investments at the regional scale

Amend Existing MTIP/STIP Programmed Projects:

Project Number: 1	**Key Number: 21570**	**Status: Existing Project**
Project Name:	**I-5: Columbia River (Interstate) Bridge**	
Lead Agency:	ODOT	
Description:	Planning and design, right of way, and utility relocation activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.	
Funding Summary:	The project is currently programmed with a total funding of $554,629,000. Project funding includes Advance Construction funds, Bridge Program funds, Highway Improvement (HIP) Bridge program funds, National Highway Freight Performance (NHFP) funds, National Highway Performance Program (NHPP) funds, Surface Transportation Block Grant (STBG) State funds, ODOT funds, and WSDOT funds.	
Added Notes:	The formal amendment includes the following programming changes: • Increase the Preliminary Engineering (PE) phase by $300,493,000 • Increase the Utility Relocation (UR) phase by $16,623,000 • Decrease Right-of-Way (ROW) phase by $88,295,000 Total project increases from $554,629,000 to $783,450,000 using Oregon federal grant funds, Oregon General Obligation (GO) Bonds, and Washington state and federal grant funds. All additional funds programmed are anticipated to be obligated in Federal Fiscal Year (FFY) 2026. The proposed amendment includes no changes in project description.	

Project Number: 2	**Key Number: 23877**	**Status: Existing Project**
Project Name:	**I-5: Columbia River Bridge Replacement**	
Lead Agency:	ODOT	
Description:	Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, downstream of the existing structure. Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under K21570.	
Funding Summary:	The project is currently programmed with a total funding of $1,478,642,000. Project funding includes Advance Construction funds, ODOT funds, and WSDOT funds.	
Added Notes:	The formal amendment includes the following programming changes: • Minor edits to the project description. • Update Mileposts for project location to match K21570. Final MPs for I-5 MP 306.70 to 308.38 (Northbound and Southbound) • Increase Preliminary Engineering phase by $211,520,000 • Increase Construction phase by $2,715,294,000. Total project increases from $1,478,642,000 to $4,405,456,000 using Oregon federal grant funds, Oregon GO Bonds, Tolling, and Washington state and federal grant funds. All additional funds programmed are anticipated to be obligated in FFY 2026.	

Project Number: 3	**Key Number: 23876**	**Status: Existing Project**
Project Name:	**I-5 OR & WA Pre-completion Tolling Signage**	
Lead Agency:	ODOT	
Description:	Install signage, toll gantries, electrical systems and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered under K21570.	
Funding Summary:	The project is currently programmed with a total funding of $24,590,000. Project funding includes ODOT and WSDOT state funds.	
Added Notes:	The formal amendment includes the following programming changes: • Change project name • Change project description to include to include education, marketing, system integration, and customer service activities to support tolling launch • Update Mileposts for project location	

	• Increase Construction phase by $1,510,000 • Increase Other phase by $25,834,000 Total project increase from $24,590,000 to $51,934,000 using Oregon GO bonds and Washington state funds. All additional funds programmed are anticipated to be obligated in FFY 2026.

Adding New MTIP/STIP Projects:

Project Number: 4	**Key Number: 24473**	**Status: New Project**
Project Name:	**I-5: Columbia River Bridge Replacement Transit**	
Lead Agency:	ODOT	
Description:	Advance post-NEPA transit design to complete 60% design for light rail transit (LRT) elements north and south of the Columbia River Bridge Replacement, as well as track, systems, and stations design throughout the LRT extension. Early project design pre-NEPA completion is covered under project key 21570.	
Funding Summary:	The new project is proposed to be programmed with $50,701,000 of Washington Mega grant funds in FFY 2026.	
Added Notes:	The formal amendment adds the project to the MTIP and STIP. If approved, proposed project is anticipated to obligate all funds in FFY 2026.	

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Metro staff evaluate each project and its requested changes against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The evaluation process is designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in its updates, changes, and/or implementation.

Proposed Processing and Approval Actions:

Action — Target Date

- TPAC agenda mailing…… April 24, 2026
- Initiate the required public notification/comment process…….. April 27, 2026
- TPAC amendment overview – no action…….. May 1, 2026
- **JPACT amendment overview – no action…….. May 21, 2026**
- Metro Council amendment overview – no action …….. May 26, 2026
- Completion of public notification/comment process…….. May 27, 2026
- TPAC action …….. June 5, 2026
- JPACT action ……..…….. June 18, 2026
- Metro Council action…….. June 25, 2026
- Final amendment package submission to ODOT & USDOT…….. Late June 2026
- USDOT clarification and final amendment approval…….. Early August 2026

Note: The above dates are anticipated and could change.

ANALYSIS/INFORMATION

1. **Known Opposition/Support/Community Feedback:** The Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT) have jointly agreed to develop and implement the IBR Program and the agencies support the proposed programming changes in this amendment.

   A number of groups and individuals have expressed opinions about elements of the IBR Program through past comments. This includes the Bridgeton Neighborhood Association, Vote Before Tolls, Neighbors for a Better Crossing, and the Just Crossing Alliance. Tolling, project costs, bridge type, number of travel lanes, active transportation design and access, visual design of the bridge, and project impacts are topics that have appeared in the comments.

   Metro staff will present the results of the 30-day public comment period to JPACT and Metro Council prior to considering action in June 2026.

2. **Legal Antecedents:**
   a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)

   b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.

   c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.

3. **Anticipated Effects:** Enables the projects to be amended or canceled in the MTIP, as well as the Statewide Transportation Improvement Program, or STIP, which is managed by the Oregon Department of Transportation. Follow-on fund obligation and expenditure actions can then occur to meet federal delivery requirements.

4. **Metro Budget Impacts:** The proposed amendments have no impact to the Metro budget.

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, May 8, 2026

To: Joint Policy Advisory Committee on Transportation (JPACT), Metro Council and Interested Parties

From: Blake Perez, Associate Transportation Planner
Jean Senechal Biggs, Resource Development Manager

Subject: 2024-27 MTIP Formal Amendment Request: Interstate Bridge Replacement Program Major Project Assessment

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Purpose: The purpose of this Major Project Assessment is to document how the proposed amendments to the 2024-27 Metropolitan Transportation Improvement Program (MTIP) for the Interstate Bridge Replacement Program (IBR Program) perform in accordance with local, regional, and state transportation policies, as well as how the project addresses the five goal areas of the 2023 Regional Transportation Plan (RTP).

Overview
The MTIP is a federally required document that helps track and manage regionally significant transportation investments. The MTIP is a list of transportation projects and programs that are scheduled to receive federal transportation money for the four-year reporting period. An active MTIP may be amended if additional funding becomes available or to reflect changes in a project's scope, schedule or budget. The Metro Council adopted the 2024-27 MTIP in July 2023.

Major Project Assessments (MPAs) are conducted when a proposed MTIP amendment has at least one of the following:

- the project is capacity enhancing,
- the project is regionally significant, and/or
- the amendment is over $100 million.

The proposed amendment for the IBR program is a regionally significant project and exceeds the $100 million threshold, prompting the need for this assessment.

This assessment uses results from analysis that Metro completed in 2025. In July 2025, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved a formal amendment to the 2024-2027 MTIP to amend an existing project and add two new projects for the IBR Program. As part of that 2025 amendment process, Metro completed an MPA of the completed IBR program, also called the "full build." The analysis for this Major Project Assessment remains the same since the IBR Program is not proposing changes to the full build project

This Major Project Assessment models, reviews, and evaluates a complete build of the IBR Program against local, regional, and state transportation policies, and the five goals of the adopted 2023 Regional Transportation Plan (RTP). This evaluation shows how adding the IBR program funds to the 24-27 MTIP influences the full package of investments in the 24-27 MTIP (Note: Metro included a complete build of the IBR Program in the 2045 fiscally constrained model for the 2023 RTP.)

The Oregon Department of Transportation (ODOT) and IBR Program staff provided project information, such as, but not limited to, project plans, finance, cost estimates, and programming, that supported this assessment. This assessment is provided to inform the amendment decision process regarding consistency with investment priority policies.

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IBR Program Proposed Projects and Phases
The proposed formal amendment for the IBR Program amends the three existing projects in the 2024-27 MTIP and adds one new project for transit design. Goals and objectives, along with major work elements and milestones, for each project and phase are described below. See attached maps for additional detail.

I-5: Columbia River (Interstate) Bridge (ODOT Key Number 21570)

Right of Way Phase

- *Goals & Objectives:*
  Acquire property needed for construction, maintenance, and operation of the project.

- *Major Work Elements & Milestones:*
  To transition from NEPA work into ROW acquisition and the construction stage, the IBR Program has completed the Final SEIS and is working toward receiving a ROD.. While the Program intended to transition into ROW acquisition in late 2025/early 2026 after the last STIP approval process, the time required to reach a Record of Decision and move into the construction phase has taken longer than anticipated. Review of the Final SEIS with our federal lead agencies has included additional rounds of feedback and refinement being added to ensure sufficient technical analysis.

Utility Relocation Phase

- *Goals & Objectives:*
  Enable the Program to provide payments to eligible utilities that need to relocate lines because of construction of the IBR Program.

- *Major Work Elements & Milestones:*
  The Program shared preliminary designs with utility companies in early 2026. Reimbursable utility design efforts will likely commence in 2027.

I-5: Columbia River Bridge Replacement (ODOT Key Number 23877)

Preliminary Engineering Phase

- *Goals & Objectives:*
  Complete final design for the bridge replacement and connections to Oregon and Washington.

- *Major Work Elements & Milestones*
  This work is contingent upon completing the federal NEPA process and receiving an Amended ROD. Later this year, the Washington State Department of Transportation will issue a Request for Proposals (RFP) for a Progressive Design Build Contract to complete design and construction of the bridge replacement.

  The requested MTIP amendment would enable the Program to advance transit work to continue progress needed to meet FTA CIG requirements.

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Construction Phase

- *Goals & Objectives*
  Construct the replacement I-5 bridge adjacent to the existing bridge shore to shore over the Columbia River. Work will support construction of new bridges to accommodate highway, transit, and active transportation modes, including connecting the new bridge to the existing I-5 facilities in Oregon and Washington.

- *Major Work Elements & Milestones*
  Construction of new bridges to accommodate highway, active transportation and transit modes. This work also includes construction of shoulders on I-5 to accommodate Bus on Shoulder and improve safety.

  North of the bridge, work includes rebuilding the I-5/SR-14 interchange and nearby roads to shift traffic and create space for construction of the new bridge approaches.

  Work on Hayden Island includes reconfiguring local roads and ramps to connect the new bridge to the island and improve access for people driving, walking, and biking.

  This work is contingent upon completing the federal NEPA process and receiving an Amended ROD.

I-5: Oregon & Washington Pre-completion Tolling (ODOT Key Number 23876)

Construction Phase

- *Goals & Objectives*
  Construct toll signage and gantries and enable the Program to pay for all pre-launch costs, including education and marketing, and customer support services, and integrating the new facility into Washington's existing *Good to Go!* toll program to support tolling Go-Live.

- *Major Work Elements & Milestones*
  The IBR Program is funded through a diverse range of sources including federal funds, tolling, and state funds from both Oregon and Washington. Tolling is an integral part of the funding strategy for the IBR Program. Both states recently updated their toll funding analysis, based on the toll rates that both state transportation commissions approved for additional study, which showed an increase of toll funding capacity from the previously assumed $1.25 billion to $1.5 billion.

  This STIP amendment would increase funding for construction of the toll signage and gantries. It would also add funding for all pre-launch activities, including integrating the new facility into Washington's existing *Good to Go!* Program and customer support services.

I-5: Columbia River Bridge Replacement Transit Design (NEW – ODOT Key Number 24473)

- *Goals & Objectives*
  Advance post-NEPA transit design for elements within the core set of projects to support the requirements of the Federal Transit Administration (FTA) Capital Investment Grant. Design for the width that will support transit on the Columbia River Bridge (step 1) is covered in the I-5: Columba River Bridge Replacement project (ODOT Key Number 23877).

- *Major Work Elements & Milestones*
  Early project design pre-NEPA completion is covered under the I-5: Columbia River (Interstate) Bridge Project (ODOT Key Number 21570).

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Proposed MTIP Amendment Major Project Assessment

Consistency with the Congestion Management Process and Oregon Highway Plan Policy 1G and Action 1G.1

Regional and State policies give direction on prioritizing investments and when to consider adding motor vehicle capacity to the transportation system. Oregon Highway Plan (OHP) Policy 1G and Action 1G.1 direct ODOT to maintain highway performance and improve safety by improving system efficiency and management before adding capacity.

In the materials provided to Metro, the Interstate Bridge Replacement project has documented consistency with the state and regional policy by focusing the project scope on the first three steps of the Oregon Highway Plan (OHP) Action 1G.1. These three steps are:

1. Protect the existing system. The highest priority is to preserve the functionality of the existing highway system by means such as access management, local comprehensive plans, transportation demand management, improved traffic operations, and alternative modes of transportation.
2. Improve efficiency and capacity of existing highway facilities. The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g., bike lanes, sidewalks, bus shelters), extending or connecting local streets, and making other off-system improvements.
3. Add capacity to the existing system. The third priority is to make major roadway improvements to existing highway facilities such as adding general purpose lanes and making alignment corrections to accommodate legal size vehicles.

Consistency with RTP Congestion Management Process

The IBR project is consistent with the RTP Congestion Management Process, in prioritizing four of the six strategies as part of the project outcomes, which includes:

1. TSMO strategies, including localized Travel Demand Management (TDM), safety, operational and access management improvements. The IBR Program's Modified Locally Preferred Alternative (LPA) features integrated multimodal improvements with transportation management elements. The Program developed safety and operational improvements to I-5 to work in conjunction with high-capacity transit, active transportation facilities, variable rate tolling, transportation demand management and transportation systems management. The non-highway elements of the IBR Program (transit, active transportation, tolling, TDM and TSM) would all help provide multimodal choices and management tools to help reduce demand. They would also be tools the region could dynamically adjust over time to manage higher levels of highway demand if they were to occur.
2. Transit, bicycle and pedestrian system improvements. The IBR Program is adding transit only lanes for buses and an extension of the MAX light rail to Vancouver, Washington. New bike lanes and sidewalks are included in the project. Investments also include a system of shared use paths, bikeways, and sidewalks within the IBR Program area. Active transportation design is also expected to be ADA compliant and include other features, such as barriers, illumination, signing, and striping to enhance user experience, safety, comfort, and route directness.
3. Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.3.4 and design classifications in Table 3.9 of the 2023 RTP, to provide alternative routes and encourage walking, biking and access to transit. The

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IBR Program proposed construction packages to incorporate alternative corridors that bypass busy freight and vehicle interchanges. For example, a shared-use path along the proposed extension of Expo Road provides an alternative route that bypasses the Marine Drive Interchange. Where separate corridors for active transportation use are impractical, active transportation facilities are designed in accordance with state and local agency standards for safety. Active transportation design is also expected to be ADA compliant and include other features, such as barriers, illumination, signing, and striping to enhance user experience, safety, comfort, and route directness.

4. Motor vehicle capacity improvements, consistent with the RTP Regional motor vehicle network vision and policies in Table 3.8 and section 3.3.3 of the 2023 RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs. The addition of one auxiliary lane in each direction will improve both the safety and efficiency of the three through travel lanes by providing drivers with more distance to speed up or slow down before entering or exiting mainline I-5, reducing bottlenecks and helping to optimize traffic flow by giving drivers space to merge safely. The addition of full safety shoulders will provide faster crash recovery, improve access for emergency vehicles, and provide a safe space for travelers recovering from an incident. The safety shoulders will also be able to accommodate express bus service, while dedicated space for light rail transit will further ensure that transit operations are separated from general purpose traffic to improve the efficiency of operations.

Consistency with Statewide Land Use Planning Goal 12.

In Oregon's Statewide Land Use Planning Goals, Goal 12 requires cities, counties and the state to create a transportation system plan that considers all relevant modes of transportation: mass transit, air, water, rail, highway, bicycle and pedestrian. The resulting plan should support a variety of transportation modes so residents are not limited in the ways they can access the jobs, goods, or services available in different parts of their community. A well-designed transportation plan conserves energy while also minimizing adverse social and economic impacts for disadvantaged areas. The IBR project aligns with these goals by:

- Serving statewide, regional, and local transportation needs.
- Serving the mobility and access needs of those who cannot drive and other underserved populations.
- Providing for affordable, accessible and convenient transit, pedestrian, and bicycle access and circulation, with improved connectivity.
- Helping to reduce pollution from transportation to meet statewide goals to reduce climate pollution.
- Facilitating the safe flow of freight, goods, and services within regions and throughout the state.

Consistency with Local Plans

Metro's Regional Transportation Plan is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The plan identifies current and future transportation needs, investments needed to meet those needs and what funds the region expects to have available over the next 25 years to make those investments a reality. On Nov. 30, 2023, Metro Council adopted the 2023 Regional Transportation Plan, via Ordinance No. 23-1496. Metro included a complete build of the IBR Program in the 2045 fiscally constrained model for the 2023 RTP.

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The City of Portland's 2035 Comprehensive Plan is built on the 2012 Portland Plan, the Climate Action Plan and Portland's 1980 Comprehensive Plan, which was Portland's first Comprehensive Plan developed under the statewide land use planning system. The new Plan continues the commitment to link land use and transportation decisions. The Plan continues Portland's commitment to compact development, with active employment centers, expanded housing choice, and access to parks and open space. The IBR Program advances multiple goals articulated by the Transportation component of the Comprehensive Plan, including:

- Create a coordinated, efficient, more affordable multimodal transportation system.
- Reduce service disparities and achieve equitable access to all types of facilities and transportation modes.
- Ensure safety of the most vulnerable users (people with disabilities, young people, the elderly).
- Guide the location and design of new street, pedestrian, bicycle, and trail infrastructure.

The City of Portland's 2035 Transportation System Plan, adopted in March 2020, is the City's 20-year plan to guide transportation policies and investments in Portland. The TSP helps implement the City's 2035 Comprehensive Plan. The 2035 TSP lists the Columbia River bridge replacement and interchange improvements as a financially constrained project to be completed within 1 to 10 years.

The IBR Program would provide transportation infrastructure to support the land use plans for Hayden Island. Specifically, the project would support the City of Portland's Hayden Island Plan, adopted in 2009, which seeks to protect the interests of the island, provide guidance to the former CRC project, as well as ensure that the amount and type of development on Hayden Island would not overload the proposed freeway improvements. The Hayden Island Plan was developed during the former CRC project and is referenced in its plan. The IBR Program's Modified LPA is consistent with the Hayden Island plan, supporting specific goals such as:

- Light-rail transit to, and a station on, Hayden Island.
- A light-rail transit alignment adjacent to the west side of I-5 instead of a separate alignment to
- minimize the barrier effects.
- Access to local street systems south of North Portland Harbor without using the freeway.

The IBR Final SEIS evaluates consistency with additional local plans in Chapter 3.4- Land use and Economics, which can be found online at: IBR Final SEIS Chapter 3.4 – Land Use and Economic Activity

Consistency with RTP Investment Priorities

Metro staff assessed how the proposed MTIP project amendment advances the RTP investment priorities of Mobility Options, Thriving Economy, Safe System, Equitable Transportation, and Climate Action and Resilience and how the project impacts the package of MTIP investments towards those RTP goals.

Metro staff completed a similar assessment as part of the initial evaluation and adoption process for the 2021-24 MTIP. (Note: Thriving Economy was recently included in the 2023 RTP but was not part of the 2024-27 MTIP assessment process. It has been included in this assessment.)

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Metro staff used three main tools to evaluate the 2024-2027 MTIP investment package and to prepare the PAE:

- the Regional Travel Demand Model (RTDM).
- The Motor Vehicle Emissions Simulator (MOVES) Model; and
- Geographic Information Systems (GIS).

The outputs for this analysis are for the entire area within the Metro jurisdiction or Metropolitan Planning Area (MPA) and the year modeled was 2027 (the last year of the current 2024-27 MTIP). This analysis does not include the level of detail covered by a full corridor study which typically includes current and future operating characteristics of the corridor and detailed impacts of the project at the corridor level.

In addition to evaluating the four projects included in the proposed amendment, staff performed a full build analysis of the IBR Program, even though a full build won't be completed during the current MTIP timeframe, to ensure consistency with the RTP. Table 1 summarizes the evaluation results based on the RTP investment priorities. An analysis by RTP investment priority for each performance measure, with detailed definitions, is outlined in summary tables that follow.

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Table 1. Summary of RTP Investment Priorities Evaluation – Interstate Bridge Replacement Project Complete Build

RTP Priority	Measure Description	Model Result
Equitable Transportation	1. Weighted average household access to jobs within a 30-minute driving commute or 45-minute transit commute.	o
	2. Weighted average household access to community places within a 20-minute driving commute or 30-minute transit commute.	o
	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	o
Climate Action and Resilience	1. Projected daily metric tons of greenhouse gas emissions reduction per capita.	o
	2. Projected daily metric tons of greenhouse gas emissions reduction	o
	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	+
Safe System	1. Amount of investment of safety activities which address fatalities and serious injuries crashes.	^
	2. Amount of investment of safety activities which address fatalities and serious injuries crashes on high injury corridors, equity focus areas, and high injury corridors in equity focus areas.	^
Mobility Options	1. Mode split	o
	2. Miles traveled by mode	o
Thriving Economy	1. Is the project located in an area that is prioritized for future job growth?	+
	2. Is the project located in an area with higher-than-average job activity?	+

Key:

0 neutral or no significant change

^ not directly addressing the region's desired outcome; has other related benefits

\+ trending towards the desired outcome for that priority

\- trending away from the desired outcome for that priority

+/o potential to trend toward desired outcome but still to be determined until further details are known

-/o risk to trend away from desired outcome but still to be determined until further details are known

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Equitable Transportation

To measure equity in the context of the project, Metro staff evaluated whether the project increases access to travel options in Equity Focus Areas and how the project has been identified as a priority transportation improvement by BIPOC and low-income persons or communities.

Desired Outcome	Performance Measures	IBR Completion
Increase Access to jobs	1. Weighted average household access to jobs within a 30-minute driving commute or 45-minute transit commute.	Results from the RTDM indicates a very small decrease (<-1%) of access via auto trips to medium wage jobs across the entire MPA area, non-equity focus areas, and equity focus area. There is a small increase (<1%) in access to medium wage jobs via transit across all areas.
Increase access to community places	2. Weighted average household access to community places within a 20-minute driving commute or 30-minute transit commute.	RTDM results indicate no change in access to community places such as grocery stores, medical facilities, and community gathering places.
Complete any gaps in the active transportation system in an equity focus area	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	Per GIS analysis, some gaps will be completed in this project in the vicinity of Marine Drive and on Hayden Island surface streets. While the areas studied in Oregon are not located in an Equity Focus Area, they are in Equity Focus Areas on the Washington side of the IBR Program.

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Climate Action and Resilience

To measure climate action and resilience in the context of the project, Metro staff evaluated how the project aligns with Metro's RTP climate goals and polices and whether the project includes elements that will increase access to and use of multi-modal options or increase motor vehicle travel.

Desired Outcome	Performance Measures	IBR Completion
Reduction of greenhouse gas emissions per capita	1. Projected daily metric tons of greenhouse gas emissions reduction per capita.	Using a combination of the RTDM and MOVES, results indicate a very small decrease in GHG per capita (-0.3%) at the regional level.
Reduction in daily metric tons of greenhouse gas emissions	2. Projected daily metric tons of greenhouse gas emissions reduction	Using a combination of the RTDM and MOVES, results indicate a very small decrease in daily tons of GHG (12,566 to 12,533) at the regional level.
Improves system completeness of active transportation network	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	Gaps in the bicycling network are addressed in the Marine Drive Package through a new path that connects Marine Drive to Expo Road. Additionally, gaps in the pedestrian network are addressed in Hayden Island Surface Streets and Marine Drive Interchange.

DRAFT

Safe System

To measure safety in the context of the project, Metro staff evaluated whether the project includes scope elements, including recognized safety counter measures, to address documented safety issues that contribute to crashes that result in fatal and serious injuries. Metro staff also assessed the scope of work against the region's high injury corridor network to better understand whether the project is addressing the locations with a propensity of crashes leading to fatalities and serious injuries. IBR project staff provided additional relevant safety related information that is summarized in the table below.

Desired Outcome	Performance Measures	IBR Completion
Increase level of investment to address fatalities and serious injuries	1. Amount of investment of safety activities which address fatalities and serious injuries crashes.	A GIS analysis of the project indicates Marine Dr & MLK Blvd. are high-injury corridors. Neither of these projects are included at this time in the current proposed amendment but are part of the full build. The IBR Program Modified LPA proposes substantial changes to the configuration of the roadway network within the five-mile corridor, including but not limited to new or removed ramps, reconfigured interchanges, and access point changes. These changes would make I-5 more consistent with modern design standards and would reduce weaving, thereby improving safety According to information from the IBR Program, the IBR Program is anticipated to reduce crashes by 13-17% in 2045 compared to the No-Build Alternative.
Increasing level of safety investment on high injury corridors, and high injury corridors in equity focus areas	2. Amount of investment of safety activities which address fatalities and serious injuries crashes on high injury corridors, equity focus areas, and high injury corridors in equity focus areas.	Many of the projects within the IBR Program, including those in the proposed amendment, are not located in a high injury corridor. Nor are the projects located in an equity focus area on the Oregon side of the project. However, the project is within an equity focus area on the Washington side.

DRAFT

Mobility Options

To measure mobility options in the context of the project, Metro staff assessed whether the project influences changes to mode split (e.g. driving, transit, bike) and miles traveled by mode per capita.

Desired Outcome	Performance Measures	IBR Completion
Achieve a more equitable mode split amongst driving, transit, and biking	1. Mode split	Results from the RTDM indicate no significant change in mode split.
Decrease miles traveled by vehicle and increase miles done by bike and transit	2. Miles traveled by mode	RTDM results indicate a very small increase in personal vehicle driver miles traveled (0.13%), personal vehicle passenger miles traveled (0.07%), and pedestrian miles traveled (0.09%). Model results show a small decrease in bike miles traveled (-0.11%) and transit miles traveled (-0.02%).

DRAFT

Thriving Economy

To measure economic vitality in the context of the project, Metro staff assessed whether the project is in an area that is prioritized for future job growth and if the project is in an area with higher-than-average job activity.

Desired Outcome	Performance Measures	IBR Completion
Increase transportation option in areas prioritized for future job growth.	1. Project is located in an area that is prioritized for future job growth	Multiple census tracts that are considered regionally significant industrial areas are located within the project area. Within the project area there are identified station communities, planned high-capacity transit, corridors, and employment land all identified in the 2040 Growth Concept Map.
Increase transportation options in an area with higher-than-average job activity	2. Project is located in an area with higher-than-average job activity	According to Metro's 2022 Economic Value Atlas, the Census Tracts that are within the project area have job activity that are greater than the regional average. The two Census Tracts have a score of 8.9 and 5.2 compared to the regional average of 5.0.

DRAFT

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DRAFT

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE MODIFIED LOCALLY PREFERRED ALTERNATIVE FOR THE INTERSTATE BRIDGE REPLACEMENT PROGRAM	)))))	RESOLUTION NO. 22-5273 Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, the Oregon and Washington sides of the metropolitan region are linked by critical transportation infrastructure vital to each community along the Columbia River; and

WHEREAS, the Interstate Bridge is part of a critical trade route for regional, national, and international commerce; and

WHEREAS, the Interstate Bridge carries more than 140,000 people each weekday by car, truck, bus, bicycle and on foot; and

WHEREAS, the existing structures were not designed to support the needs of today's transportation system; and

WHEREAS, the segment of Interstate 5 in the vicinity of the Columbia River has extended peak-hour travel demand that exceeds capacity, includes bridge spans that are over 100 years old and do not meet current traffic safety or seismic standards; and

WHEREAS, congestion and bridge lifts slow auto, transit, and freight movement along Interstate 5; and

WHEREAS, the current bridge's narrow shared-use paths, low railings, and lack of dedicated pathways impede safe travel for pedestrians and cyclists; and

WHEREAS, there are limited transit options across the bridge; and

WHEREAS, the current bridge could be significantly damaged in a major earthquake; and

WHEREAS, the Interstate Bridge Replacement Program (IBRP) is a collaboration between the Oregon and Washington Departments of Transportation, Metro, TriMet, C-TRAN, the Southwest Washington Regional Transportation Council, the Cities of Portland and Vancouver, the Ports of Portland and Vancouver, the Federal Highway Administration, and the Federal Transit Administration; and

WHEREAS, Metro is a Participating Agency in the federal environmental review process under the National Environmental Planning Act (NEPA); and

WHEREAS, Metro Council and staff participate in the IBRP Executive Steering Group, Equity Advisory Group, and staff level groups, and

WHEREAS, the Metro Council adopted the 2018 Regional Transportation Plan (RTP) with four primary priorities: Equity, Safety, Climate, and Congestion Relief; and

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WHEREAS, the Metro Council strives for policies that promote climate resiliency, sustainability, economic prosperity, community engagement, and creating or preserving livable spaces; and

WHEREAS, the IBRP has recommended a Modified Locally Preferred Alternative (LPA) that revises the original LPA adopted by Metro Council in 2008 as part of the Columbia River Crossing project; and

WHEREAS, the Modified LPA supports Metro's policies and strategies in the RTP that promote safety, equity, climate, and mobility; and

WHEREAS, the Modified LPA has been endorsed by the Executive Steering Group for the IBRP; and

WHEREAS, Metro's Transportation Policy Alternatives Committee (TPAC) received an overview of the Modified LPA and recommended approval of Resolution 22-5273 to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on June 3, 2022; and

WHEREAS, at its meeting on June 16, 2022, JPACT recommended approval of Resolution 22-5273 to the Metro Council; now therefore

BE IT RESOLVED that:

The Metro Council hereby endorses the Modified Locally Preferred Alternative for the Interstate Bridge Replacement Program, attached as Exhibit A to this resolution.

ADOPTED by the Metro Council this 14th day of July 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren

Carrie MacLaren, Metro Attorney

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MODIFIED LOCALLY PREFERRED ALTERNATIVE RECOMMENDATION

MAY 27, 2022

After regional support is reached on a Modified Locally Preferred Alternative for the Interstate Bridge Replacement (IBR) Program, the program commits to continuing work with the partner agencies and community to identify and refine program elements that have yet to be finalized. The **IBR Program** recommends the following components for the Modified LPA:

1. A replacement of the current I-5 Bridge with a seismically sound bridge.

2. A commitment to increase and implement attractive transit options across the Columbia River by supporting a variety of transit services that meet the needs of customers traveling between varied markets through:

   i. Continuation of C-TRAN express bus service from markets north of the Bridge Influence Area (BIA) to the downtown Portland area utilizing new bus on shoulder facilities, where available, within the BIA.

   ii. Continuation of C-TRAN's current and future Bus Rapid Transit lines as described in adopted regional plans and known as the Vine.

   iii. New Light Rail Transit (LRT) service as the preferred mode for the dedicated High-Capacity Transit improvement within the BIA.

   iv. An alignment of LRT that begins with a connection at the existing Expo Center LRT station in Portland, OR, extends north, with a new station at Hayden Island, continues across the Columbia River on a new I-5 bridge, and generally follows I-5 with an interim Minimum Operable Segment not extending north of E. Evergreen Boulevard, in Vancouver, WA. There will be multiple stations in the City of Vancouver to be decided by the Vancouver City Council in consultation with C-TRAN, the Port of Vancouver, and TriMet.

3. Active transportation and multimodal facilities that adhere to universal design principles to facilitate safety and comfort for all ages and abilities. Exceptional regional and bi-state multi-use trail facilities and transit connections will be created within the BIA. Opportunities will be identified to enhance active transportation facilities, with specific emphasis on local and cross-river connections between the region's Columbia River Renaissance Trail and the 40-mile Loop.

4. The construction of a seismically sound replacement crossing for the North Portland Harbor Bridge with three through lanes, northbound and southbound.

5. The construction of three through lanes northbound and southbound on I-5 throughout the BIA.

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6. The inclusion of one auxiliary lane northbound and one southbound between Marine Drive in Portland and E. Mill Plain Boulevard in Vancouver to accommodate the safe movement of freight and other vehicles.

7. A partial interchange at Hayden Island, and a full interchange at Marine Drive, designed to minimize impacts on the Island's community; and improve freight, workforce traffic, and active transportation on Marine Drive.

8. A commitment to study improvements of other interchanges within the BIA.

9. Variable Rate Tolling will be used for funding, such as constructing the program, managing congestion, and improving multi-modal mobility within the BIA. The Program will study and recommend a low-income toll program, including exemptions and discounts, to the transportation commissions.

10. A commitment to establish a GHG reduction target relative to regional transportation impact, and to develop and evaluate design solutions that contribute to achieving program and state-wide climate goals.

11. A commitment to evaluate program design options according to their impact on equity priority areas with screening criteria such as air quality, land use, travel reliability, safety, and improved access to all transportation modes and active transportation facilities. The Program also commits to measurable and actionable equity outcomes and to the development of a robust set of programs and improvements that will be defined in Community Benefits Agreement.

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COUNCIL MEETING STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 22-5273, FOR THE PURPOSE OF ENDORSING THE MODIFIED LOCALLY PREFERRED ALTERNATIVE FOR THE INTERSTATE BRIDGE REPLACEMENT PROGRAM

Date: June 27, 2022
Department: Planning, Development, and Research
Meeting Date: July 14, 2022
Prepared by: Matt Bihn, matt.bihn@oregonmetro.gov

Presenter(s): Margi Bradway, Deputy Director, Planning, Development, and Research; Matt Bihn, Principal Transportation Planner

Length: 30 minutes

WORK SESSION PURPOSE

Purpose: Consider endorsement of the Interstate Bridge Replacement Program (IBRP) Modified Locally Preferred Alternative (LPA).

BACKGROUND

The IBRP has worked with project partners to develop a Modified LPA with project components that reflect changes since the Columbia River Crossing LPA was approved over a decade ago, with the goal of submitting the Modified LPA to the US Department of Transportation. The Modified LPA was developed with input of the project staff and was informed by technical analysis and ongoing community engagement including feedback from the Community Advisory Group (CAG) and Equity Advisory Group (EAG).

On May 5, 2022 the Executive Steering Group (ESG) supported agreement to bring the Modified LPA to their eight respective boards and councils for consideration. On June 3, 2022 TPAC recommended endorsement of Resolution No. 22-5273, and on June 16, 2022, JPACT endorsed Resolution No. 22-5273.

Below is the anticipated schedule for the eight IBR partners' endorsement of the Modified LPA:

June 22	TriMet Board of Directors
July 11	Vancouver City Council
July 12	CTRAN Board of Directors
July 12	Port of Vancouver Board of Commissioners
July 13	Port of Portland Board of Commissioners
July 13	Portland City Council
July 14	RTC Board of Directors
July 14	Metro Council

Later this summer the ESG will consider a consensus recommendation to move the Modified LPA forward to the Supplemental Environmental Impact Statement process.

QUESTION FOR COUNCIL CONSIDERATION

- Does Council agree to endorse the IBRP Modified Locally Preferred Alternative, with Conditions of Approval adopted by Council in advance of this decision?
- Does Council have questions about the next steps in the overall LPA process?

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PACKET MATERIALS

- Would legislation be required for Council action X Yes ☐ No
- If yes, is draft legislation attached? X Yes ☐ No
- What other materials are you presenting today?
    - Resolution No. 22-5273
    - Exhibit A: IBR Recommended Modified LPA

Projects in the STIP/MTIP Amendment

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

Interstate BRIDGE Replacement Program

Core Set of Projects:

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

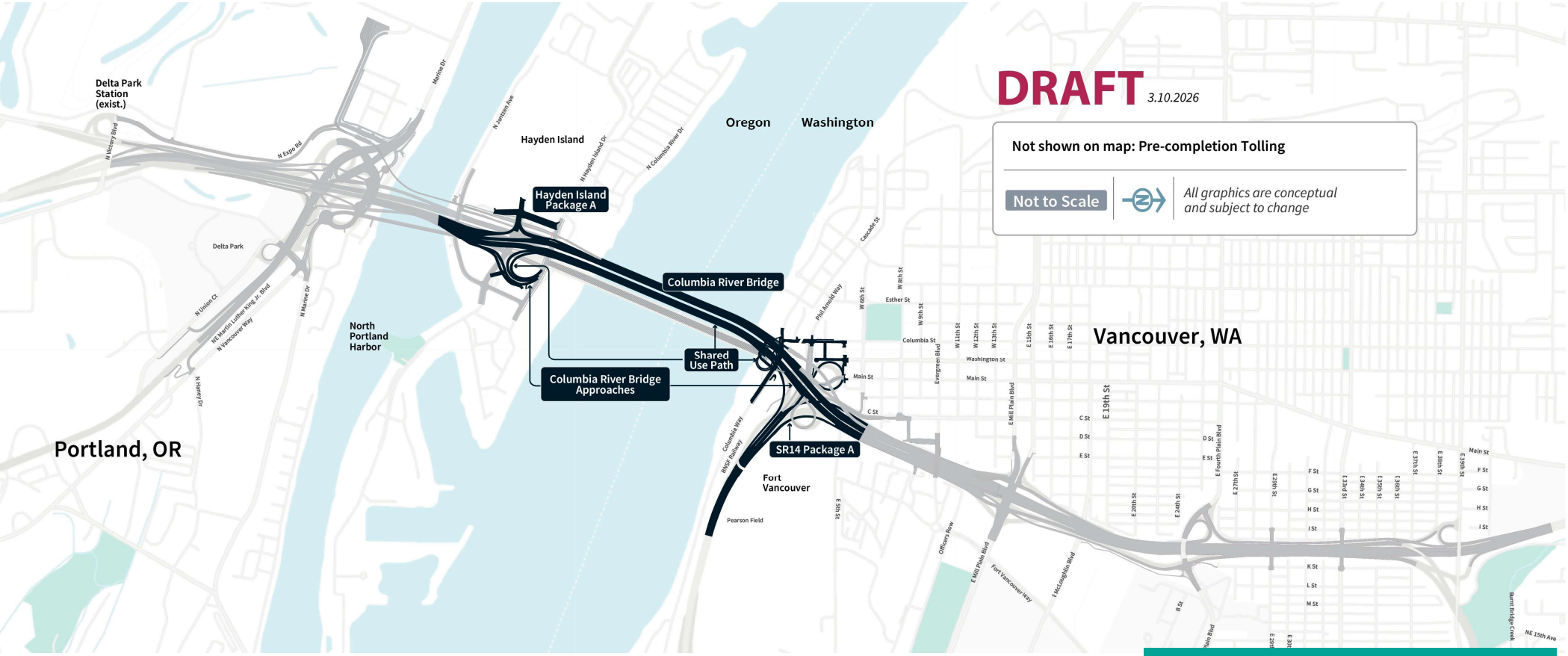


Total cost: $7.65 B* (March 17 cost)

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

Step 1:

Columbia River Bridge with Width for Future Light Rail Service



Total cost: $5.90 B (March 17 cost)

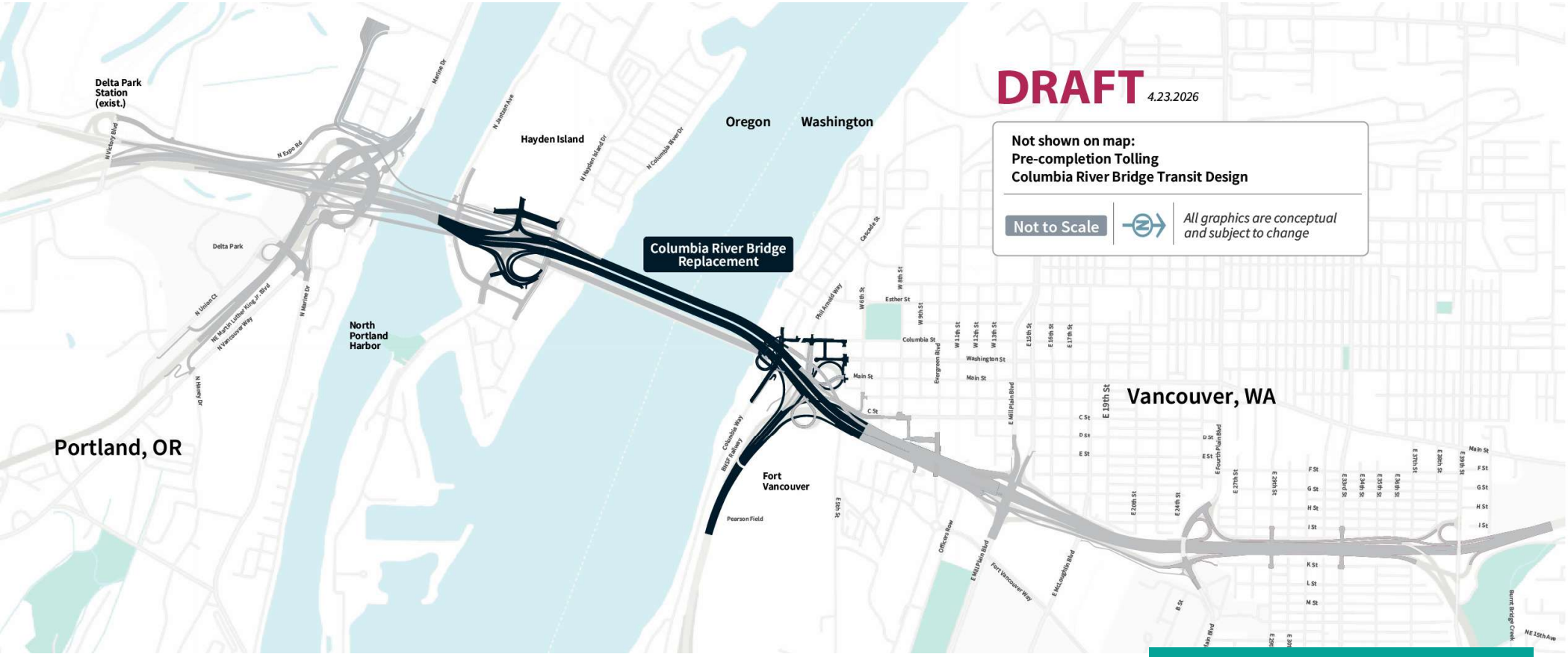
Funded Phase:
Columbia River Bridge with Width for Future Light Rail Service



Total updated cost: $5.68 B

Interstate BRIDGE Replacement Program

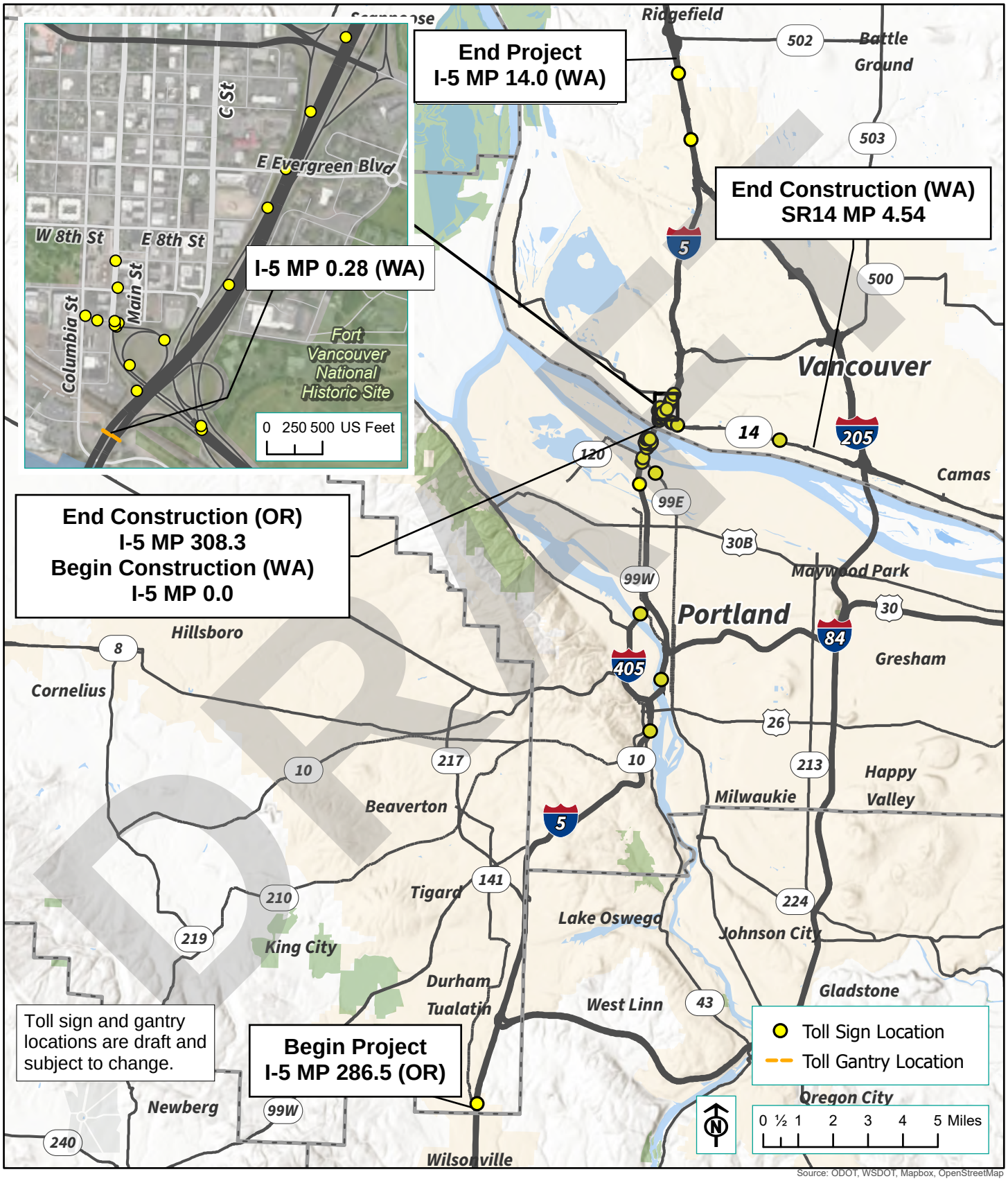
STIP/MTIP Amendment:
Columbia River Bridge with Width for Future Light Rail Service



Interstate BRIDGE Replacement Program

Interstate BRIDGE Replacement Program

Pre-Completion Tolling Signage and Toll Infrastructure Map



Source: ODOT, WSDOT, Mapbox, OpenStreetMap

Date: 4/22/2025 Path: U:\Port\Projects\Clients\1585-WSP\274-1585-058 IBR Program\99Svcs\GIS\mapdocs\Ph_Transportation\Fig_X_Tolling.aprx

Agenda #: 5.2

File #: COM 26-1101 **Agenda Date:**5/21/2026

Community Connector Transit Study: Readiness

Ally Holmqvist, Senior Planner, Metro
Ted Leybold, Transportation Policy Director, Metro

JPACT Worksheet

Agenda Item Title: Community Connector Transit Study: Readiness

Presenter: Ted Leybold, Transportation Policy Director; Ally Holmqvist, Senior Planner

Contact for this worksheet/presentation: Ally Holmqvist, ally.holmqvist@oregonmetro.gov

Purpose/Objective
Provide an update as work wraps up on the priorities and tools (milestone 3) for the Community Connector Transit (CCT) Study and work on the final report (milestone 4) phase begins. The CCT Study is being updated in four key phases, ending in action in Fall 2026 (see Attachment 1).

Action Requested/Outcome
Staff is seeking JPACT's feedback to: 1) ensure the opportunity area readiness results meet community needs and reflect regional goals, 2) refine the recommendations included within the governance strategy to best align with desired outcomes, and 3) provide guidance for how the study report could best provide a framework to support future implementation. This study will make recommendations for revisions as part of the 2028 Regional Transportation Plan update.

What has changed since JPACT last considered this issue/item?
In December, JPACT provided feedback to influence 1) refining the identified focus area, parks and mobility hub opportunities to best align with local plans and efforts, 2) reflecting local perspectives in the approach for classifying the focus areas based on needs and readiness, and 3) recommending strategies for engaging with business and community members on the opportunities. Staff incorporated JPACT's feedback by ensuring that all business and community outreach included framing acknowledging TriMet's current budget landscape and contextualizing the study as a visioning effort not backed by funding. The team highlighted the community connector services that are already provided by partners today – every event described those providers and had a resources table filled with brochures for all existing community connectors in the region.

Since then, staff has been working with local agency partners to incorporate feedback to refine the identified community connector opportunities, apply the prioritization methodology to categorize the opportunities, develop a governance and funding strategy, and prepare a report outline.

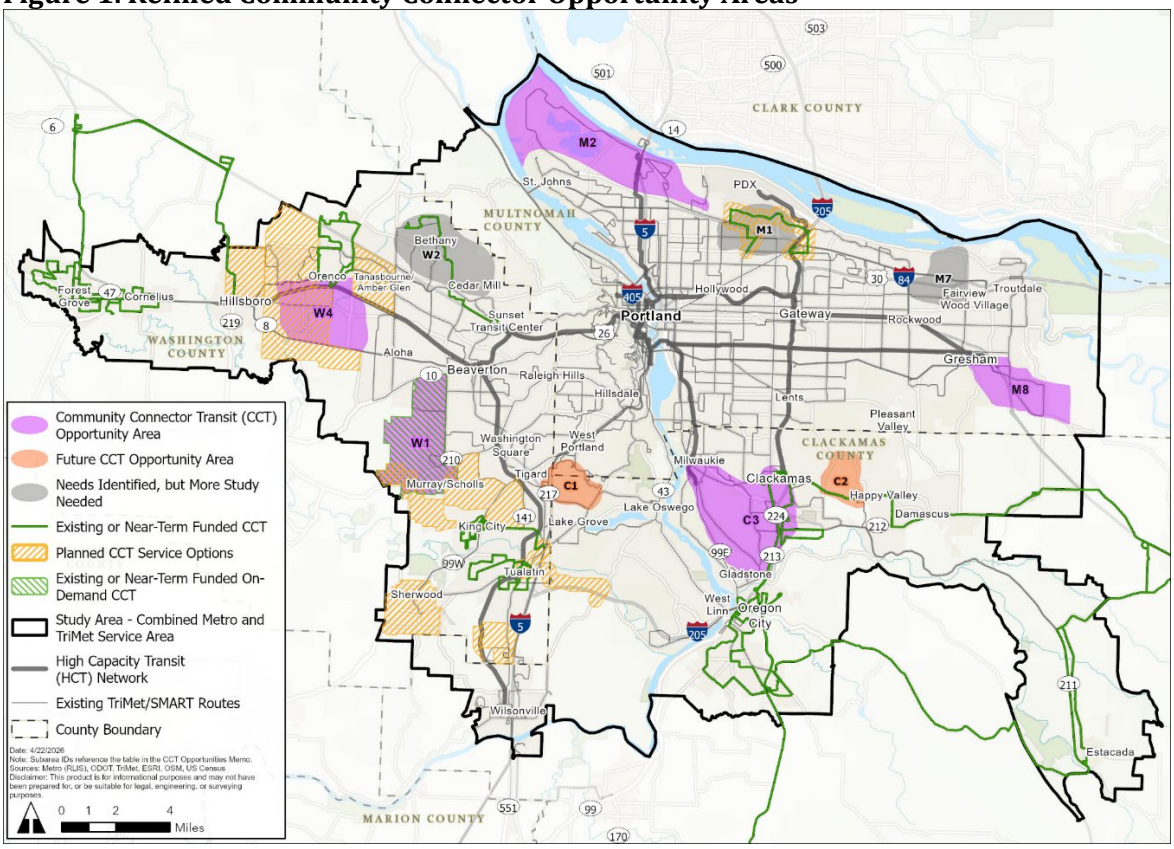
Opportunity Areas Refinements and Readiness Outcomes
The opportunity areas, proposed to replace community/jobs connectors currently included on the Regional Transit Network Vision Map as part of the 2028 RTP update, are being updated to reflect additional work with partners and business and community members that took place earlier this year. Refinements made based on feedback include the following (see Figure 1 on the next page):

- M1 – Cully (E/W): include the nearby Red Line MAX station and Parkrose/Sumner Transit Center and nearby Native Community housing located along the Line 75
- M7 – Fairview (N/S): include Chinook Landing Marine Park and the library
- M8 – Gresham (NW): include downtown Gresham and the library
- C2 – Happy Valley (SE): include the library and the Sunnyside Village shopping mall
- C3 – Oatfield (NW): include Barbie's Village and the nearby Orange Line MAX station
- W2 – Bethany (W): include the West Union Village shopping center
- W4 – Hillsboro/Aloha (W): include the Cornell Square shopping center

Attachment 3 describes the results of the readiness evaluation for both the opportunity areas and the mobility hub locations, which are categorized as near, medium- or long or future-term opportunities based on their readiness for investment. The opportunity areas prioritization is also

being updated to reflect additional work with partners and business and community members that took place earlier this year. Several opportunity areas were classified as "potential opportunities" and not prioritized due to questions about the level of transit gap and need in the area (i.e., M1 – Cully, M7 – Fairview, and W2 – Bethany). However, these areas came through clearly as community priorities and will be retained on the list as near-term opportunities for additional study (an interim step in planning prior to implementation).

Figure 1. Refined Community Connector Opportunity Areas



Governance Strategy

The project team dug deeper into the decision-making structure that guides how transit service is delivered and how transit services are paid for – looking both at the systems that currently exist within the region and best practice examples from other places in the country. The Governance Strategy provided in Attachment 4 lays out some of these funding and governance challenges faced by transit providers in the region within the current model and explores several case studies that provide opportunities for delivery models that could help the region overcome them.

Next Steps

Staff will return to JPACT in September to introduce the draft report, which will include refinements based on committee feedback highlighted above as well as additional recommendations for supporting implementation of regional CCT. Attachment 5 includes the report outline. JPACT will then be asked to consider accepting the study policy framework and findings and directing staff to incorporate those into the 2028 RTP at the October meeting.

What packet material do you plan to include?

1. Study Workplan: Spring 2026 Update
2. Phase 2 Public Engagement Summaries
3. Prioritization Memorandum
4. Governance Strategy
5. Report Outline

COMMUNITY CONNECTOR TRANSIT STUDY

Project Milestone Work Plan: Key Activities and Events

Spring 2026

Activities: Refine the local network vision map. Co-create subarea strategies. Consider focus area readiness for investment. Develop a checklist for making local land use plans more transit-supportive. Identify recommendations for serving parks. Explore and document governance strategies.

Outcome: Review network priorities and consider investment strategies. Discuss recommendations and tools.

Date	Who
April 20	**Working Group #9: Subarea Strategies & Report Outline** • Community feedback overview • Opportunity area and readiness revisions • Draft report and recommendations
April 29 (tentative)	*East Multnomah County Transportation Committee TAC*
April 30	Clackamas County Coordinating Committee TAC
April 30	Washington County Coordinating Committee TAC
May 1	**Transportation Policy Alternatives Committee (TPAC)**
May 18 (tentative)	*East Multnomah County Transportation Committee (policy)*
May 18 (tentative)	*Washington County Coordinating Committee (policy)*
May 20	Clackamas County C-4 subcommittee (policy)
May 20	**Metro Technical Advisory Committee (MTAC)**

Engage partners to align on a shared regional strategy. Create guidance for 2028 RTP.

Co-create subarea strategies guiding local transit development.

Reflect user-feedback in tools and strategies. Collaboratively discuss governance approaches.

Deliverables

- Local transit network vision map
- Subarea strategy cut sheets
- Mobility hub implementation toolkit
- Readiness map/technical memo
- Parks Transit Strategy
- Governance strategy
- Engagement summaries
- Report outline

- Project webpage
  - Opportunity Areas Zine
- Stakeholder Meetings, Focus Groups/Community, Business Events (Feb)
  - How can the vision capture needs of communities in the region?
  - What is most important to consider when identifying priorities?
  - What should we consider to set us up to implement the Vision?

Summer 2026

Activities: Develop and refine regional plan and policy update recommendations. Compile technical and engagement information. Prepare study engagement summary. Draft study report. Revise report to incorporate feedback and prepare final report.

Outcome: Feedback on the draft report. Acceptance of final report by committees**.**

Date	Who
Early June TBD	**Working Group #10: Draft Report & Celebration** • Wrap-up study recommendations and subarea strategies • Revised report review • 2028 RTP look ahead • Celebrate!
July 8 (tentative)	*East Multnomah County Transportation Committee TAC*
July 9 (tentative)	*Clackamas County Coordinating Committee TAC*
July 9 (tentative)	*Washington County Coordinating Committee TAC*
July 13 (tentative)	*East Multnomah County Transportation Committee (policy)*
July 13 (tentative)	*Washington County Coordinating Committee (policy)*
July 15 (tentative)	*Clackamas County C-4 subcommittee (policy)*
July 15	***Metro Technical Advisory Committee (MTAC)***
July 16	***Metro Council***
July 22	***Metro Policy Advisory Committee (MPAC)***
September 11	***Transportation Policy Alternatives Committee (TPAC)***
September 17	***Joint Policy Advisory Committee on Transportation (JPACT)***
Report Acceptance	
September 16	***MTAC recommendation to MPAC***
September 23	***MPAC recommendation to Metro Council***
October 2	***TPAC recommendation to JPACT***
October 15	***JPACT decision***
October 29	***Metro Council considers action on MPAC and JPACT recommendations***

Reflect partner feedback on the report and recommendations.
 	
Shared understanding of regional strategy for local transit.
	• Deliverables
	  ○ Draft and final reports and tools
	  ○ Study compiled engagement summary report
	• Project webpage
	  ○ *Report and executive summary*
	  ○ *Fact Sheet: What is the regional vision for First/Last Mile Transit?*
	• Email invitation to review to interested parties

Adelante Mujeres Listening Sessions Report



Community Connector Transit Study

Estudio de Conectores Comunitarios de Transporte

03/26/2026

TABLE OF CONTENTS

BACKGROUND 2

RECRUITMENT 2

IN-PERSON LISTENING SESSION 4

SECTION 1 5

Initial Conversations 5

SECTION 2 7

Gaps and Needs in Public Transportation Systems 7

Solutions 11

SECTION 3 12

Access to and Needs Regarding Parks and Nature 12

Communication and Multilingual Needs 14

SECTION 4 16

Votes 17

VIRTUAL LISTENING SESSION 18

SECTION 1.2 19

Initial Conversations 19

SECTION 2.2 20

Gaps and Needs in Public Transportation Systems 21

Solutions 24

SECTION 3.3 26

Access to and Needs Regarding Parks and Nature 26

Communication and Multilingual Needs 28

SECTION 4.4 29

Votes 29

COLLECTIVE SUGGESTIONS 30

MATERIALS 31

BACKGROUND

This report provides a summary of the listening sessions that Adelante Mujeres provided related to the Community Connector Transit Study. Methodology was implemented by the support of the toolkits provided by Metro. The facilitators and organizers of the listening session were Petrona Dominguez Francisco, Leadership and Advocacy Manager, and Alma Sanjuan, Leadership Trainer, staff of the Leadership & Advocacy Department of Adelante Mujeres.

Both Petrona and Alma, organized two Spanish listening sessions, with the option of in-person or virtual via zoom. This report summarizes the two listening sessions' responses to the questions that were asked, comments/feedback received by participants, and materials used as addendums.

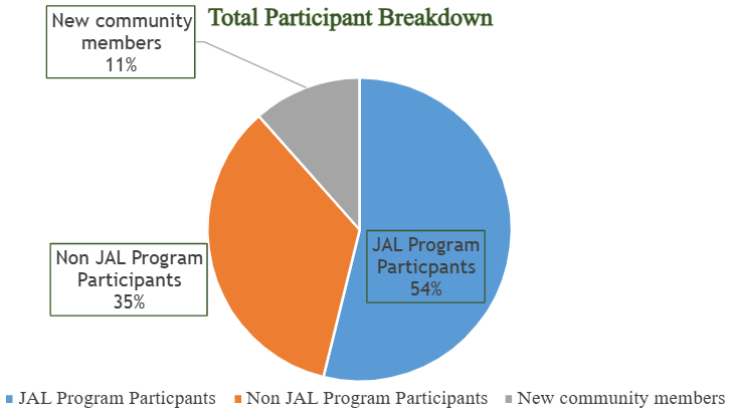
The responses and notes were taken in Spanish and have been translated to English by the facilitators to present this report.

In this report, we use the "+" system to highlight the frequency a statement was agreed on. When we add a "+1, +2, +3 and so on" it expresses the amount of time others agreed with that idea/statement.

RECRUITMENT

Recruitment timeline fell between February 25th – March 11th, 2026, with a visual flyer and short description. We recruited Spanish speaking participants primarily through our program WhatsApp groups where alumni (ranging from 25 –60 years old) of our departments are, and where we engage primarily with them to share about opportunities and events in the community.

Twenty-four community members registered, and only 22 participated in either the in-person or virtual modality. The chart below shows our program participants community engagement based off if they were either new to our programs or if they had previous experiences with our programs, such as the Environmental Justice & Leadership program (in Spanish: Justicia Ambiental y Liderazgo (JAL), or other department programs.



Fifty four percent of the participants were part of our JAL Program. We highlight this to share the commitment and willingness of our Latine community members to address, engage, and participate on issues related to environmental justice, which include transportation.

Demographics

- 100% identify as Latino/a/e
- 77% identify as women and 22% as men
- 81% live in Washington County

City Representation

Forest Grove	Cornelius	Hillsboro	Beaverton	Portland
13%	13%	27%	27%	18%

IN-PERSON LISTENING SESSION

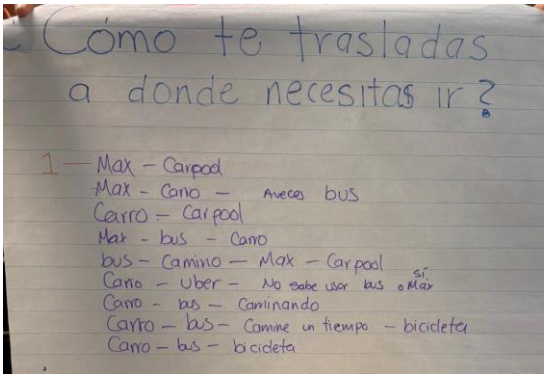
Childcare, food, and gift cards were provided to compensate for the participants' time and commitment. Nine participants attended. We spent 2 hours and 30min together. We divided questions based on sections to smooth the process and be clear on the topics we would be asking. The following are the responses to the questions from Section 1-4.

SECTION 1

For this section, we asked participants to engage in a series of methodologies such as big group share-out and writing on sticky notes.

Initial Conversations

Question 1: Share your name, city, how do you get to where you need to go? (e.g., walking, bus, car, train, max, carpool, bicycle, other)



Responses

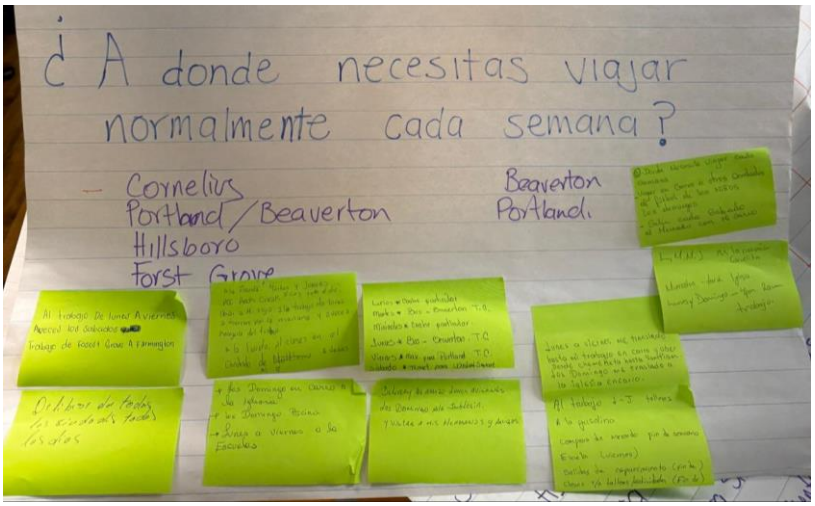
Transportation	City
Walking: 3	Forest Grove: 1
Bus: 6	Cornelius: 2
Car: 6	Hillsboro: 1
Max: 4	Beaverton: 2
Carpool: 4	Portland: 3
Bike: 2	

Quotes:

- "Taking the bus from my house is difficult. In the summer, I ride my bicycle with my grandchildren."
- "When my vehicle breaks down, getting around is difficult. Figuring out the transit routes is a challenge. I have to cross the bridges. Safety—especially when traveling at night—is a concern."
- "I have to find a ride to get to work since the route involves taking back roads—which are dangerous—it can be complicated. For this reason, I have to look for rides with people who live close to me so we can commute to work together."

- "For over 15 years, I relied on the MAX train and the bus—a commute that took me two hours to get to work. Now that I have my own car, the trip takes only 25 minutes"
- "I take the 76 or the 78, but the bus stops are quite a long walk from where I live. They recently discontinued the 76 and 78 lines, and that has really impacted my commute."
- "I've never actually ridden a bus before; I don't know how to use the transit apps, I don't know where the bus stops are, and so on. I simply lack the know-how."

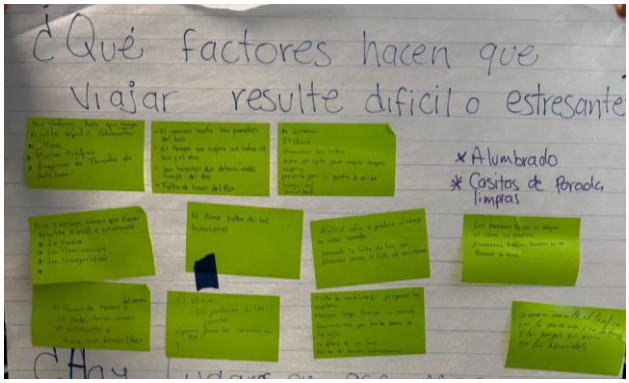
Question 2: Where do you typically need to travel every week?)



Responses:

City	Locations
Cornelius	Work +6
Portland+1	School +2
Beaverton+1	Gas
Hillsboro	Church +3
Forest Grove	Family +3
All cities (amazon delivery driver)	Stores +4
	Recreational Activities
	- Educational Workshops
	- Soccer
	- Pool
	- Parks

Question 3: What factors make traveling difficult or stressful?



Responses

- Weather +5
- Shelters at bus stops
- Space for strollers
- Traffic +2
- Lighting / lack of daylight / street lighting +7
- Closed streets
- Lack of sidewalks, benches
- Schedule changes (such as bus time/route)
- Uber pricing
- Gas Pricing +1
- Safety concerns +4
- Distance to bus stops +3
- Wait times
- Lack of bus schedules
- Poor signage
- Lack of rest areas
- Lack of maintenance
- Missing lights at stops

SECTION 2

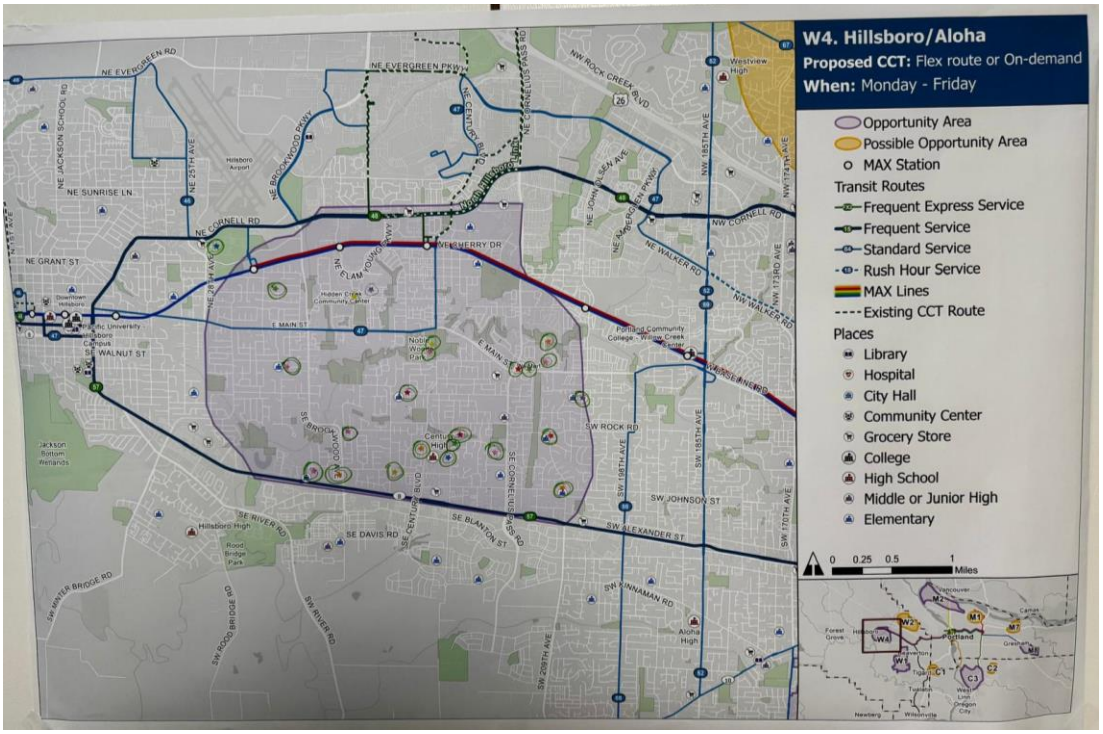
Gaps and Needs in Public Transportation Systems

For this next section, participants' group shared out, wrote on sticky notes, and placed a star sticker where the transportation gaps align with their transportation needs. The next three maps represent the areas of Hillsboro/Aloha, Bethany, and Sur Beaverton. Responses to questions based on these maps in continuation.

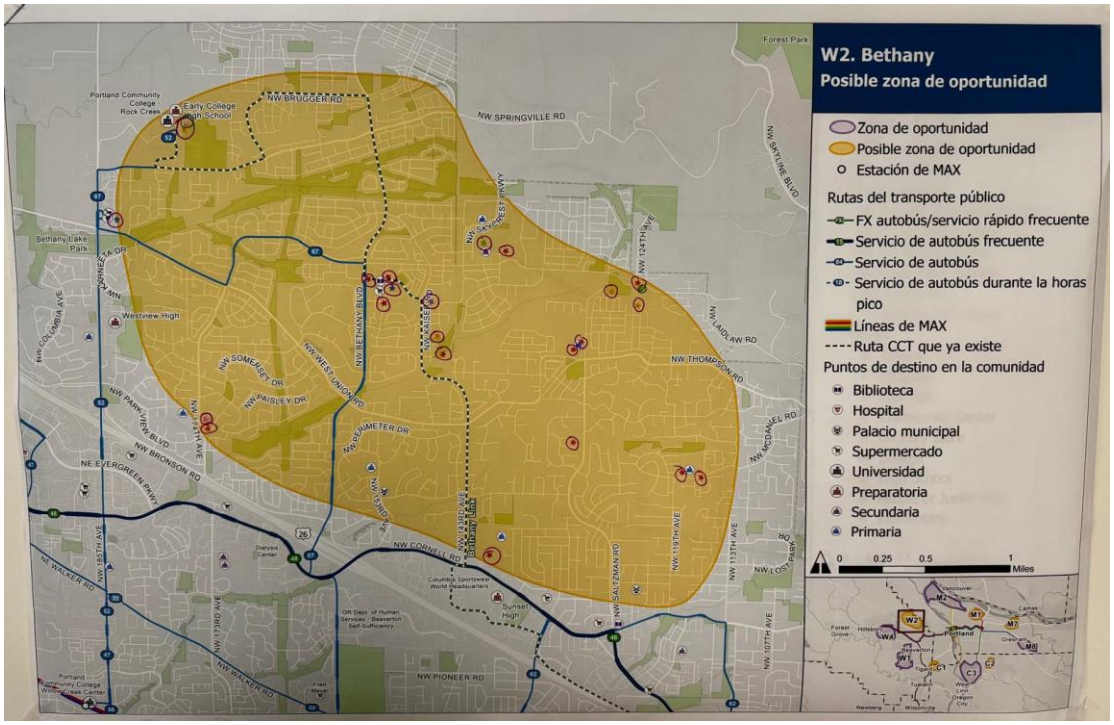




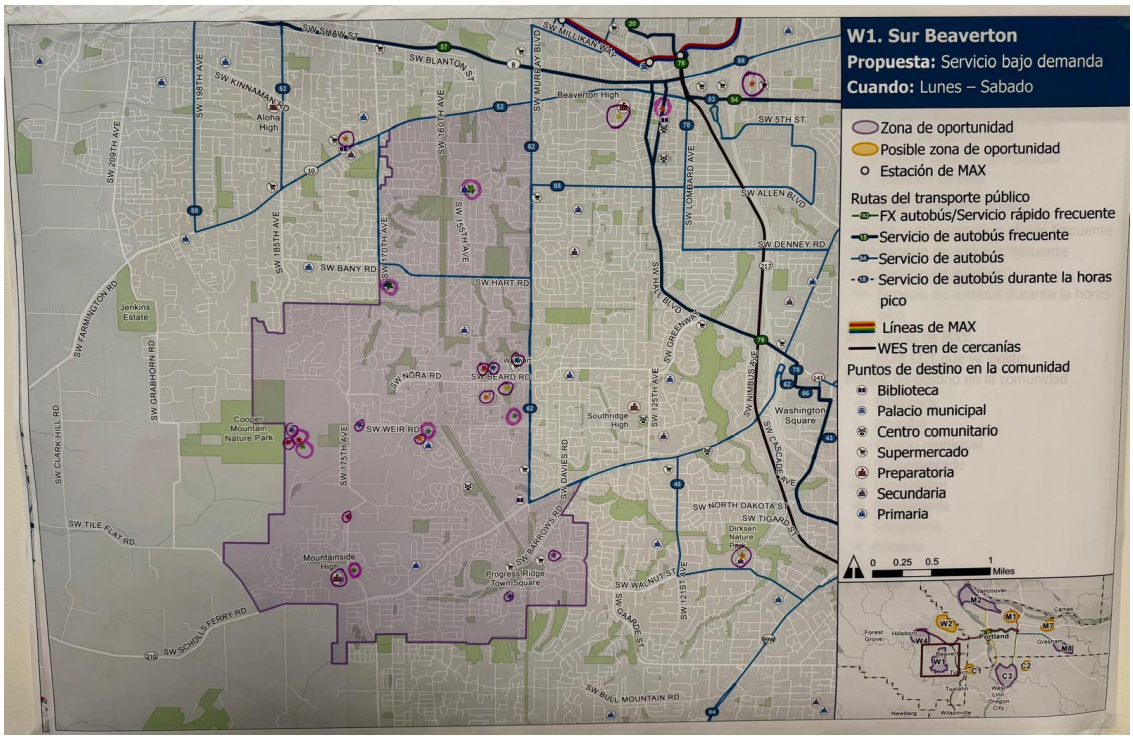
Participants placing their dots



Map 1

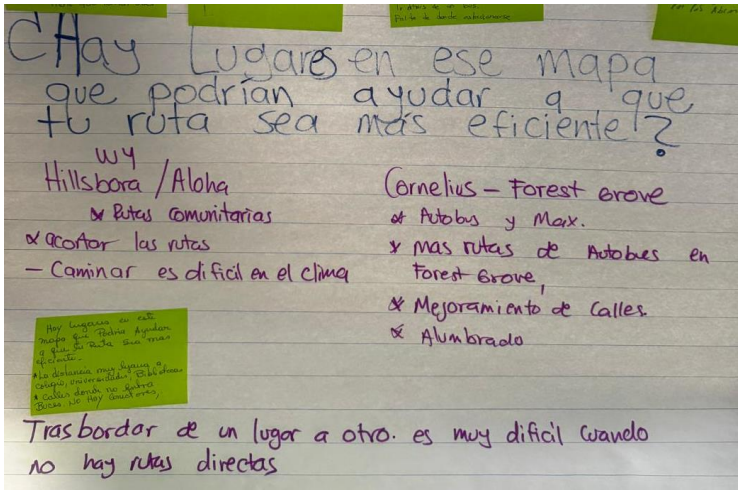

W2. Bethany
Posible zona de oportunidad
Zona de oportunidad
Posible zona de oportunidad
Estación de MAX
Rutas del transporte público
FX autobús/servicio rápido frecuente
Servicio de autobús frecuente
Servicio de autobús
Servicio de autobús durante la horas pico
Líneas de MAX
Ruta CCT que ya existe
Puntos de destino en la comunidad
Biblioteca
Hospital
Palacio municipal
Supermercado
Universidad
Preparatoria
Secundaria
Primaria
0 0.25 0.5 1 Miles
NW BRUGGER RD
NW SPRINGVILLE RD
NW SKYLINE BLVD
NW 124TH AVE
NW LAIDLAW RD
NW THOMPSON RD
NW MCDANIEL RD
NW LOST PARK
NW 119TH AVE
NW 117TH AVE
NW 107TH AVE
NW SALTZMAN RD
NW BETHANY BLVD
NW WEST UNION RD
NW SOMERSET DR
NW PAISLEY DR
NW PERIMETER DR
NW PARKVIEW BLVD
NW 14TH AVE
NW BRONSON RD
NE EVERGREEN PKWY
NW CORNELL RD
NW 185TH AVE
NW WALKER RD
NW 113TH AVE
NW PIONEER RD
Bethany Lake Park
Westview High
Sunset High
Portland Community College Rock Creek
Early College High School
Forest Park

Map 2


W1. Sur Beaverton
Propuesta: Servicio bajo demanda
Cuando: Lunes – Sabado
Zona de oportunidad
Posible zona de oportunidad
Estación de MAX
Rutas del transporte público
FX autobús/Servicio rápido frecuente
Servicio de autobús frecuente
Servicio de autobús
Servicio de autobús durante la horas pico
Líneas de MAX
WES tren de cercanías
Puntos de destino en la comunidad
Biblioteca
Palacio municipal
Centro comunitario
Supermercado
Preparatoria
Secundaria
Primaria
0 0.25 0.5 1 Miles
SW SHAW ST
SW BLANTON ST
SW MILLIKAN WAY
SW MURRAY BLVD
SW 5TH ST
SW ALLEN BLVD
SW DENNEY RD
SW HART RD
SW BANY RD
SW NORA RD
SW BEARD RD
SW WEIR RD
SW TILE FLAT RD
SW SCHOLLS FERRY RD
SW BULL MOUNTAIN RD
SW NORTH DAKOTA ST
SW TIGARD ST
SW WALNUT ST
SW 209TH AVE
SW 198TH AVE
SW 185TH AVE
SW 175TH AVE
SW 170TH AVE
SW 160TH AVE
SW 125TH AVE
SW 121ST AVE
SW FARMINGTON RD
SW GRABHORN RD
SW CLARK HILL RD
SW KINNAMAN RD
SW LOMBARD AVE
SW GREENWAY
SW CASCADE AVE
SW NIMBUS AVE
SW DAVIES RD
SW BARROWS RD
SW OAKDALE ST
Aloha High
Beaverton High
Southridge High
Mountainside High
Sunset High
Jenkins Estate
Cooper Mountain Nature Park
Progress Ridge Town Square
Washington Square
Dirksen Nature Park

Map 3

Question 4: Are there places on this map that could help make your route more efficient?



Responses

Hillsboro/Aloha

- There are common routes not addressed here.
- Cut down routes not needed.
- Walking can be difficult in some areas due to the weather.
- Brookwood Area: Needs a bus route.
- The bus route cuts off at Orenco.

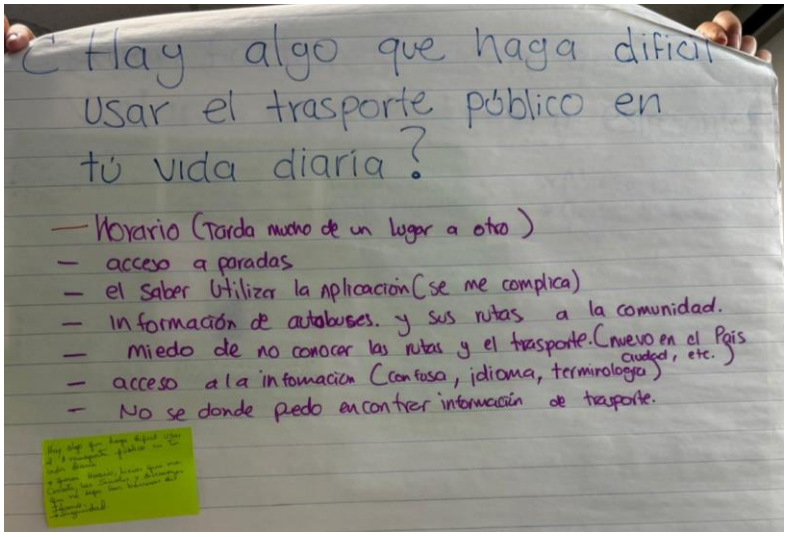
Cornelius – Forest Grove

- Bus and Max accessibility: more bus routes in Forest Grove.
- Better streets in rural areas of Forest Grove.
- More lighting.

Quotes:

- "Transferring from one place to another is very difficult when there are no more direct routes."
- "Distance takes a long time to get to colleges, universities, and libraries. Streets where there is no bus accessibility, there are not community connectors."
- "They build housing complexes, but there are no bus routes. They focus solely on roadways for cars, and there are no public services."

Question 5: Is there anything that makes it difficult to use public transportation in your daily life?



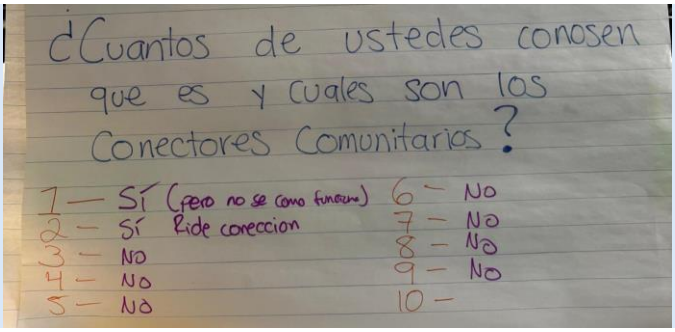
Responses

- Schedule: Takes a long time from one place to another.
- Access to more bus stops.
- Not know how to use the apps – it is complicated for me.
- Information about buses and routes in the community.
- Fear of not knowing the routes and transportation services. I am new to this city / country.
- Access to information: confusing, language, terminology, where to get information.

Quotes:

- "The bus schedule is limited. Service is infrequent. If you don't catch the bus at that specific time, you could end up being late."
- "A bus takes 15 minutes—I've calculated it. You can see where the bus is on the apps. The app provides all the information, but when the bus runs late, it doesn't update right away."
- "The route guides I mentioned earlier used to be available at bookstores. Now, however, you can access that information through the TriMet app. In the past, I used to carry around all the schedules for the routes I took; I would pick them up at the bookstore."

Question 6: How many of you know what community connectors are and what they entail?

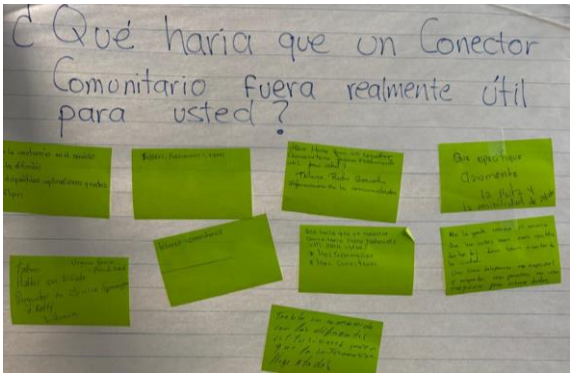


Responses
Yes: 22% No: 77%

Solutions

In this section, we asked participants for feedback related to community connectors. Many expressed the term "community connector" as new. For those who knew, only Ride Connection was what they were familiar with, after having learned from the presentation from Alfredo.

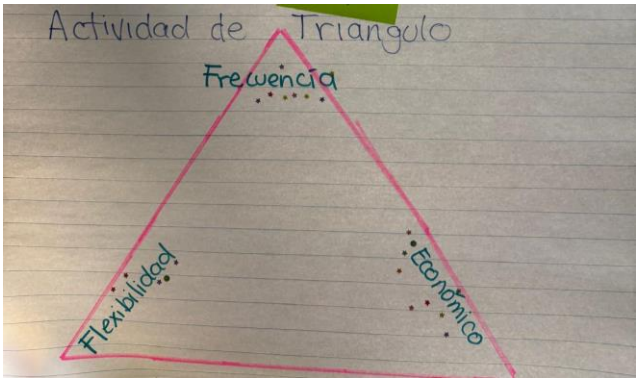
Question 7: What would make a community connector truly useful to you? (schedule, dates, safety, accessibility, publicity—in detail)



Responses:

- Consistency in service.
- The dissemination of presentations, applications, flyers, and social media content. +2
- Videos.
- Community Workshops. +3
- Speak with Alfredo from Metro.
- More community connectors.
- Speak with Beatriz (Adelante Mujeres Staff who supports Tri-Met Enrollment) at Clinica Esperanza.
- Information at community locations such as Libraries. +3
- Healthcare plan with Virigina Garcia.
- Routes be clearer and more visible.
- Spanish hotline to ask questions, but that is a real human and not a robot.

Question 8: Triangle Activity - If you could only choose two characteristics, which ones would they be? Frequency, flexibility, or economy.



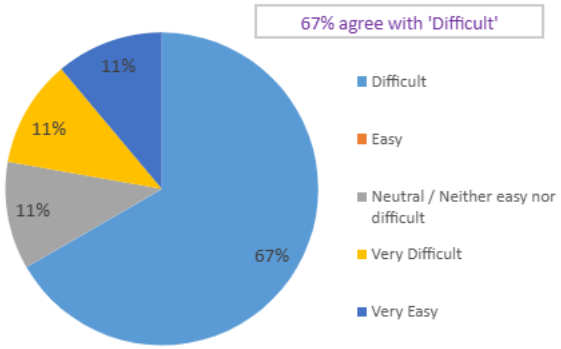
Responses
(36%) - Frequency: 8
(40%) - Flexibility: 9
(22%) - Economy: 5

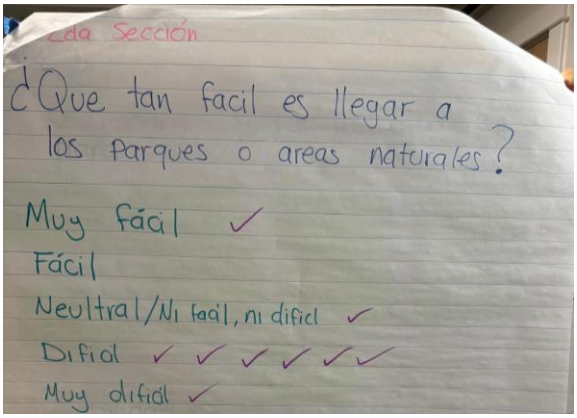
SECTION 3

Access to and Needs Regarding Parks and Nature

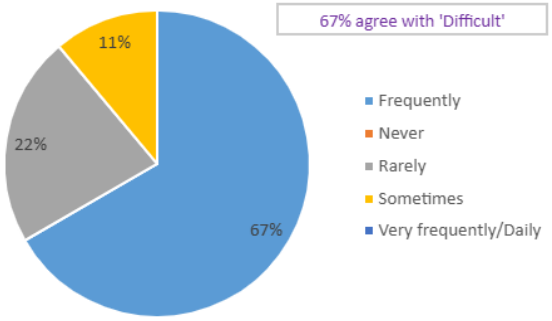
In this section, we asked participants a series of Linkert-scaled questions, writing on sticky notes, and group shared out questions. Below you will see the pictures of their responses and pie charts to provide better visuals of the results for the Linkert-scale questions.

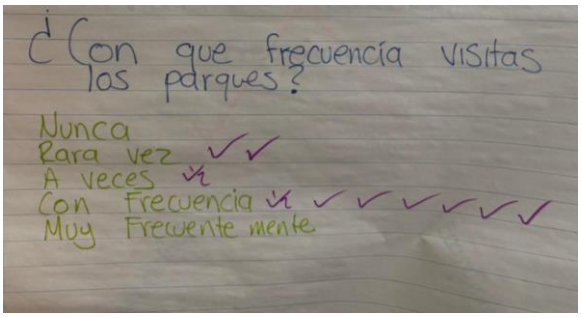
Question 9: How easy is it to get to the parks or natural areas?





Question 10: How often do you visit the parks?

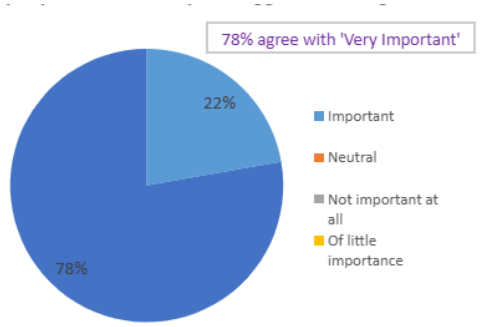


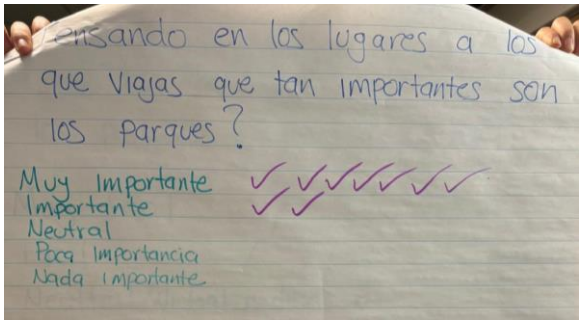


Quotes:

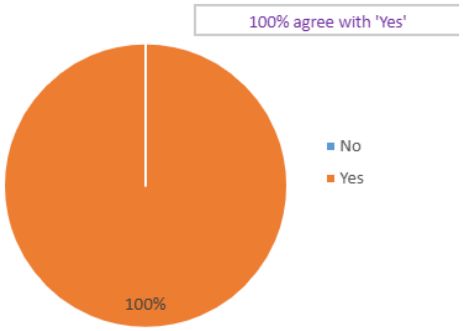
- "Depending on the weather and the time available, I visit it more often in the summer."

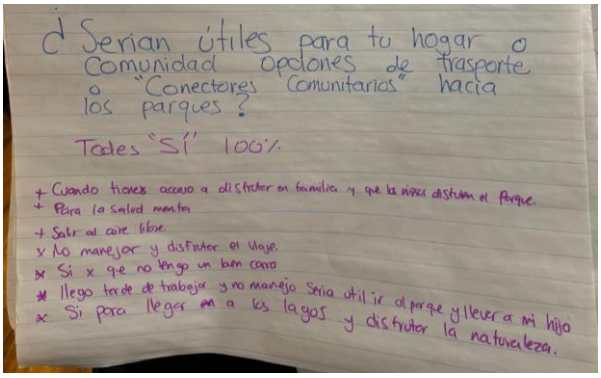
Question 11: Thinking about the places you travel to, how important are parks? Do they represent one of your biggest challenges?





Question 12: Would transportation options—or a "community connector"—to the parks be useful for your home or community?



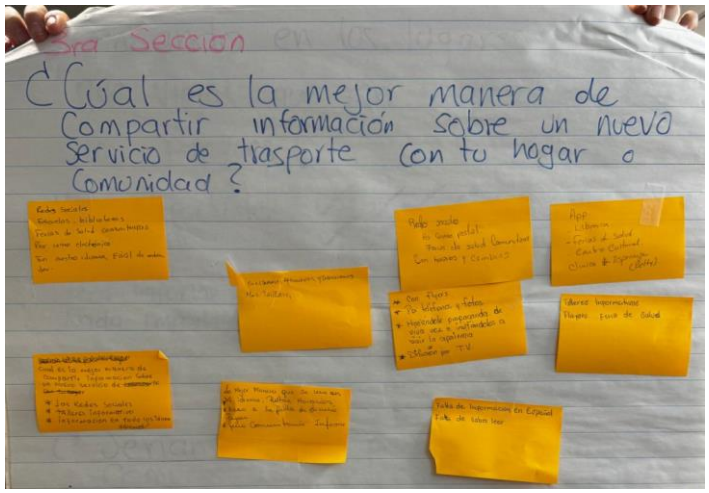


Quotes:

- "When the weather is nice, it offers an excellent opportunity to have fun, get out with the family, boost your mental health, and feel a sense of freedom."
- "The matter of not driving - traveling in a relaxing way, without having to worry about whether there's parking or if you're far away, or getting stressed out by the driving itself. I would love to visit more parks—but by bus."
- "Sometimes I get home late from work and want to take my son to the park, but I don't have a car, and then I think that it's already too late. If there were transportation available to get to the park, I would use it to take my son out."
- "It would be nice to have routes to the beach, parks, etc."

Communication and Multilingual Needs

Question 13: What is the best way to share information about a new transportation service with your household or community? What problems or limitations have you encountered with language services?

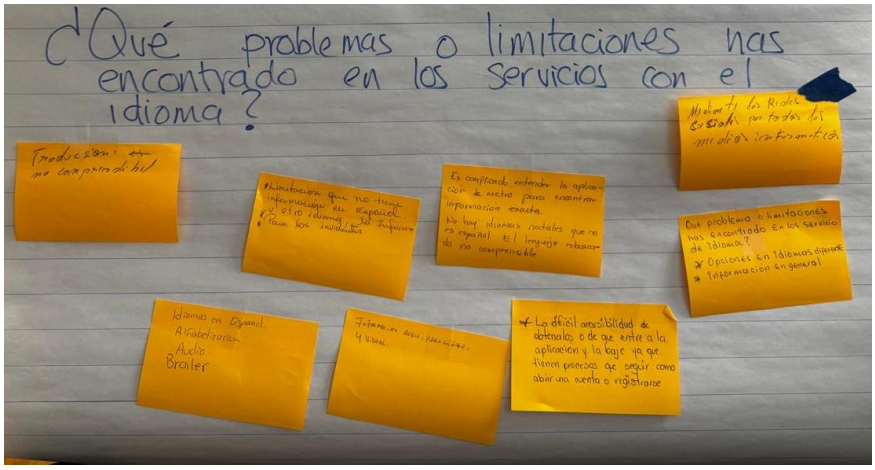


Responses

- Social Media +2
  - Televised +2
  - Photos
- Flyers +1
- Schools
- Libraries +1
- Health Community Fairs +4
  - Centro Cultural
- Language
  - Easily understandable terminology +1
  - Multiple languages +2
- Workshops +2
  - Informational +2
  - Handson
- Workplaces
- Apps +1

    - Adelante Mujeres Clinica Esperanza with Beatriz
- By Phone and Email
- Schedules +1
- Postal services

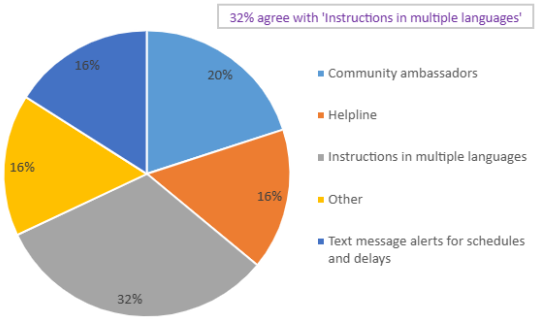
Question 14: What problems or limitations have you encountered with language services?

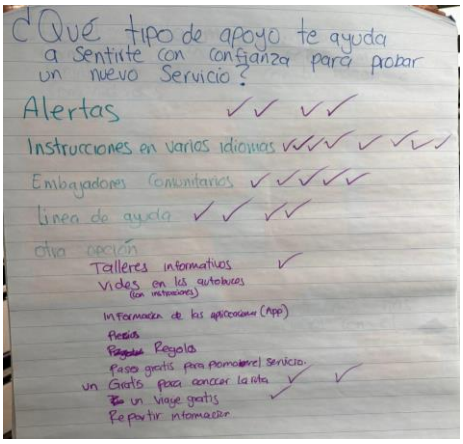


Responses

- Translation is not understandable. There are different variations of Spanish.
- Accessibility: Limitations for non-Spanish speakers (ex: indigenous languages).
- Accessibility: Information in audio, visuals, for members who are disabled (blind).
- Downloading or how to proceed after downloading TriMet apps. How to register.
- Audio on services
- Difficult using Metro apps and where to get information.
- Lack of information in general.

Question 15: What kind of support helps you feel confident in trying a new service? (Message alerts about schedules and delays, instructions in multiple languages, community ambassadors, helplines, and other options?





Responses to "Other"

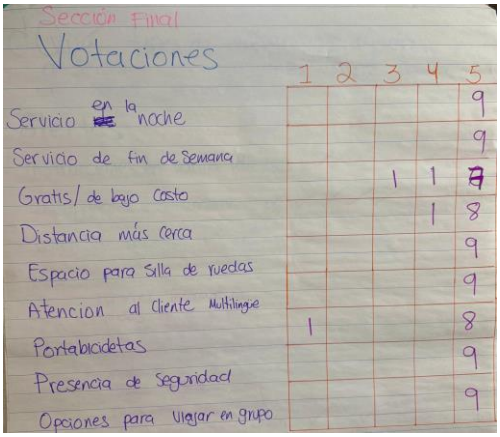
- Informational workshops.
- Screens on buses displaying informational videos.
- Affordable fares.
- A dedicated transportation system app.
- Introductory rides during peak hours to promote the service.
- Bringing in community members to familiarize them with the route.
- Free passes or incentives for prospective users—such as students—to help them learn the route.
- Promotions or discounts to launch a new route.
- Free tours.

SECTION 4

This next section covers the final set of questions, which assessed the level of importance of participants placed on certain service factors.

Votes

Instructions: Hold up a number from 1 to 5 (1 is not important at all, and 5 is very important) using your fingers to rate the following:



Statements	Rating
Night service	→ 100% agree with 'Very Important'
Weekend service	→ 100% agree with 'Very Important'
Free / Low-cost	→ 77% agree with 'Very Important'
Distance to nearest stop	→ 88% agree with 'Very Important'
Space for wheelchairs / strollers	→ 100% agree with 'Very Important'
Multilingual customer service	→ 100% agree with 'Very Important'
Bike racks	→ 88% agree with 'Very Important'
Onboard security	→ 100% agree with 'Very Important'
Group travel options	→ 100% agree with 'Very Important'

VIRTUAL LISTENING SESSION

Thirteen participants attended virtually via Zoom. Gift cards were delivered in person to compensate for their time and commitment. We spent 2hours and 30min together. We divided questions based on sections to smooth the process and be clear on the topics we would be asking. The following are the responses to the questions from Section 1-4.

SECTION 1.2

For this section, we provided lots of visuals to engage in a series of methodologies such as big group share-out and sharing in the chat.

Initial Conversations

Question 1: share your name, city, how do you get to where you need to go? (e.g., walking, bus, car, train, max, carpool, bicycle, other)

Responses	
Transportation Walking: 5 Bus: 6 Car: 11 Train: 1 Max: 9 Carpool: 3 Bike: 2 Other: Running, Ride Connection+1	City Forest Grove: 3 Cornelius: 1 Hillsboro: 4 Beaverton: 3 Portland: 1

Quotes:

- "I carpool for group runs and take the MAX for games."
- "I drive for shopping trips but take the bus if it's not too far."
- "Generally, I use my car or my bicycle; I take the MAX when traveling to Hillsboro or Portland."
- "Because of my job, I mostly use my car; otherwise, I take the MAX or walk."
- "I drive when I can, go with my husband or take the bus or carpool. Taking the bus is tricky for me because of the children, but I have used it."
- "I carpool, take Bus 57, walk if the destination is nearby, or take the MAX for longer distances."

Question 2: Where do you typically need to travel every week)

Responses	
<u>Cities</u> – Beaverton +3 – Sherwood – Hillsboro +2 – Forest Grove – Portland +1	<u>Locations</u> – Stores +3 – Gym – Family +2 – School +2 – Work +3 – Medical Appointments +2 – Church +2 – Recreational activities o Biking +2 – Community events

Question 3: What factors make traveling difficult or stressful?

Responses	

– Traffic +2
– Lack of Cross walks
– Weather +2
  o Rain
– Schedules / Hours +1
– Lack of benches – long standing +1
	– Long distance to bus stops +3
	– Wait time +2
	– Transferring from spot to stop +1
	– Lack of TriMet to other cities
	  o Sherwood, Forest Grove
	– Maintenance of bus stops
	– Security concerns +2

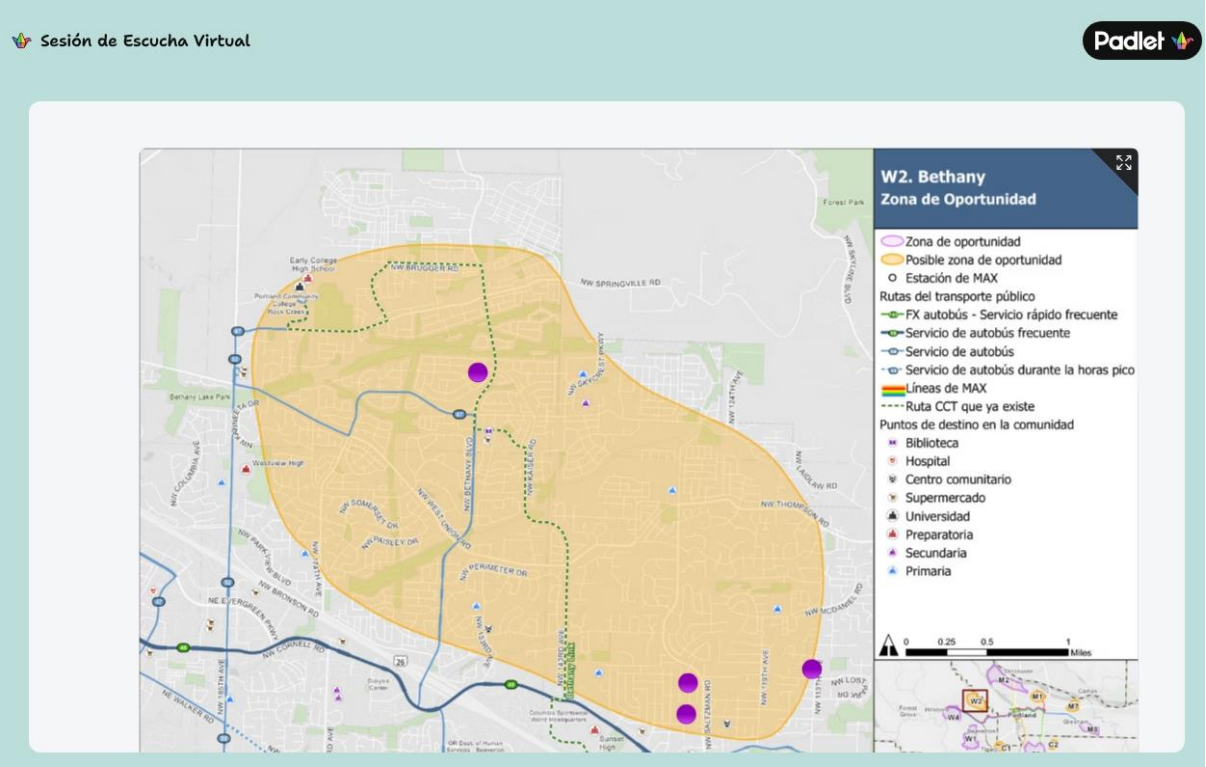
Quotes:

- "My appointments. It would take me 45 minutes by car. But by bus, counting the round trip, it would take a total of four hours. The 57 comes every 45 minutes. To get to those places, I have to wait for it and take it. That is frustrating, because that is the closest bus line."
- "For me, the distance to the bus stop is quite far."
- "When you get off at a stop, you have to walk for more than five minutes to reach your next connection; sometimes there are no sidewalks, and if there are, they run right alongside the street—which makes walking with children much more difficult. You have to adjust your pace to your child.

SECTION 2.2

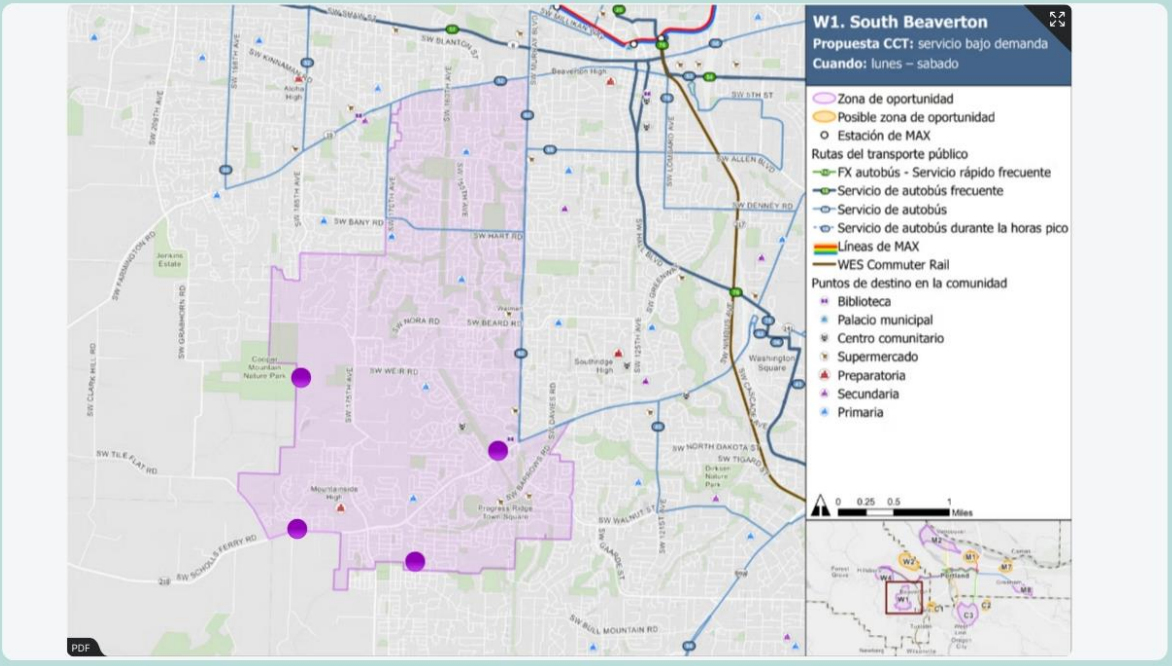
Gaps and Needs in Public Transportation Systems

For this next section, we virtually placed their dot as they informed us as to where the transportation gaps align with their transportation needs. For many, it did, while for others it was outside of the area. The next three maps represent the areas of Hillsboro/Aloha, Bethany, and Sur Beaverton. Responses to questions based on these maps in continuation. Additional questions were a mix of group share out and chat questions.



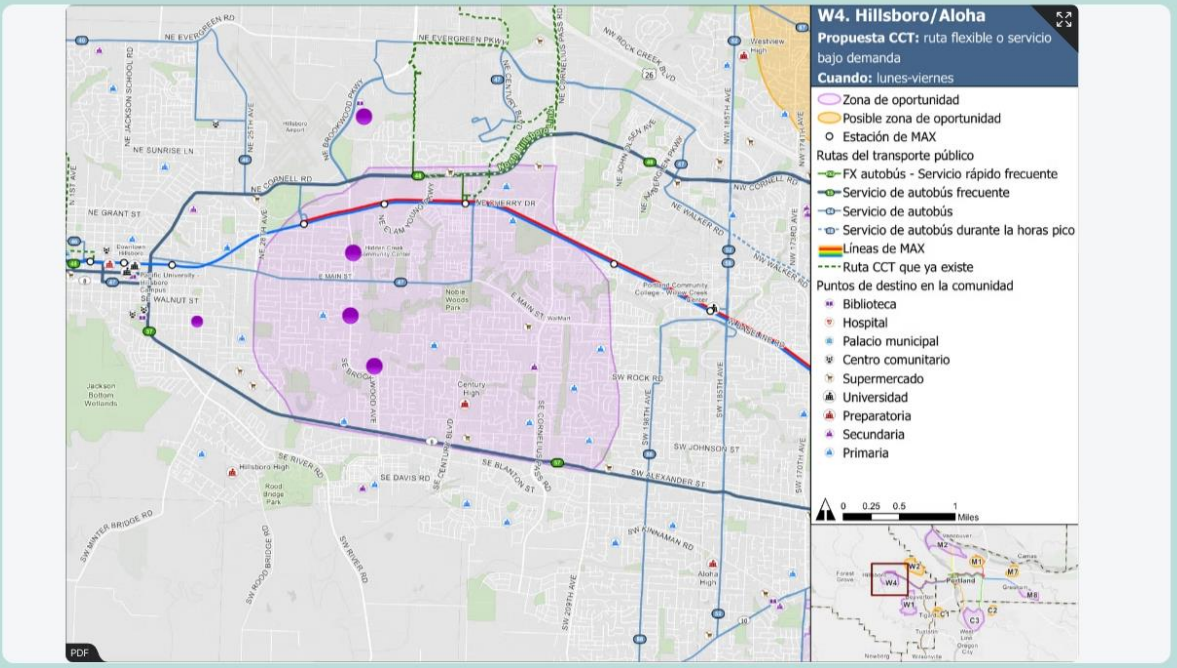
Sesión de Escucha Virtual

Padlet



Sesión de Escucha Virtual

Padlet



Question 4: Are there places on this map that could help make your route more efficient?

Responses	
– Flexible Hours +1 – More frequent stops +1 – More connectors in busy communities to reduce max capacity	– Affordable Fare rates – More stops to reduce extensive length of walk to a bus stop

Quotes:

- "At Maple and Oak Streets in Hillsboro, significant transportation is needed for children who do not have bus service; and at Walker Road and Ambergleen, transportation is required to serve the many apartment complexes currently under construction."
- "Community connectors via Baseline and Yew in Forest Grove for workers, to prevent further accidents."
- "It would be great to have community connectors to get to the Brookwood Library, Costco, and the Salvation Army located near Sunset and TV Hwy, instead of having to take the long way around."
- "From Mountainside High School to Murray Boulevard—via School Ferry—community connectors are needed."
- "A connector to Schoolferry and Cooper Mountain Park—both located in that area—would be beneficial, as many members of the Latino community are unaware of this park and could thus enjoy it on a beautiful day."
- "Instead of relying on local connector routes, it would be great if the return bus—traveling from Cornelius and Forest Grove to Hillsboro—ran more frequently. Specifically, the route heading toward the 47/48 lines and Rock Creek."
- "It would be beneficial to have community connector routes in this part of Bethany—specifically in this potential "Opportunity Zone"—to serve the people who travel through this area, which is home to many community hubs such as churches. Along Saltzman Road, heading toward NW Thompson, there is currently no bus service; yet, there is a large Latino community in this area that frequents the local churches and shops. I firmly believe that a community connector route is indeed needed here."
- "In the vicinity of Cedar Hills and Cedar Mill, such a connector route could make transit much more accessible."

- "I believe a MAX line to Forest Grove would help alleviate the issue of buses that are always overcrowded—a significant limitation for me, as I am unable to stand for extended periods. Furthermore, the MAX would give you the opportunity to see which train cars are full and which are emptier, allowing you to choose the best spot—a crucial feature for those of us who cannot stand for long, as well as for wheelchair users.

Question 5: Is there anything that makes using public transportation difficult in your daily life?

Responses	

– Wait time
– Using Apps
– Length of time to walk to a bus stop +1
– Buses to schools / universities
– Lack of communication
  ○ when a bus is full – delays commute
  ○ Time of arrival due to delays
	– Security concerns +1
	– Maintenance
	– Fares
	– Length of time to transfer
	– How to validate passes / cards
	– Getting lost
	– Lack of Information +1
	– Distance to a bus stop +1

Question 6: How many of you know what community connectors are and what they entail?

Responses
No: 8 Yes: 0 Somewhat: 5

Solutions

In this next section, we asked participants for feedback related to community connectors. Many expressed the term "community connector" as new. For those who knew, only Ride Connection was what they were familiar with, after having learned from the presentation from Alfredo.

Question 7: What would make a community connector truly useful to you? (schedule, dates, safety, accessibility, publicity—in detail)

Responses:

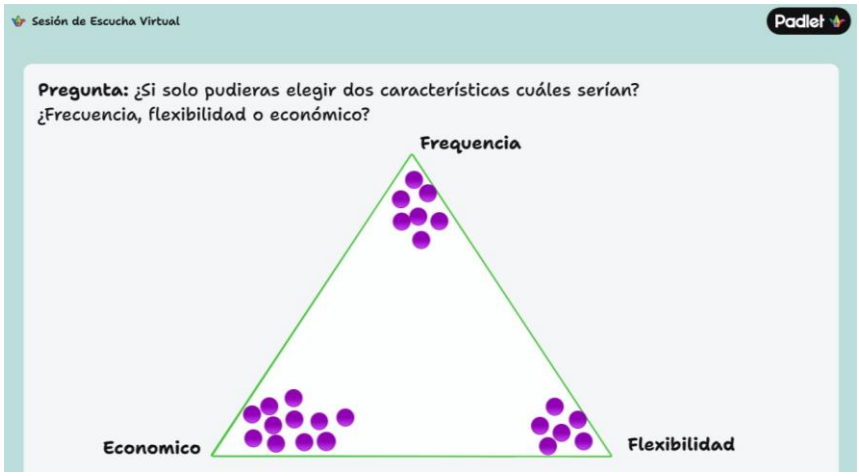
- Better hours availability +3
- Respect arrival times +1
- A fixed service that operates on weekends and holidays. +2
    - Everyday service +1
- Educational information +3
    - "how to use".
- Services to parks, schools
- Collaborations with CBO's, community groups to distribute information +1
- App to know times & plan trips
- Available in more accessible locations +1

Quotes:

- "Please respect the schedules you publish, as there are times when services are not available even though they are listed—and I have missed medical appointments because I had no transportation.
- "I wish there was access to my neighborhood. I live in a neighborhood with a very—very—adult population, and people only pass through when they are on their way to church, the dollar store, and so on. It is a community with limited access."
- "It would be helpful if the TriMet app could notify us when an incoming bus is already full; that way, we would know whether to start walking to our destination or wait for the next bus."
- "TriMet shares information regarding community connectors with agencies such as Adelante Mujeres (Clínica Esperanza) to share with the community.

Question 8: Triangle Activity - If you could only choose two characteristics, which ones would they be? Frequency, flexibility, or economy.

Responses
Frequency: 7 (29%)
Economic: 11 (45%)
Flexibility: 6 (25%)

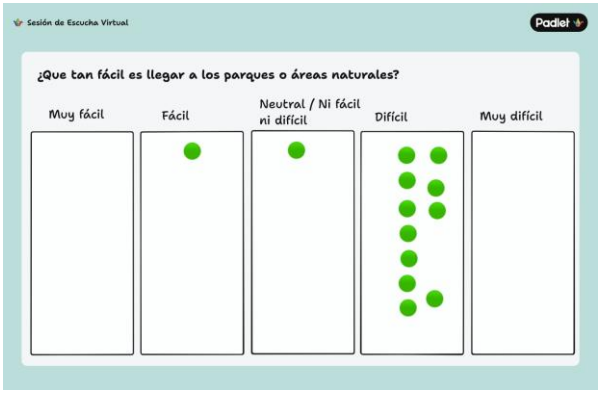


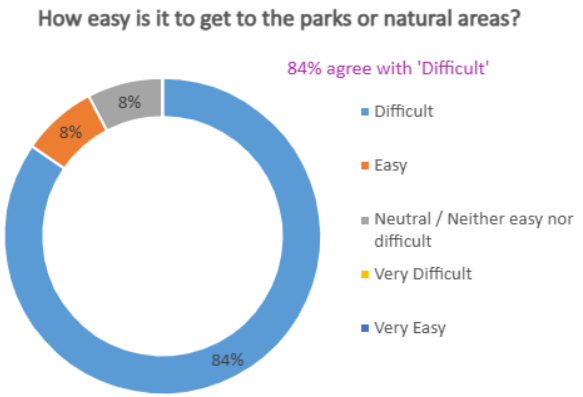
SECTION 3.3

Access to and Needs Regarding Parks and Nature

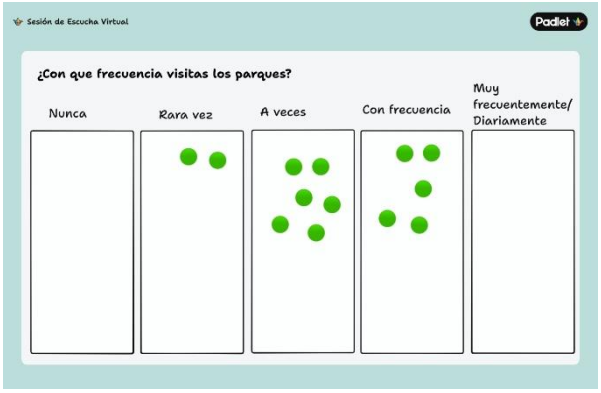
In this section, we asked participants a series of Linkert-scaled questions, and facilitator took note virtually through Padlet. Below you will see the pictures of their responses and pie charts to provide better visuals of the results for the Linkert-scale questions.

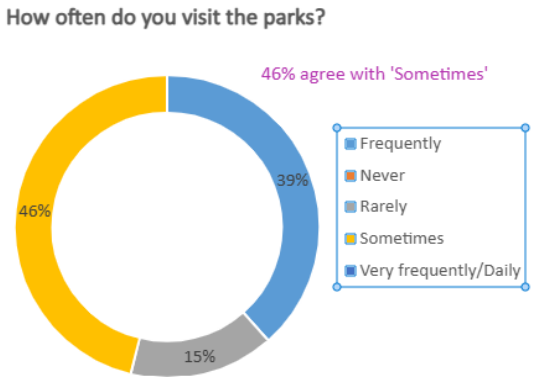
Question 9: How easy is it to get to the parks or natural areas?



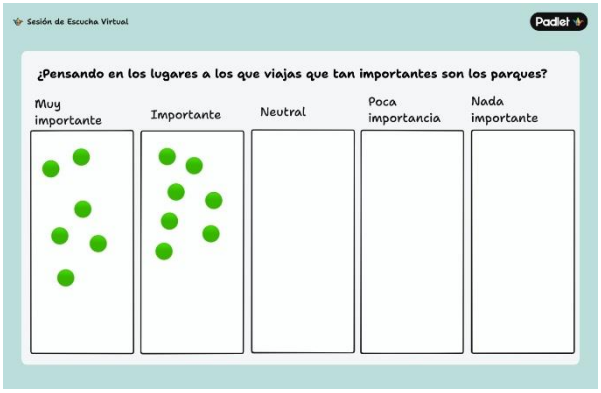


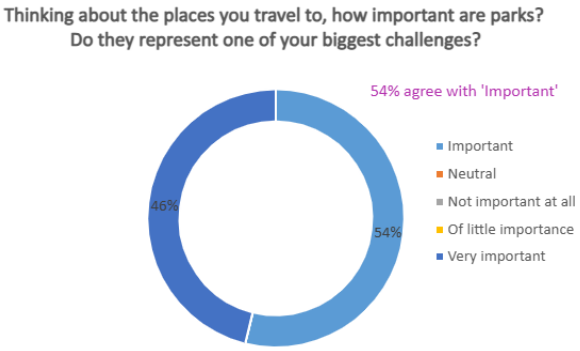
Question 10: How often do you visit the parks?



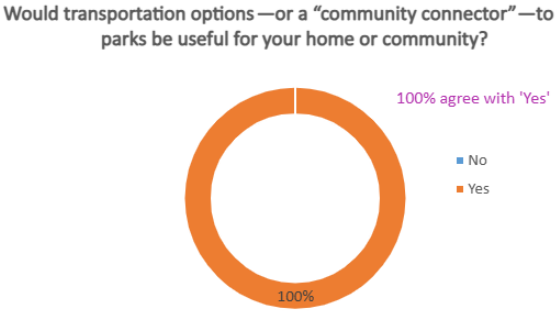


Question 11: Thinking about the places you travel to, how important are parks? Do they represent one of your biggest challenges?





Question 12: Would transportation options—or a "community connector"—to the parks be useful for your home or community?



Quotes:

- "Chehalem Park, for example, is very nice, but it's very far away."

- "If it operates on weekends, there are currently no options available."

Communication and Multilingual Needs

Question 13: What is the best way to share information about a new transportation service with your household or community?

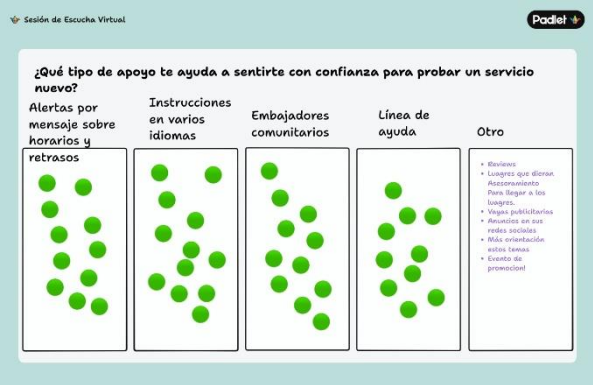
Responses
• Social Media +5   ○ Facebook • Radio • Informational Tabling • Websites of organizations • Mail • Flyers • Workplaces

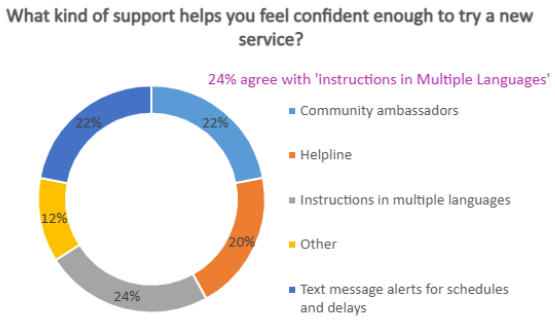
Question 14: What problems or limitations have you encountered with language services?

Responses

• All Apps are in English – Not accessible in other languages +7
  ○ Darci, Farci, Spanish
  ○ Difficult to get responses when looking up online
• Information in Spanish +4
• Service bills (such as light and bill in Spanish)

Question 15: What kind of support helps you feel confident enough to try a new service?





Responses "Other"

- Referrals from other people
- Information from schools and clinics that share such information
- Social media advertisements
- Advertising

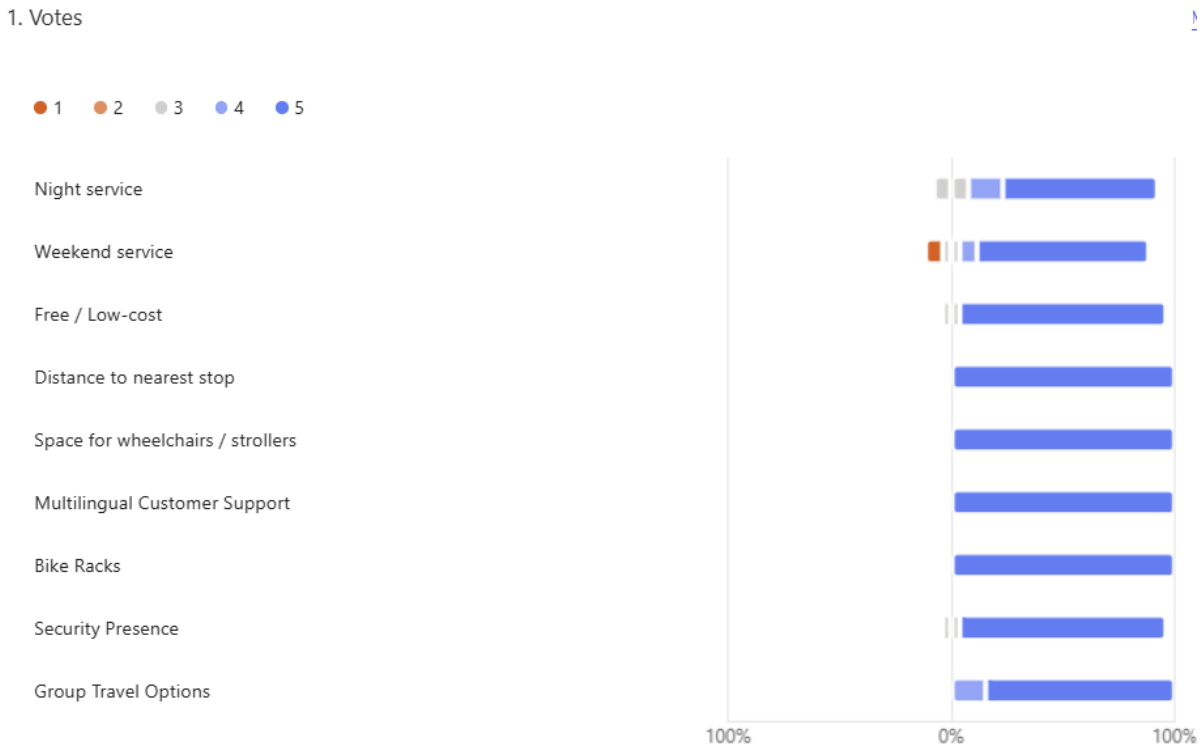
SECTION 4.4

This next section covers the final section of questions.

Votes

Instructions: Hold up a number from 1 to 5 (1 is not important at all, and 5 is very important) using your fingers to rate the following:

Statements	Rating
Night service	→ 69.2% agree with 'Very Important'
Weekend service	→ 76.9% agree with 'Very Important'
Free / Low-cost	→ 92.3% agree with 'Very Important'
Distance to nearest stop	→ 100% agree with 'Very Important'
Space for wheelchairs / strollers	→ 100% agree with 'Very Important'
Multilingual customer service	→ 100% agree with 'Very Important'
Bike racks	→ 100% agree with 'Very Important'
Onboard security	→ 92.3% agree with 'Very Important'
Group travel options	→ 84.6% agree with 'Very Important'



COLLECTIVE SUGGESTIONS

In closing, the following is a short summarized collective list of suggestions we as facilitators heard strongly from both listening sessions. As well as questions that were raised that would be important to address for future FAQ's.

Suggestions

- MAX routes to Forest Grove
- MAX route to Sherwood
- Larger bus lines or connector routes with fewer stops, to prevent buses from becoming overcrowded—as this creates an unsafe environment where passengers begin fighting and hurling insults over seats or a lack of space, while drivers are powerless to intervene.
- Assess population growth to determine the number of additional Community Connectors needed, as well as whether to expand existing transit routes.
- Evaluate whether the implementation of Community Connectors would result in their actual utilization by the public.
- Coordinate with community organizations on how to effectively disseminate information regarding Community Connectors.

Questions

- Do the connectors incur any costs?
- If I purchase passes that include community connectors, can I claim the amount spent on taxes as a deduction?

MATERIALS

- Canva Presentation Link (Used for both modalities)
- Padlet Link (virtual session)
- Zoom recording (virtual session)
    - Passcode: &iEW8t8V
- Agendas (attached below)

Sesión de Escucha: Transporte Comunitario 2026

Presencial

DETAILS
Fecha: jueves, 12 de marzo **Horario:** 5:30pm – 8:00pm **Lugar**: 265 SE Oak St C, Hillsboro, OR 97123 **Facilitadora:** Petrona **Toma de Notas y Tiempo:** Alma **Presentadores invitados:**
OBJETIVOS DE LA SESION DE ESCUCHA
MATERIALES
❑ Presentación ❑ Asistencia ❑ Lista de Contacto de Emergencia ❑ Registro de Cuidado de Niñes ❑ Lista de Logística AQUI

**Todas las notas en flipchart

AGENDA			
Horario	**Actividad**	**Facilitadora**	**Materiales**
4:30pm - 5:30pm	**Acomodar el Espacio** ▫ Sillas y Mesas ▫ Área de Bienvenida ▫ Área de logística ▫ Sonido y Presentación ▫ Área de niñes	Todas	
5:30pm - 5:45pm **(15min)** (13min)	**Bienvenida** – Reconocimiento de la tierra (3min) – Repaso de la logística (4min) – Objetivos (1mn) – Introducciones (4min) – Recordatorio: Que estén sentados con personas de la misma ciudad (1min)	Petrona	Presentación
5:45pm – 6:15pm **(30min)**	**Presentación del proyecto** - Invitar a Alfredo, quien es el investigador en desarrollo, planificación y participación pública con Metro. Él nos va a dar una pequeña presentación sobre porque estamos realizando estas sesiones de escucha.	Alfredo	Presentación de Alfredo

6:15pm – 6:40pm **(25min)** (20min)	**Conversaciones Iniciales** Preguntas - (Grupo grande) Su nombre, ciudad, ¿cómo te trasladas a donde necesitar ir? (ex: caminando, autobús, carro, tren, max, carpool, bicicleta, otro) (15min) - (Sticky Note) A donde necesitas viajar normalmente cada semana? (5min) - (Sticky Note) Qué factores hacen que viajar resulte difícil o estresante? (5min)		Flip chart con preguntas y opciones.
6:40pm – 7:10pm **(30min)**	**Actividad: Brechas en el sistema de transporte público y necesidades** – (Dot y ponen su sticker en los mapas) Pon un punto en el lugar donde las brechas de transporte identificadas se alinean con sus necesidades de transporte. (7min) – (Grupo grande) ¿Hay lugares en este mapa que podrían ayudar a que tu ruta sea más eficiente? (5min) – (Grupo Grande) ¿Hay algo que haga difícil usar el transporte público en tu vida diara? (5min) – (Grupo Grande- Contar) ¿Cuantos de ustedes conocen que es y cuales son los conectores comunitarias – levanta la mano (3min) 20min total **Soluciones:** – (Sticky note) ¿Qué haría que un conector comunitario fuera realmente útil para usted? (horario, fechas, seguridad, accesibilidad, publicidad – en detalle) (5min – 5min shareout) **Actividad de Triangulo** (Dot place on triangle) ¿Si solo podrías elegir dos características cuáles serían? Frecuencia, flexibilidad o económico? (5min – 5min shareout)		Mapas Dots Flip Chart
7;10 – 7:15 (5min)	**Descanso breve (5min)**		
7:20pm – 7:45pm (25min)	**Acceso y Necesidades a Parques y a la naturaleza** Linkert-Scaled – (Linkert-Scaled) ¿Que tan fácil es llegar a los parques o áreas naturales? (2min) o Muy fácil o Fácil o Neutral / Ni fácil ni difícil o Difícil		Flip chart con Linkert Scale Flip Chart Sticky Note Dot

	- Muy difícil (Linkert-Scaled) ¿Con que frecuencia visitas los parques? (2min) - Nunca - Rara vez - A veces - Con frecuencia - Muy frecuentemente/Diariamente (Linkert-Scaled) Pensando en los lugares a los que viajas que tan importantes son los parques? ¿Representan uno de tus mayores retos? (2min) - Muy importante - Importante - Neutral - Poca importancia - Nada importante (Preguinta Abierta) Serian útiles para tu hogar o comunidad opciones de transporté o "conector comunitario" hacia los parques? (6min) Comunicación y necesidades multilingüísticas (Sticky Note) ¿Cuál es la mejor manera de compartir información sobre un nuevo servicio de transporte con tu hogar o comunidad? (5min) (Sticky Note) ¿Qué problemas o limitaciones has encontrado en los servicios de idioma? (5min) (Place Dot on Paper) ¿Qué tipo de apoyo te ayuda a sentirte con confianza para probar un servicio nuevo? (Alertas por mensaje sobre horarios y retrasos, instrucciones en varios idiomas, embajadores comunitarios, línea de ayuda, otra opción___)		
7:45pm – 7:57pm (7min)	**Votaciones** Levanta del 1-5 (1 es nada importante y 5 es muy importante) usando tus dedos para calificar lo siguiente - Servicio en la noche - Servicio de fin de semana - Gratis / de bajo costo - Distancia más cercana a la parada - Espacio para silla de ruedas / carriola - Atención al cliente multilingüe - Portabicicletas - Presencia de seguridad		Flip Chart

	• Opciones para viajes en grupo		
7:57pm – 8:00pm (3min)	**Cierre** – Agradecimiento y daremos seguimiento con resultados en cuanto estén listas – Recordatorios: o 21 de marzo evento – invitados o Encuesta: https://es.surveymonkey.com/r/TWJMYLY – Foto Grupal		

Sesión de Escucha: Transporte Comunitario 2026

Virtual

DETAILS
Fecha: jueves, 13 de marzo **Horario:** 5:00pm – 8:30pm **Lugar**: Virtual **Facilitadora:** Alma **Toma de Notas:** Petrona **Toma de Tiempo:** Gabriela O. **Presentadores invitados:** Alfredo Haro
OBJETIVOS DE LA SESION DE ESCUCHA
MATERIALES
❑ Presentación ❑ Mapas virtuales ❑ Asistencia ❑ Lista de Logística AQUI ❑ Presentación de Alfredo

AGENDA			
Horario	**Actividad**	**Facilitadora**	**Materiales**
5:00pm - 5:30pm	**Acomodar el Espacio** ▫ Sonido y Presentación ▫ Compartir Pantalla	Todas	
5:30pm – 5:45pm **(20min)**	**Bienvenida** – Reconocimiento de la tierra (3min) – Repaso de la logística (4min) o Chat o Micrófono o Video (opcional) o Grabar la reunión – Objetivos (1mn) – Introducciones (4min)	Alma	Presentación
5:45pm – 6:15pm **(30min)**	**Presentación del proyecto** – Invitar a Alfredo, quien es el investigador en desarrollo, planificación y participación pública con Metro. Él nos va a	Alfredo	Presentación de Alfredo

	dar una pequeña presentación sobre porque estamos realizando estas sesiones de escucha. –		
6:15pm – 6:40pm **(25min)** (20min)	**Conversaciones Iniciales** Preguntas - (Grupo grande) Su nombre, ciudad, ¿cómo te trasladas a donde necesitar ir? (ex: caminando, autobús, carro, tren, max, carpool, bicicleta, otro) (15min) - (Chat) A donde necesitas viajar normalmente cada semana? (5min) - (Chat) Qué factores hacen que viajar resulte difícil o estresante? (5min)	Alma	Tomar notas en documento
6:40pm – 7:10pm **(30min)**	**Actividad: Brechas en el sistema de transporte público y necesidades** – (Dot y ponen su sticker en los mapas) Pon un punto en el lugar donde las brechas de transporte identificadas se alinean con sus necesidades de transporte. (7min) – (Grupo grande) ¿Hay lugares en este mapa que podrían ayudar a que tu ruta sea más eficiente? (5min) – (Grupo Grande) ¿Hay algo que haga difícil usar el transporte público en tu vida diara? (5min) – (Grupo Grande- Contar) ¿Cuantos de ustedes conocen que es y cuales con los conectores comunitarias – levanta la mano (3min) 20min total Soluciones: – (Chat) ¿Qué haría que un conector comunitario fuera realmente útil para usted? (horario, fechas, seguridad,		Mapas usando Padlet https://padlet.com/pdominguez31/mapas-sesion-de-escucha-virtual-cqcl0e5qnmoo5m8u

	accesibilidad, publicidad – en detalle) (5min – 5min shareout) **Actividad de Triangulo** (Dot place on triangle) ¿Si solo pudieras elegir dos características cuáles serían? ¿Frecuencia, flexibilidad o económico? (5min – 5min shareout)		Usando Padlet Pagina 5
7;10 – 7:15 (5min)	**Descanso breve (5min)**		
7:20pm – 7:45pm (25min)	**Acceso y Necesidades a Parques y a la naturaleza** Linkert-Scaled – (Linkert-Scaled) ¿Que tan fácil es llegar a los parques o áreas naturales? (2min) o Muy fácil o Fácil o Neutral / Ni fácil ni difícil o Difícil o Muy difícil – (Linkert-Scaled) ¿Con que frecuencia visitas los parques? (2min) o Nunca o Rara vez o A veces o Con frecuencia o Muy frecuentemente/Diariamente – (Linkert-Scaled) Pensando en los lugares a los que viajas que tan importantes son los parques? ¿Representan uno de tus mayores retos? (2min) o Muy importante o Importante o Neutral o Poca importancia o Nada importante – (Pregunta Abierta) Serian útiles para tu hogar o comunidad opciones de transporté o		

	"conector comunitario" hacia los parques? (6min) **Comunicación y necesidades multilingüísticas** - (Chat) ¿Cuál es la mejor manera de compartir información sobre un nuevo servicio de transporte con tu hogar o comunidad? (5min) - (Chat) ¿Qué problemas o limitaciones has encontrado en los servicios de idioma? (5min) - (Place Dot on Paper) ¿Qué tipo de apoyo te ayuda a sentirte con confianza para probar un servicio nuevo? (Alertas por mensaje sobre horarios y retrasos, instrucciones en varios idiomas, embajadores comunitarios, línea de ayuda, otra opción___)		
7:45pm – 7:57pm (7min)	**Votaciones** (Chat) del 1-5 (1 es nada importante y 5 es muy importante) usando los números en el chat para calificar lo siguiente – Servicio en la noche – Servicio de fin de semana – Gratis / de bajo costo – Distancia más cercana a la parada – Espacio para silla de ruedas / carriola – Atención al cliente multilingüe – Portabicicletas – Presencia de seguridad – Opciones para viajes en grupo		Padlet
7:57pm – 8:00pm (3min)	**Cierre** – Agradecimiento y daremos seguimiento con resultados en cuanto estén listas – Recordatorios: o 21 de marzo evento – invitados		

	○ Encuesta: https://es.surveymonkey.com/r/TWJMYLY – Foto Grupal		

Community Connect Transit Study

2026

Upstream Access

Table of Contents

3 Promotion of Event

5 Demographics

10 Overview

11 Key Themes

21 Key Takeaways

22 Community Area Responses for Maps

23 Additional Survey Responses

Promotion



Community Transportation Listening Session

We want to hear from you!

Join a community conversation about transportation needs in your area and help shape future transit services. All community members are welcome. You do not need to be a transit rider to participate.

Dates to choose from:

- Feb. 23 Time: 4 - 5:30 pm
- Mar. 06 Time: 1 - 2:30 pm

Scan QR code to register →

SCAN ME

Hosted by Upstream Access www.UpstreamAccess.org

Why Attend?

Metro and community partners are exploring Community Connector Transit, which is smaller, more transportation options, that can help people get where they need to go.

Your Input Will Help:

- Identify barriers to using transit to get where you want to go.
- Improve safety, accessibility and communication.

What To Expect:

- Welcoming, guided group discussion
- Map activities and simple questions
- Opportunities to share your experiences and ideas
- Language support, if requested. ASL and Spanish provided.

Questions or Access Needs?
admin@UpstreamAccess.org

Promotion

Subject: You're Invited: Community Transportation Listening Session

Hello,
We'd love to invite you to join an upcoming Community Transportation Listening Session hosted by Upstream Access.
We want to hear from you! This is a welcoming community conversation about transportation needs in your area and how future transit services can better serve our communities. You do not need to be a transit rider to participate — all community members are welcome.

Dates to choose from:
• February 23 | 4:00 – 5:30 pm
• March 6 | 1:00 – 2:30 pm
Metro Listening Session Registration or Scan QR Code in attached flyer
Why attend?
Metro and community partners are exploring Community Connector Transit — smaller, more flexible transportation options that can help people get where they need to go. Your input will help:

- Identify barriers to using transit
- Improve safety, accessibility, and communication

What to expect:

- A welcoming, guided group discussion
- Map activities and simple questions
- Space to share your experiences and ideas
- Language support if requested (ASL and Spanish provided)

If you have questions or access needs, please email admin@UpstreamAccess.org.
We hope you can join us and share your voice!

With appreciation,
The Upstream Access Team
www.UpstreamAccess.org

Participant Demographics

Age

- Ages ranged from 25 to 75+
- Breakdown:
  - 25–34: 7 participants (28%)
  - 35–44: 8 participants (32%)
  - 45–54: 4 participants (16%)
  - 55–64: 3 participants (12%)
  - 65–74: 3 participants (12%)
  - 75+: 3 participants (12%)

Gender Identity

- Women: 15 participants (60%)
- Men: 7 participants (28%)
- Non-binary / genderqueer: 2 participants (8%)
- Transgender (also identified as non-binary): 1 participant (4%)

Race & Ethnicity (multi-select)

- White: 16 participants (64%)
- Hispanic or Latino: 4 participants (16%)
- Black or African American: 3 participants (12%)
- Asian or Asian American: 1 participant (4%)
- Native Hawaiian or Pacific Islander: 1 participant (4%)
- Prefer not to say: 3 participants (12%)

Participant Demographics (cont.)

Employment, Education & Roles (multi-select)

- Employed full-time: 1 participant (4%)
- Employed part-time: 7 participants (28%)
- Students: 5 participants (20%)
- Retired: 8 participants (32%)
- Looking for work: 1 participant (4%)
- Caregivers: 2 participants (8%)

Disability & Access Needs

- Identify as disabled/chronic condition affecting travel: 20 participants (80%)
- Do not identify as disabled: 2 participants (8%)
- Prefer not to say: 1 participant (4%)

Common Access Needs (multi-select):

- Walker/cane: 8 participants (32%)
- Wheelchair/mobility device: 8 participants (32%)
- Cannot stand for long periods: 8 participants (32%)
- Vision/hearing needs: 9 participants (36%)

Participant Demographics

Additional supports shared:

- Large print materials
- ASL communication / nonverbal communication
- Caregiver or support person
- Pain management (seat/back cushions)
- Need to recline/rest throughout the day
- Navigation/reminder apps for transit support

Highlights: access needs and mobility considerations across the group

Participant Demographics Narrative

Upstream Access conducted two 90-minute virtual listening sessions via Zoom to gather input from community members. For those who were unable to attend, we offered one-on-one interviews using the same slide deck and maps to ensure consistent participation and accessibility.

The listening sessions were promoted to our cross-disability community throughout the Tri-County area, including Multnomah, Clackamas, and Washington Counties. This approach allowed us to gather perspectives from a diverse range of participants with varied lived experiences across the region.

Listening sessions were promoted via social media (Facebook and Instagram) to Upstream Access members, and emails were sent to over 100 community members.

Participants in this engagement represented a wide range of ages, identities, and lived experiences, reflecting the diversity within the communities we serve. Ages spanned from 25 to over 75, with strong representation among adults ages 25–44 and 45–64, as well as older adults (65+). This cross-generational participation highlights the importance of inclusive planning that supports people across the lifespan, particularly in the context of emergency preparedness and community resilience.

In terms of gender identity, the majority of participants identified as women, alongside a strong representation of men. Participants also included individuals who identify as transgender and non-binary/genderqueer, reinforcing the importance of creating spaces that affirm and include gender-diverse community members.

Racial and ethnic identities among participants were predominantly White; however, there was also meaningful representation from Black or African American, Hispanic or Latino, Asian or Asian American, and Native Hawaiian or other Pacific Islander communities. Some participants identified with multiple racial or ethnic identities, and others chose not to disclose, reflecting the importance of maintaining trust, autonomy, and safety in data collection.

A significant portion of participants identified as disabled or living with chronic health conditions that impact how they move through the world and access transportation. Their responses highlight the wide range of access needs that must be considered in planning and systems design. Many participants rely on mobility supports such as wheelchairs, walkers, and canes, while others shared needs related to limited stamina, including difficulty standing for long periods or walking long distances. Several participants identified vision- and hearing-related access needs, including large-print materials and communication supports such as ASL.

Participants also shared important insights into less visible or often overlooked access needs. These included the need for rest and the ability to recline throughout the day, the use of seat and back cushions to manage pain, reliance on caregivers or support people, and the use of navigation and reminder apps to support independent travel. One participant shared that they were nonverbal and used ASL, reinforcing the importance of communication access across all settings.

Employment and daily-life roles among participants varied widely, reflecting different economic realities, access to opportunities, and life stages. Some participants were employed full-time or part-time, while others were students, retirees, or actively seeking work. Several participants identified as caregivers, balancing employment or education alongside supporting family members. Others shared that they are not currently working, including individuals who are disabled, not seeking paid work, or navigating unemployment while building their own businesses.

Importantly, participants also identified roles beyond traditional employment categories, including advocacy and entrepreneurship. These responses highlight the many ways people contribute to their communities, even when those contributions are not always recognized within standard workforce frameworks.

A smaller number of participants reported having children in their household, adding another layer of responsibility and consideration in planning for safety, transportation, and emergency preparedness.

Overall, these demographics underscore the importance of centering disability, economic diversity, and lived experience as core components of equity—not afterthoughts. The range of access needs, employment situations, and caregiving responsibilities shared by participants highlights the necessity of flexible, person-centered, and trauma-informed approaches that honor interdependence, autonomy, and dignity.

These insights directly inform our work to build systems, programs, and emergency preparedness strategies that are truly inclusive and responsive to the realities of people’s lives.

Overview of Community listening Sessions

Across multiple listening sessions, participants shared that transportation is essential not only for meeting basic needs but also for maintaining social connections, physical health, and overall well-being.

While some systems support access to work, medical care, and groceries, significant gaps continue to limit full participation in community life.

Participants consistently emphasized that transportation is not just about getting from place to place—it is directly tied to independence, dignity, and emotional health.

“Transportation systems are not built for us… they are not built to be accessible.”

“We really have to advocate and fight to ensure that we do have that accessibility.”

“It’s very frustrating… that we cannot find a system that works well enough for all of us.”

Key Themes

1. Transportation Enables Survival—But Not Full Community Participation

Participants use transportation for:

- Work
- Medical appointments
- Grocery shopping
- Social activities (when possible)
- Recreational outings and physical well-being

However, access is often limited when it comes to:

- Evening events (theater, comedy shows, OMSI, social gatherings)
- Weekend activities
- Recreational trips (parks, coast, mountains)
- Travel outside the metro area (including nearby cities like Seattle)

Transportation systems are currently structured to support essential trips, but do not support full participation in social, cultural, and recreational life.

Time, Energy, and Health Impacts

- “It can take me 2 hours to go 12 miles.”
- “That is an 8-hour day using all of my spoons.”
- “I am usually in bed the next day to regenerate.”

Family & Dignity Barriers

- “We have to pretend our children are our personal care attendants just to ride paratransit.”
- “That is insulting. It’s demeaning.”
- “You should be able to travel as a family.”

2. Transportation is Critical to Social and Emotional Health

Participants clearly stated that:
Travel is essential for social and emotional health.

Limited transportation options result in:

- Missed social opportunities
- Reduced participation in community life
- Increased isolation

Participants also shared that planning outings can take so much time and energy that it becomes exhausting before even arriving, discouraging participation altogether.

Isolation & Shrinking Worlds

- “I have made a smaller footprint the older I’ve gotten.”
- “I get so locked into the metro area.”
- “There are so many things I don’t do because of what it takes to get there.”

Loss of Nature, Joy, and Connection

- “I’ve been dying to make it to the ocean… I really miss that.”
- “The ocean is my place to… just renew myself.”
- “I don’t go to community events… comedy shows, and plays due to transportation barriers.”

3. Rigid Systems Limit Independence

Transportation depends on:

- Fixed bus schedules
- Multiple transfers
- Limited hours
- Booking rides in advance
- Apps that are not always accurate

Common barriers:

- Rides fill up early
- No same-day or last-minute options
- Long travel times
- No ride home after events

This makes it hard for people to be flexible, independent, and fully take part in everyday life.

Inequity & Structural Discrimination

- “People without disabilities can go wherever they want.”
- “We are automatically second-class, less than equal citizens.”
- “We have to consider transit in where we live… others don’t.”
- “My life has to fit the schedule—not the other way around.”
- “I can’t be flexible because the system isn’t flexible.”

4.
Gaps in Service Hours, Coverage, and Reliability

Participants highlighted:

- Limited evening and weekend service
- Restricted service areas
- Programs like Ride Connection operate only on limited days (e.g., Tuesday–Thursday)
- Inconsistent reliability—many participants shared that they cannot depend on public transportation

While some services (such as Lyft) offer more flexible hours and have been experienced positively, they are not always accessible, affordable, or consistent for all users.

Where People Don't Go (Barriers to Life)

- "I think almost a more important question is—where don't we go?"
- "There are limited places that I can even get an office job, because public transit wouldn't get me there in an acceptable manner."
- "What would be a 25-minute car ride is an hour and a half on public transportation."
- "It's not just a night out, it's a day-long event."

5. Safety is a Major Concern Across the Entire Travel Experience

Safety concerns were consistently raised at every stage:

- **Before the ride:** poorly lit stops, long wait times, exposure to weather
- **During the ride:** rough driving, lack of secure or appropriate seating, driver behavior
- **After the ride:** lack of door-to-door support

Participants emphasized the need for:

- Well-lit stops
- Reduced wait times
- Safe, secure, and reliable options
- Door-to-door service where possible

Lack of Security and Fears

- “I think almost a more important question is—where don’t “It’s not just fear—it’s knowing the system isn’t built for me.”
- “It’s hard to feel safe when you have to plan everything perfectly just to get through the day.”
- “When transportation falls through, everything else falls apart—and that’s where the fear is.”

6. Accessibility Must Be Built Into Every Part of the System

Participants identified multiple accessibility gaps:

- Inconsistent availability of accessible seating and space for wheelchair users
- Drivers unable or unwilling to adjust seating configurations
- Reports of rude or dismissive behavior toward riders using mobility devices
- Lack of driver training on:
- Transfers
- Communication (including ASL, AAC, and other methods)
- Rider safety and disability awareness

Failed Solutions & Accessibility Gaps

- “The app didn’t work… everything was always full… I just quit trying.”
- “Don’t promise on-demand services if they don’t actually work.”
- “It’s worse than useless… it’s frustrating.”

7. Infrastructure, Navigation, and Information Barriers

Participants rely heavily on technology to navigate systems, but shared concerns about:

- Outdated or inaccurate information in apps (routes, arrival times, ride updates)
- Difficulty locating stops and planning trips
- Need for improved tools, such as a dedicated app for community-based transportation options

Environmental barriers also include:

- Lack of covered bus stops in cold and wet weather
- Buses lack sufficient space for mobility devices in competition with strollers, groceries, individuals transporting all their possessions, luggage, invisible users occupying reserved seating, etc.
- Often refused access because there is no room. Also, more users rely on mobility aids.
- Long wait times in unsafe or uncomfortable conditions

Navigation and Information Barriers

- “Everything assumes you can see, hear, or read the same way.”
- “Technology isn’t always accurate, and then I’m stuck.”
- “When apps are wrong, I’m the one who deals with the consequences.”
- “Every place is different, and I have to relearn how to navigate each time.”

8. Cost and Policy Barriers Limit Access

Participants noted:

- Cost differences between public transportation and alternatives like taxis or rideshare
- Limited affordable options for more flexible or accessible rides
- Inability to reserve a taxi or Lyft option requiring wheelchair access, making them extremely unreliable, especially given the rarity of vehicles equipped for wheelchair use. Even if you could get to your destination, a return is not guaranteed.

Policy barriers also impact access, including:

- Rules about what mobility devices are allowed on buses
- Systems that do not reflect the real needs of disabled riders

Where People Don’t Go (Barriers to Life)

- “I think almost a more important question is—where don’t we go?”
- “There are limited places that I can even get an office job, because public transit wouldn’t get me there in an acceptable manner.”
- “What would be a 25-minute car ride is an hour and a half on public transportation.”
- “It’s not just a night out, it’s a day-long event.”

9. Gaps in Service Hours, Coverage, and Reliability

Communication barriers add another layer of difficulty to already complex transportation and navigation systems. Participants shared that information is often inconsistent, outdated, or not accessible in multiple formats, making it harder to plan, adapt, or respond when things change.

Real-time updates are not always reliable, and when systems shift—such as delays, route changes, or cancellations—people are often left without clear or usable information. This creates confusion, stress, and, at times, unsafe situations.

For many, communication barriers mean needing to rely on others for support, reducing independence and confidence when moving through the community. When information is not accessible—whether due to format, language, or technology—it becomes a barrier to participation.

Gaps in Coverage and Reliability

- “I need updates I can actually access in real time.”
- “Sometimes I just stop trying because it’s too confusing.”
- “I shouldn’t have to rely on someone else just to get where I’m going.”
- “Service changes happen, but I don’t get updates I can actually access.”
- “Extreme weather makes an already hard system even harder to use.”

10. Emotional Impact: Fatigue, Frustration, and Being Let Down

Across all sessions, participants expressed:

- Physical and mental fatigue from coordinating transportation
- Frustration with unreliable, inflexible systems
- A sense of being consistently let down

One participant shared that:
Public transportation can create segregation, as people with disabilities are often excluded from social and community spaces due to a lack of access.

The Emotional Toll is Real

- “I’m tired before I even get there.”
- “So much of my energy goes into planning transportation.”
- “It shouldn’t take this much effort just to exist in the community.”
- “I have to think through every step—and it wears me down.”
- “I feel drained just coordinating rides and schedules.”
- “It creates separation—I’m not included the same way others are.”
- “Access to transportation is access to community—and I don’t always have that.”

Key Takeaways

- Transportation must support full participation, not just essential trips.
- Expanded service hours (evenings/weekends) and broader coverage areas are critical.
- Flexible, same-day transportation options are needed to support independence and spontaneity.
- Systems must align with real-life schedules, including the full duration of social events.
- Safety must be addressed holistically—before, during, and after travel.
- Accessibility must be embedded system-wide, including driver training, communication access, and inclusive policies around mobility devices.
- Accurate, accessible, and real-time navigation tools are essential.
- Affordability and policy changes are needed to reduce barriers.
- Transportation is directly tied to social connection, emotional well-being, and quality of life.
- Without meaningful improvements, current systems will continue to reinforce isolation, inequity, and exclusion.

Community Area Responses for Maps

C1 – Lake Oswego

- No interest / no support identified

C2 – Happy Valley

- 6 yes
- Mixed/no interest from others (including no responses)

C3 – Oatfield

- 4 yes
- Some no responses

M1 – Cully Park

- 11 yes
- Some no responses

M2 – North Portland (Peninsula)

- 9 yes
- Some no responses

M7 – Fairview

- 8 yes
- Some no responses

M8 – Gresham

- 4 yes
- Some no and no responses

W1 – Bethany / SW Beaverton

- 2 yes
- Feedback included the need for expanded service beyond Monday–Friday, on-demand rides

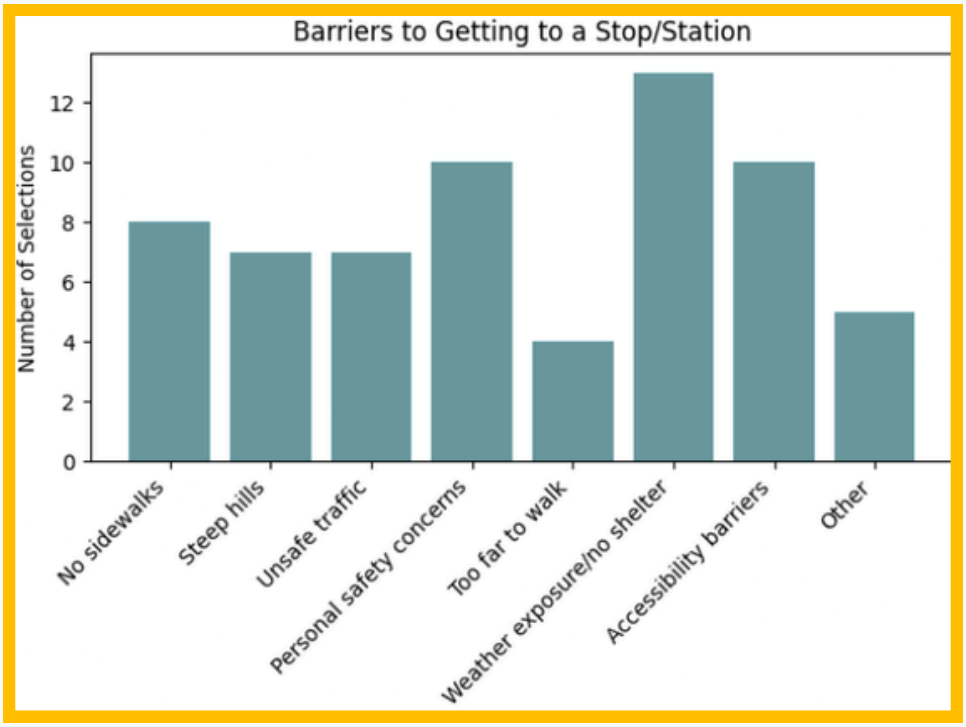
W2 – Bethany

- 4 yes

W4 – Hillsboro / Aloha

- 5 yes
- Some no and no responses

Additional Survey Responses

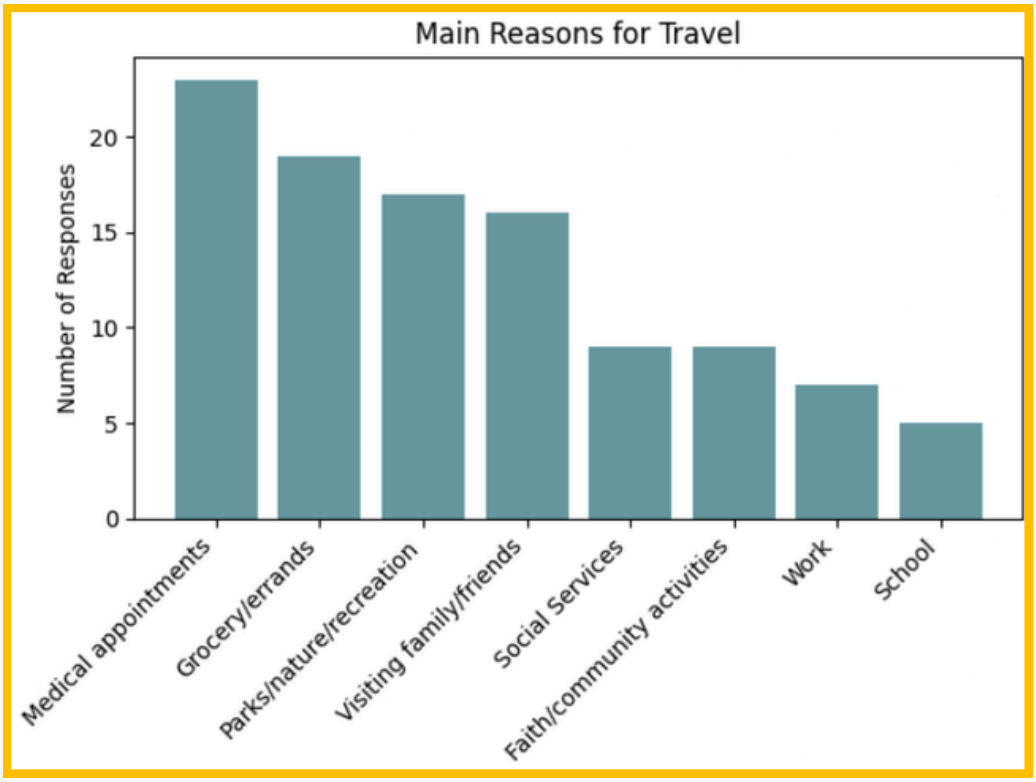


Participants identified multiple barriers to accessing transit stops, with weather exposure and lack of shelter (20.3%) emerging as the most common challenge. This was followed by personal safety concerns (15.6%) and accessibility barriers (15.6%), highlighting both environmental and systemic issues that impact access.

Additional barriers included lack of sidewalks (12.5%), steep hills (10.9%), and unsafe traffic (10.9%), all of which make reaching a stop difficult or unsafe. While fewer participants identified other factors (7.8%) or distance (too far to walk) (6.2%), these still represent meaningful obstacles.

Overall, the findings show that barriers to transportation extend beyond transit systems themselves, with infrastructure, safety, and weather protection playing a critical role in whether individuals can even reach a stop.

Additional Survey Responses

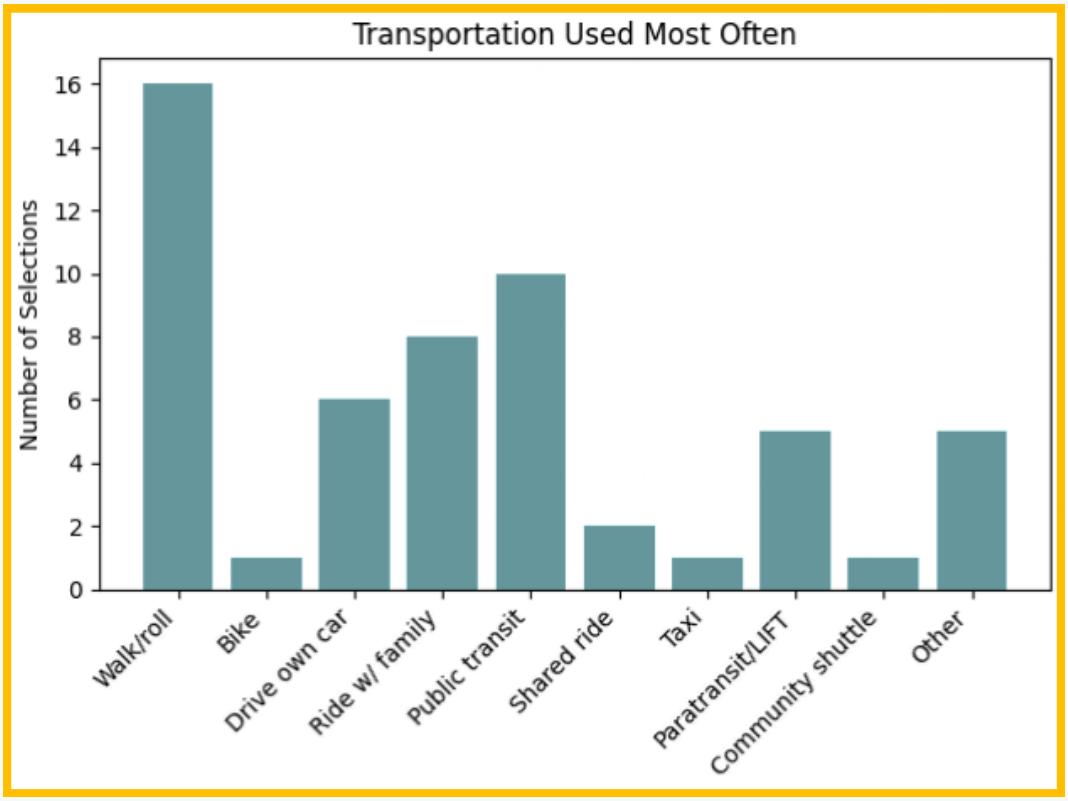


Participants identified a wide range of reasons for travel, highlighting that transportation supports both essential needs and community participation. The most frequently reported reason was medical appointments (23 responses, 87%), followed by grocery shopping and errands (19 responses, 73%). These findings reinforce that transportation is critical for accessing healthcare and meeting basic daily needs.

Beyond essential trips, participants also reported traveling for parks, nature, and recreation (17 responses, 65%) and visiting family and friends (16 responses, 62%), demonstrating the importance of transportation for social connection and overall well-being. Additionally, social services (9 responses, 35%) and faith or community activities (9 responses, 35%) were commonly identified, indicating reliance on transportation to access community-based supports and engagement opportunities.

Of all participants, 8 work, and 7 of those use public transportation (88%). 100% of school goers use public transportation. This underscores the need for accessibility to meet basic needs.

Additional Survey Responses

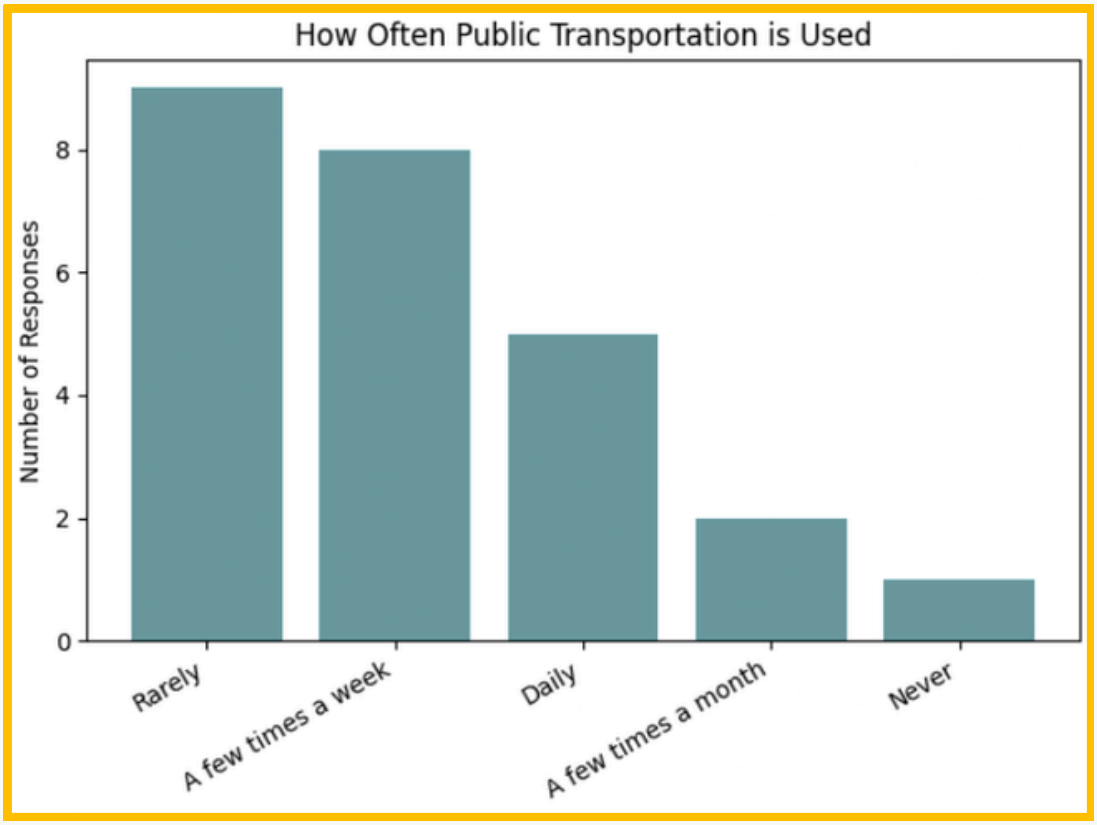


Participants reported using a variety of transportation methods, often relying on more than one option to meet their needs. The most common mode was walk/roll (29.1%), reflecting both independence and necessity.

This was followed by public transit (18.2%), rides with family or friends (14.5%), and driving their own car (10.9%). Additional supports included paratransit/LIFT (9.1%) and other methods (9.1%), such as caregiver assistance or adaptive devices.

Less frequently used options included shared ride services (3.6%), as well as bike, taxi, and community shuttle options (each 1.8%). These results demonstrate that individuals often piece together multiple transportation options, underscoring the need for a flexible and connected transportation system.

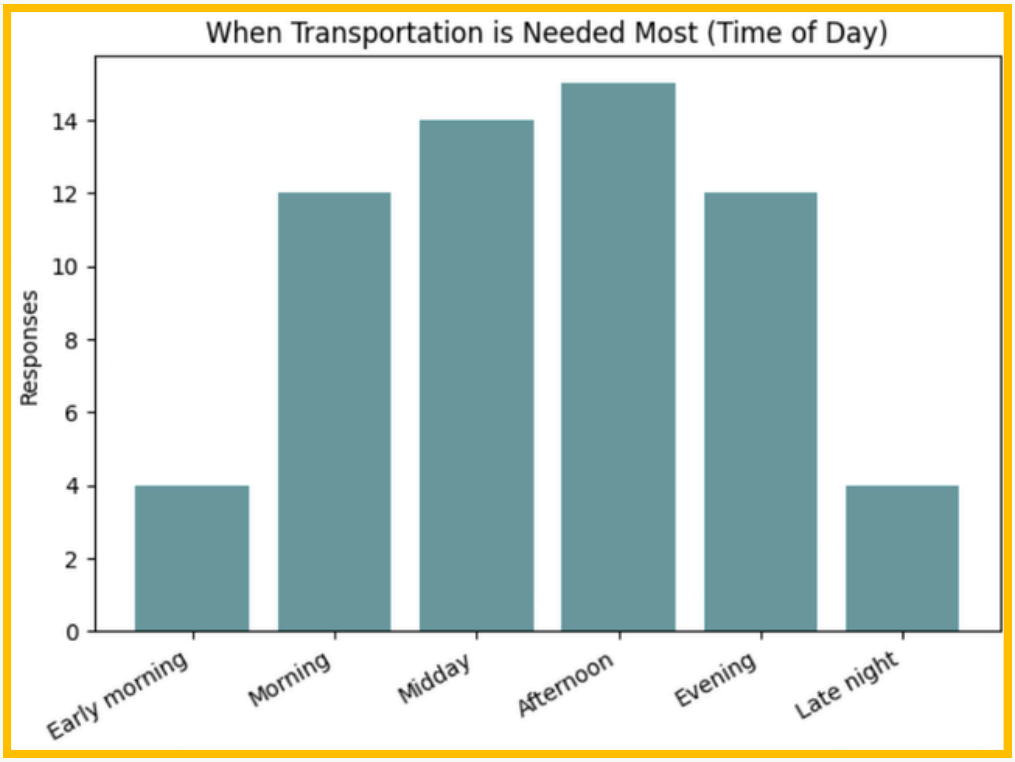
Additional Survey Responses



Use of public transportation varied widely among participants. The largest group reported using transit rarely (36%), followed closely by those who use it a few times a week (32%). A smaller portion of participants rely on transit daily (20%), while others reported using it a few times a month (8%) or never (4%).

These patterns suggest that while most participants do engage with public transportation at some level, barriers limit consistent use. Rather than choosing not to use transit, many participants appear to be navigating systems that do not fully meet their needs, resulting in inconsistent and often reduced usage.

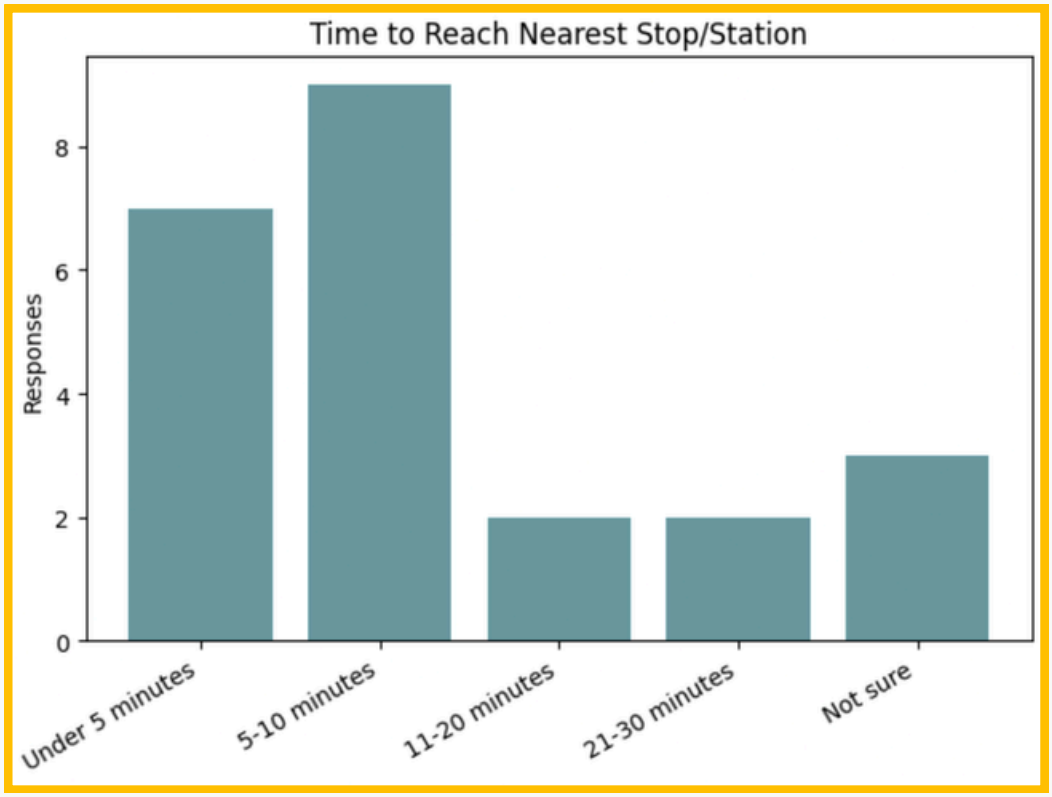
Additional Survey Responses



Participants reported needing transportation most often during the middle of the day, with afternoon (24.6%) and midday (23.0%) being the highest-demand time periods. Demand remains strong into the morning (19.7%) and evening hours (19.7%), showing that transportation needs span across most of the day. In contrast, fewer participants reported needing transportation during early morning (6.6%) and late night hours (6.6%), though these times still represent important access needs for some individuals.

In addition to time of day, participants indicated a consistent need for transportation across both weekdays (48%) and weekends (52%), highlighting that transportation needs are not limited to traditional workweek schedules. Overall, the data shows that transportation systems must be flexible and available throughout the day and across the full week to meet the diverse needs of the community.

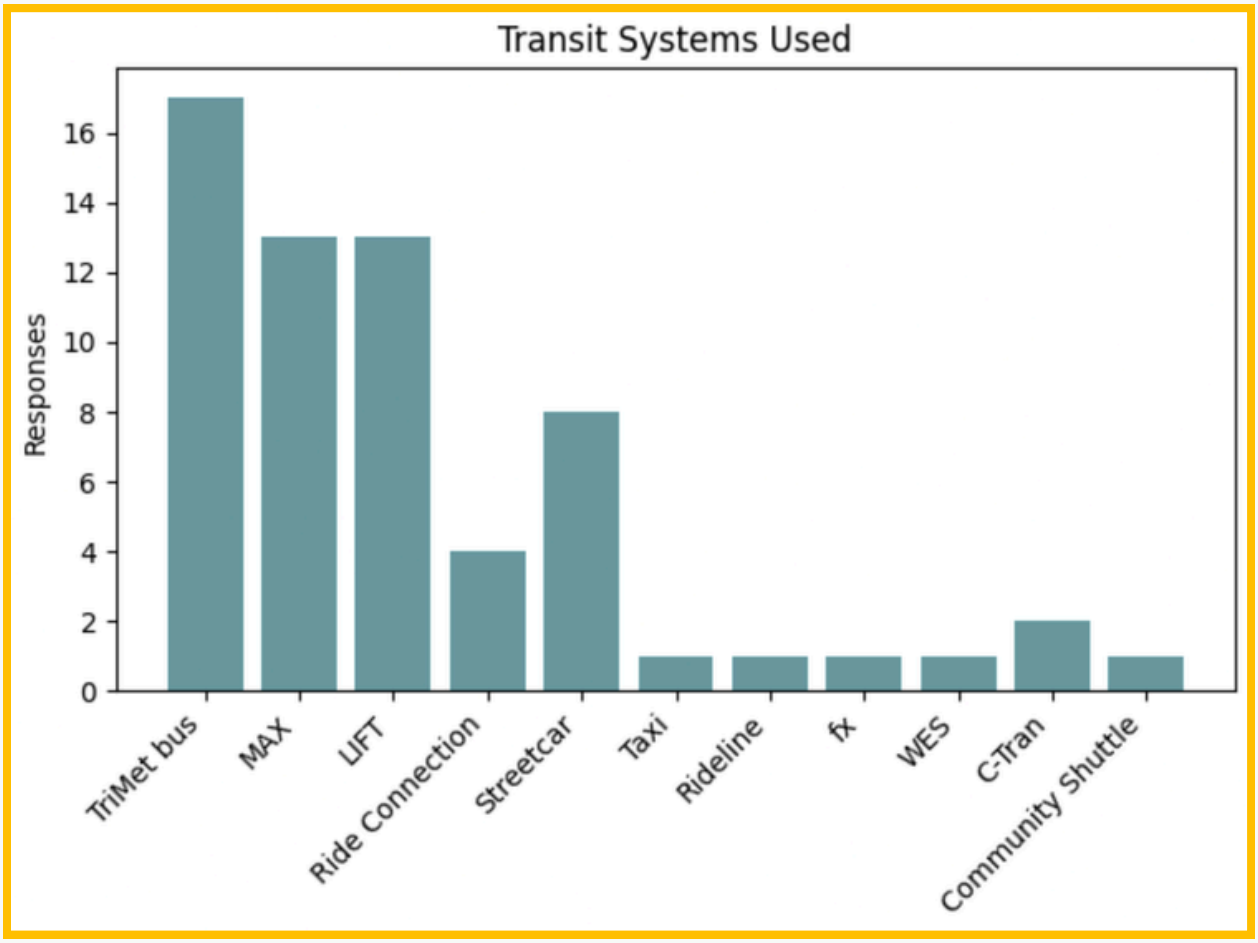
Additional Survey Responses



Participants reported that most people live relatively close to a transit stop or station, with 5–10 minutes (39.1%) being the most common travel time, followed by under 5 minutes (30.4%). This indicates that a majority of participants are within a short distance of transit access points. However, a smaller portion of participants reported longer travel times, including 11–20 minutes (8.7%) and 21–30 minutes (8.7%), which can present additional challenges, especially when combined with other barriers such as weather, safety, or accessibility.

Additionally, 13.0% of participants were unsure how long it takes to reach a stop, which may reflect inconsistent routes, reliance on others, or variability in travel conditions. Overall, while many participants are geographically close to transit, proximity alone does not guarantee access, as other barriers may still prevent individuals from safely and reliably reaching transit stops.

Additional Survey Responses



Participants most often used TriMet bus (27.4%), followed by MAX light rail and TriMet LIFT/paratransit (both 21.0%), showing reliance on both fixed-route and paratransit services. Portland Streetcar (12.9%) also reflects regular use within the urban core
.
Other services, like Ride Connection (6.5%) and C-Tran (3.2%), were used less often but remain important, while options such as taxis, FX bus, WES, and shuttles (each at 1.6%) support more specific needs.

Overall, participants rely on a mix of transit options, highlighting the need for a connected, accessible, and multimodal system.

Acknowledgements

We thank you for trusting Upstream Access to be a part of this project!

Contact

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Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 30, 2026

To: Ally Holmqvist, Senior transportation planner

From: Jai Daniels,
Alfredo Haro, Senior public engagement and Title VI specialist
Katie McDonald, Tribal liaison
Siena Lopez-Johnston, Policy advisor

Subject: DRAFT Engagement report Community Connector Transit Study: Barbie's Village Native community workshop

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Metro staff from the Planning, Development and Research department and the Tribal Affairs office conducted a workshop intentionally engaging the Native community from the greater Portland region. The workshop supported Phase 2 of the Community Connector Transit (CCT) Study and was held on Thursday, March 5, 2026, from 5:30 p.m. to 8 p.m. at Barbie's Village located in Northeast Portland.

Metro intentionally engaged with the Native community with two primary approaches. First, Metro recognizes the importance of meaningful engagement that honors their distinct histories and priorities. The CCT Study created space for Native community members to share their perspectives to help shape a transportation project that affects their lands and community well-being. Second, Metro worked closely with the Future Generations Collaborative to program this event. The collaborative approach ensured that engagement was holistically centered to support this community. Tangible cultural competency approaches included:

- Catering provided by a Native business owner who provided first food meals for a variety of dietary restrictions
- Ensuring Elders receive their meal first
- Contracting a prayer leader to bless the meal and ensuing workshop
- Prioritizing and shifting focus to Elders when they provide feedback. Metro staff were instructed to never interrupt Elders regardless of remaining agenda items
- Providing free childcare

- Providing a $100 gift card per participant in recognition of the burden of engaging with an in-person, technical transportation workshop

The workshop had two primary engagement needs to best support the CCT Study. First, the team solicited input on the transit opportunity areas identified by the study thus far and their proposed solutions. These include better understanding the area's travel patterns and destinations, preliminary boundaries and potential service solutions. Second, the engagement explored ranking the opportunity areas for meeting Native community transit needs. The following engagement findings ensure that Native community voices are reflected in the study outcomes.

The following sections of the memo describe the workshop, identifies the groups and communities that were involved, and summarizes the feedback received. The information in this memo will be incorporated into a broader public engagement summary describing engagement activities and feedback from all communities across the four project milestones. The summary will be included as an appendix to the final study report.

Overview of Breakout Session

After a general introduction to Metro and its regional government roles, Metro staff explained the CCT Study and its regional impact. The team defined Community Connectors as smaller, more flexible transportation options different than TriMet busses, max lines or street cars. They often come in the form of vans or shuttles and are already operating in the Portland region such as Ride Connection in Washington County, Clackamas Connect shuttle serving more rural communities and C-Tran in Vancouver. The CCT Study is centered around understanding how to improve transit trips through these solutions to connect areas harder to reach by fixed transit alone.

The team was intentional to explain that the Community Connector Study is exactly that, a study. It is not a final decision or policy. Due to ongoing TriMet budget cuts, several transit programs and routes are experiencing service reductions. However, the CCT Study will be included in the upcoming 2028 Regional Transportation Plan update ensuring the program is eligible for state and federal funding upon its availability. Similarly, the findings will be shared with current community connector programs to help inform their service approaches.

Following an overview of the CCT Study, participants engaged in a breakout session designed to gather their input. Four stations displayed large, printed maps showing CCT Study opportunity areas. To develop these areas, the study team compared gaps in transit service today with plans for the future, as well as transportation needs identified by community members during the first phase of public outreach conducted in early 2025.

Each station was equipped with dot stickers, markers, and Post-It notes to allow participants and the project team to leave comments directly on the maps. Facilitators at each station guided discussions by asking participants about unserved destinations, times of day or days of the week when transit would be most useful, whether shuttles could address travel needs, and potential alternative transit solutions like moving transit stops or increasing transit frequency. Paper forms with these prompts were also provided to participants to capture additional details, particularly for those who prefer to share written feedback rather than join in larger group discussion.

Each of the four stations focused on different parts of the region:

1. **Station 1** – Northeast Portland, including the North Portland Peninsula and Cully neighborhoods, in Multnomah County
2. **Station 2** – Fairview and Gresham in Multnomah County
3. **Station 3** – Oatfield and Happy Valley in Clackamas County
4. **Station 4** – Westside region, including parks and natural areas

Summary of Feedback

This section summarizes the feedback heard at the different stations during the breakout session. A definition is provided for each theme followed by sub-themes and their key takeaways provided by participants. They represent the collective feedback

Service coverage and connectivity

Participants shared specific destinations and areas they frequent that are either not served by existing transit or are difficult to reach due to a lack of direct connections or the need to transfer multiple times.

Community centers

- Most participants would like to see transit connections to NAYA Family Center and other NAYA locations, including Auntie's Place and Barbie's Village. There is no direct transit line to Barbie's Village, causing several members to have trouble traveling to that location.
- Participants want better connections to community centers throughout the region, Some participants expressed particular desire for better access to these types of locations from Gresham.
- The Portland area office for the Confederated Tribes of Siletz Indians is an example of a transit gap that was not identified by the maps.

Education

- The Happy Valley Public Library does not have access to public transportation. The nearest bus stop is over a 30-minute walk away. One participant's child travels from Downtown Portland to the library to attend school online.
- In Lake Oswego, some participants want better bus service to Portland Community College's Sylvania campus from within SW Portland.

Shopping and services

- In Fairview, participants would like better access to the shopping plaza in Wood Village, Walmart, and the library near Salish Ponds Park.
- In Gresham, participants want better options to places of care (hospitals, physical therapy, clinics, etc.). Additionally, more options within downtown Gresham are needed. Some destinations are too far to walk to, yet current bus options travel too far beyond them. Access to WinCo from downtown Gresham is needed, especially for those with mobility devices.
- Several areas in SE Portland near Division Avenue were highlighted as transit gaps that were not identified by the maps.
- In Oatfield, participants would like better access to grocery stores, especially affordable options like WinCo and Fred Meyer.
- Participants shared that the area around the University of Portland is difficult to leave to access grocery stores and schools.

Recreation

- Participants mentioned wanting to travel by transit to Chinook Landing, Sauvie Island, and St. Helens, particularly during the weekend. The Columbia County Rider currently provides service between downtown Portland at St. Helens, and Multnomah County offers new shuttles that connect the St. John's neighborhood in Portland to Sauvie Island and St. Helens.
- In Fairview, one participant would like access to a 1,000-acre dog park, one of the only off-leash parks in the region.
- The Sandy River was identified as another opportunity area.

Housing

- Native housing, including Painted House, was mentioned as needing better transit service, although it is located near the FX2 and MAX station.

Scheduling challenges and needs

Participants expressed challenges related to long travel times, infrequent or indirect service, and limited service hours. They also shared times of day or days of the week when a Community Connector shuttle would be most useful.

Long travel times impacting employment

- One participant living in Tualatin is transit-dependent and recently landed a job in Gresham. However, their commute was more than two and a half hours each way (five hours of commuting daily), making it impossible to keep the job, and now they are unemployed again.
- One participant living in the Cully neighborhood in North Portland and working at Portland International Airport has a three-hour commute by transit despite the relatively short geographic distance. The airport and surrounding businesses provide employment for many people who may depend on transit to commute to work.
- Commuting from Cully to major employment areas, such as Swan Island, North Portland Peninsula, Alberta Street, and Expo Center, can take multiple hours by transit, including significant walking time, compared to 20 minutes by car.

Infrequent or indirect service

- Participants expressed the need for more transit options near Auntie's Place, a family housing shelter in Milwaukie, to have more direct access to other NAYA properties, including Barbie's Village and NAYA Family Center, hospitals, and city welfare offices, such as the Clackamas office in Oregon City. While TriMet Route 75 provides direct service to Auntie's Place, it is slow.
- Participants need better connections to the NAYA Family Center and other NAYA services.
- Some participants want better connections between Fairview and downtown Gresham.
- One participant travels one and a half hours one-way from central Portland to NAYA in the evening, requiring a transfer from the MAX to a bus.

Service span limitations

- Participants shared that bus lines near NAYA stop service too early for evening events.
- Participants expressed frustration with TriMet service cuts to the FX2, with limited service starting at 7 p.m.

- At the Siletz offices, there are evening events once every two weeks, with most people leaving around 8 p.m.

Useful days and times for shuttle service

- Connectors would be useful during the week during typical office hours.
- Shuttle service would be useful for nighttime (after 7 PM) and weekends to accommodate for events.

Safety concerns

Participants shared safety concerns related to using transit, both on transit vehicles and at transit stops. Some participants noted feeling more stressed in the current political climate, and some of those who rely on public transportation expressed that it feels increasingly unsafe.

Concerns

- Children are fearful of some of the behaviors they witness on transit vehicles.
- Some participants are fearful that their bikes will be stolen while riding the MAX.
- Participants cited concerns about sexual harassment and drug exposure while using transit.
- The condition of some bus stops is concerning to some participants. Vandalism and trash, including needles, can sometimes be found near certain stops.
- Poor lighting, inadequate pedestrian and bicycle infrastructure, and heavy and fast traffic in some areas contributes to participants feeling unsafe when accessing transit or walking or biking to their destinations.

Suggested improvement

- There was feedback that adding more staff on transit available for security or assistance would help participants feel safer.

Inadequate pedestrian and bicycle infrastructure impacting safe transit access

Participants expressed general concerns about gaps in bicycle and pedestrian infrastructure and uncleared sidewalks throughout the region. Some shared specific examples of locations that have accessibility challenges around transit stops.

Area surrounding NAYA

- Conditions around NAYA are considered intimidating and dangerous for those walking and biking. Long blocks, infrequent bus stops, and low lighting create

barriers for accessing transit. There is consistently heavy traffic volumes, including large trucks, and vehicles tend to travel at high speeds and sometimes run traffic lights. A lack of safe crossings and sidewalks makes it particularly challenging for those leaving NAYA to safely cross NE Columbia Boulevard to reach the bus stop. For wheelchair users, gravel roads wear on tires.

North Portland and Marine Drive

- The Kliever Memorial Armory is difficult to access. TriMet Route 70 runs close but does not stop at the location, and service ends early. The road to NE Columbia Boulevard lacks sidewalks and has poor lighting. Participants expressed safety concerns due to encampments and crime along this corridor.
- Marine Drive lacks bike lanes and sidewalks, making it unsafe for cycling and walking.

Southwest Portland

- The nearest bus stop to the Portland area office for the Confederated Tribes of Siletz Indians is located at Barbur Boulevard and Whittaker Street, which is around 15 blocks from a MAX stop. To access the office from the nearest bus stop, people must navigate a steep hill or stairs, neither of which is accessible for people using mobility devices, such as wheelchairs, or people with young children.
- A lack of sidewalks throughout SW Portland near Lake Oswego makes it difficult to access fixed-route transit. To reach buses on Barbur Boulevard, transit users are required to take long and challenging walks.
- Residents living up the large hill above the south waterfront, between Ross Island Bridge and Sellwood Bridge, find it difficult to travel downhill to the nearest bus stops.

Clackamas County

- Sunnyside Road is steep, making walking in that area difficult, especially when traveling from Oatfield to Happy Valley. There is interest in a Community Connector shuttle to bridge these two areas.

Transit access for specific populations

Participants expressed transit needs related to youth, childcare, elders, and people living with disabilities.

Youth and families

- Youth need safe and reliable transit to access activities and community resources at NAYA. They try to attend activities regularly, whether accompanied by an adult or not.
- Youth from Gresham lack direct transit connections to NAYA. Currently, their options include getting dropped off by car or taking transit that exceeds an hour of travel time, as buses along NE Columbia Boulevard do not cover the full distance to NAYA.
- One participant living in transitional housing needs better transit options to take their children to school and after school programming and childcare.

Veterans and elders

- The Cully neighborhood is home to a significant number of mobile homes where many veterans and elders reside. They face challenges accessing groceries.

People living with disabilities

- Participants using mobility devices, such as wheelchairs and walkers, expressed the need for accessible transit options, particularly to reach destinations like the Siletz Portland area office, WinCo in Gresham, and other essential services.

Access to parks and nature

Participants expressed interest in using transit to reach parks and natural areas in the region.

Priority destinations

- Transit to these potential parks service areas identified by the study would improve access the most for some participants: Clackamas River, Columbia River Gorge, Marine Drive, and Sauvie Island.
- Other areas that would benefit from improved transit include Fairview, Forest Grove, South Willamette, and West Linn.
- Specific parks of interest Cathedral Park, Delta Park, Kelly Point Park, Oxbow Park, and Smith and Bybee wetlands, which are challenging to access using current transit options.
- Blue Lake is not well known by participants. Some were unsure where the nearest bus stop to the park is located, but it is likely a mile or further away.

Other considerations

- Shuttle options to parks would be valuable to participants, allowing them to connect culturally, ground themselves and enjoy nature, access powwows, and spend time with their children.
- People accessing parks may have additional items, such as fishing poles, backpacks, coolers, blankets, and strollers and wagons with snacks and toys.

Information and wayfinding

Participants identified barriers to and solutions for learning about and using transit services.

Trip planning

- Most people use Google Maps or the TriMet Trip Planner to navigate transit; however, no one has seen Community Connector Transit options listed on either of those platforms.
- One participant noted that Barbie's Village is not included on Community Connector map materials.

Fare payment

- Some want easier options for attaining or reloading transit passes, especially during the weekends when the TriMet office is closed.

Outreach and awareness

- Participants suggested the following methods to increase awareness of available transit services:
    - Integrate information about Community Connectors on TriMet maps
    - Use social media to share information about transit services
    - Advertise transit services at the Native American Rehabilitation Association of the Northwest, Inc. (NARA NW) and other substance recovery providers
    - Share information at powwows
    - Connect with Title 7 and other school outreach programs
    - Table at events and resource fairs
    - Develop a promotional campaign with a reward program for frequent riders
- One participant asked whether rides can be requested for non-medical purposes, suggesting that eligible trip purposes should be communicated more clearly.

Service type preferences

Participants shared feedback on whether shuttles would meet their transit needs and what service characteristics would be most useful.

Interest in shuttle service

- Overall, participants seem very interested and optimistic about how shuttles could meet their transit needs.
- In North Portland, some participants talked about how shuttles could be one circulator or two different shuttles. This participant preferred one circulator connecting from Delta Park- or at least running along Columbia- to reach more parks destinations and connect to industrial jobs.

Questions about shuttle service

- Participants asked how shuttles would function, including whether they could group up with others to schedule a trip or make multiple stops in one trip.

Alternative solutions

- Some participants suggested that other improvements to existing transit service may meet their transit needs, including extended service hours, additional stops, and increased frequency.


Thursday, March 5th
FUTURE GENERATIONS COLLABORATIVE
COMMUNITY CONNECTOR WORKSHOP
Metro
FUTURE GENERATIONS COLLABORATIVE
Barbie's Village
935 NE 33rd Ave
97232
Doors open: 5:30 PM
Event time: 6 - 8 PM
Receive a $100 gift card, warm meal and free on-site child care while you tell us where you need flexible transit!
503-226-0700 (TTY: 711)
RIDECONNECTION.ORG
Only 30 seats available! Scan to reserve your spot.
Community connectors are smaller transit vehicles (think shuttles or vans) that have flexible routes to get people to their destinations more easily! Metro is studying how community connectors could improve transit in areas with limited access.
This workshop is designed for Indigenous community members supported by the Future Generations Collaborative. For those outside this community, additional opportunities to participate in the project can be found here: tinyurl.com/cconnector

Barbie's Village Workshop Feedback Form Data

Table 1 - N/NE Portland

	Where are you and people you know coming from and going to, either within or near the identified opportunity area? (plus for M2, question about circulator or 2 shuttles)	What destinations specifically aren't served by transit now?	What TriMet services do you want to connect to/from?	Are there times of day or days of the week when a connector would be most useful?	Is a shuttle the solution to your needs or is it something else?
M1 Cully					
Participant 1		Columbia Boulevard			
Participant 2					connector transit during construction
Participant 3	S Beaverton to NAYA S Beaverton to Oxbow Park		MAX to community connector	Saturdays	more span of service during the day
Participant 4	In the Woodlawn area	From Woodlawn area to any Boys & Girls club or daycare	Maybe from a school to a daycare and from daycare to home		Yes, maybe for my son to get to daycare and home while I'm at work or college.
Participant 7	There is no direct line from NE Cully to PDX. There should be and up until 1AM. Employment.	People need direct rides to grocery stores and other necessities.		NE to PDX until 1am	Potentially but a direct bus line would work as well.
Participant 8	NAYA- more than one bus that goes to & from	Bus (shuttle) for elders, less stops but going to frequent places (parks, shopping, etc.)	A bus stop @ the door stop od NAYA to other TriMet transit centers, ease of access.	Late evenings at NAYA	More stops and more frequency. A shuttle going from NAYA apartments (Hayu, Mamook etc.) to go straight to NAYA center
Participant 9	NAYA to Gresham NAYA elder direct transport to daily activities (i.e., Tai Chi, Yoga)	My childeren/myself travel between NAYA & Gresham area (Mt Hood Community College. My mother/brother from NAYA to Lloyd	Bus service to/from NAYA to Gresham TC and to elder's homes in Lloyd	Monday - Friday daily or as needed for scheduled activities like NAYA kids volleyball practice/game nights.	
Participant 10	NAYA Family Center to/from SE, E, W, SW. A circulator within this zone would be helpful.	I work with houseless youth (18 yr-24) so they are coming from everywhere.	We need direct transport from Auntie's Place and Gresham. Airport	After hours (6-12PM)	More frequency. Fix the direct pick up from NAYA/.
Participant 11	N/NE Portland to Gresham	Near airport other than TriMet MAX	More faster to and from farther areas		More span, more stops, more shuttles
Participant 13	NAYA housing sites to groceries	Grocery stores and shopping		Some shuttles for large community events, after hours	
Participant 14	Transportation to and from NAYA (hub on 42nd Avenue from NAYA housing). Cully has 9% mobile home parks, over half of city PDX. Elders, veterans need connector transit.	Groceries, health services, shopping.		On weekends, for events	Also, there are hot spots at certain hubs that are more dangerous after dark in NE Portland.
M2 North Portland Peninsula					
Participant 2		Smith & Bybee Area	4, 17 & 13 bus routes		
Participant 5	Shuttle to bus from Delta Park to Kelly Point	Near Delta Park	Peninsula to PCC Cascade campus		Yes, a shuttle
Participant 6	Yes (probably to the circulator question)				
Participant 8	More late service to University of Portland. More frequent bus stops and a frequent shuttle for MAX and Transit Centers.	Pier Park near North Columbia NoPo- Cathedral Park by St John's	The St John's Bridge Cathedral Park area- a bus stop nearby or a shuttle would be nice.	A late schedule at Cathedral Park in the summer time	A shuttle to Vancouver, WA.
Participant 9	University of Portland, Willamette area N Columbia & Peninsular to NAYA	NAYA	Unfamiliar with what is available/needed now		Change schedule to hours of 75 @ NAYA & increase lines to/from NAYA & Gresham

Participant 10	A business circulator or park to park circulator would be useful for people seeking straight shots or rides to work (preference for separate shuttles)	Me and my cousins head to & from my Auntie's house			
Participant 12	A bus from Delta Park to Kelly Point Park. People and myself would be coming from and going to Delta Park, near it	I don't really know because I don't live in that area	N/A		A shuttle would be good.
Participant 7	Yes (there is demand for an E-W park to park circulator) but only in the Spring, Summer and Fall. Grocery stores and other necessities.	To jobs on Swan Island. 20 minutes by car or over 4 hours by transit.	N/A		A shuttle could help someone get to work at a manufacturing job.

Table 2 - Fairview/Gresham

	Where are you and people you know coming from and going to, either within or near the identified opportunity area?	**What destinations specifically aren't served by transit now?**	**What TriMet services do you want to connect to/from?**	**Are there times of day or days of the week when a connector would be most useful?**	**Is a shuttle the solution to your needs or is it something else?**
M7 Fairview					
Participant 2		Blue Lake Park			
Participant 3	Home, work, school	Chinook Landing, Cully Area to Gresham		Daytime on weekends	Possibly as some routes have changed or stopped (with TriMet cuts)
Participant 4	Gresham/Fairview to NE for meet-up with NAYA or therapy sessions	Near airport other than TriMet MAX	More faster to and from farther areas		More span, more stops, more shuttles0
M8 Gresham					
Participant 1	69th & Powell to NARA Gresham	Delta Park is hard to get to, St. Helen's, Oxbow Regional Park		All days/times	Shuttle would be good
Participant 2		Oxbow Regional Park			
Participant 3	North Portland to Gresham/Fairview Beaverton to Gresham Vancouver to Gresham OR Vancouver to NE Portland NE to Gresham (for our little cousin in school and working)	Vancouver to Gresham	NE Portland to Gresham	Late night (after 7PM or 9PM)	More frequency (every 10 minutes)
Participant 4	North Portland to Gresham/Fairview Beaverton to Gresham Vancouver to Gresham OR Vancouver to NE Portland	Vancouver to Gresham	NE Portland to Gresham	Late night (after 7PM or 9PM)	More frequency (every 10 minutes)
Participant 5		Mitigate (help) people traveling from Gresham to NAYA for food. NARA/other food pantries in Gresham don't have food.	21 bus at 223rd and Sandy- stop connecter to Chinook Landing and loop around Blue Lake	Monday-Friday evenings and late night, weekends more frequent for community events	73 can bus, rude no room for people sitting; separate shuttle bus? People live there and avoid. Something separate for folks returning cans.
Participant 6	I feel there should be closer routes to get where you need to go faster N to SE (PDX). I feel there should be more routes going to Gresham from NE. [Participant drew a route from Gresham TC East along Burnside, then North along 122nd, East near Halsey, North on 33rd Avenue to end near M1 at NAYA sites.)				

Table 3 - Clackamas

	Where are you and people you know coming from and going to, either within or near the identified opportunity area?	**What destinations specifically aren't served by transit now?**	**What TriMet services do you want to connect to/from?**	**Are there times of day or days of the week when a connector would be most useful?**	**Is a shuttle the solution to your needs or is it something else?**
C2 Happy Valley					
Participant 4	36 minute walk from transit stop to Happy Valley library	Barbie's Village, Happy Valley library		11Am-3PM weekdays	more stops
Participant 5	Identified SE Clackamas in the region as a transit gap	Happy Valley Public Library, Mount Talbert			
C3 Oatfield					
Participant 1	Auntie's Place, NAYA, Barbie's Village, Welfare Office. Grocery stores	Barbie's Village connector transit or shuttle welfare along in either Oregon City or Clackamas	C-TRAN to visit relatives in Vancouver, WA	week days, during office hours	Bus 75 has notifications that frequent service will be nearing soon. More connector transit needed in Clackamas area.
Participant 2	Auntie's Place	Barbie's Village, NAYA			
Participant 3	Auntie's Place	Barbie's Village			
Participant 4	Auntie's Place	Barbie's Village		Monday-Friday 11AM-8PM	More stops moved
Participant 6	Clackamas/SE Lents. Me & my family/friends go to and from schools either rushing or having to wait another 30 (minutes for the bus)	Unsure	Milwaukie to Clackamas	Monday-Friday and Sunday	N/A

Table 4 -Westside

	Where are you and people you know coming from and going to, either within or near the identified opportunity area?	**What destinations specifically aren't served by transit now?**	**What TriMet services do you want to connect to/from?**	**Are there times of day or days of the week when a connector would be most useful?**	**Is a shuttle the solution to your needs or is it something else?**
W1 South Beaverton					
Participant 1	Going from Sterling Pointe apartments to South Waterfront or Kaiser on Interstate	Tualatin	Max + bus	Late night (after 9PM) and weekends	more frequency of existing service
Participant 2	Tigard to SW Portland (Capitol & Barbur Boulevard)				
C1 Lake Oswego					
Participant 4	Mountain Park area			early evening, all days of the week	
Other					
Participant 3	Barbie's Village	I am currently in SW Portland. People are coming to this space from all across Portland.	Connect from Hollywood Transit Cer	Monday-Friday, 12PM-9PM	A shuttle
Participant 5	Barbie's Village. Coming from SW Portland, yes a shuttle would be helpful.		Connect from Hollywood Transit Center to Barbie's Village.	7 days a week from 7-9AM or 10PM	A shuttle would be good.
Participant 6	I live in SE (PDX) so I go from Cleveland (high school) to home. After suffer bus delays and scary people = 7 at night.	Some destinations that aren't serviced are...	Most TriMet services I want to connect to/from are N/SE (PDX)	Usually times around 6-10AM and 7-10PM are the most useful	More span, stops & frequency are useful, being able to make certain times without being cut short
Participant 7	From SE to Barbie's Village, NARA, NAYA, Painted Horse & more Native destinations. SE has TriMet operating but for me the bus stops are too far for me to walk. I need assistance with a walker, a closer bus stop is needed.	SE Lents area the bus stops are too far from where I live (94th Avenue)	From 92nd/94th to bus line or the MAX	Weekdays during business hours and weekend for same reason	To be able to call TriMet to shuttle me to destination, SE. Currently there is no shuttle service that I'm aware of.
Participant 8	122nd and Powell Boulevard to 82nd.	All served pretty good	The MAX	in the evening from 4PM till 12AM Monday-Friday	A shuttle could fix it
Participant 9	SE Portland to Lents Park, NAYA Generations, NAYA to Gresham/Fairview, NARA Food Pantry, PCC College, NAYA Family Center, NARA Wellness Center. NE Division and NE Kelly Streets.		NAYA Generations to NAYA Family or Wellness Center by bus or shuttle	Yes mostly in the evenings when buses don't come as often. Later times and weekends.	
Participant 10	SE Portland to Lents Park, NAYA Generations	PCC College, NAYA Family Center	NAYA Generations to NAYA Family or Wellness Center by bus or shuttle	Yes mostly in the evenings when buses don't come as often. Later times and weekends.	
Participant 11	Central City. Siletz Tribal people are coming from N, NE, SE, outer SE areas. Many events are planned at SW 1st Area Office. Elders and disabled people cannot ride TriMet due to the length of walking from bus stops or the bus stop is at the top of a cement staircase (which is not standard), impossible to use wheelchair or walkers.	Siletz Area Social Service Office (3220 SW 1st Ave, PDX OR 97239). Siletz PAO is in "Liar Hill" a very steep residential area. Barbie's Village, PiNee Was Pow-wow @ Clever Armory- It's an elder Portland-wide event. Delta Park Pow-wow- the walk is so long.	It's too hot and too long of a walk for Elders or small children.		Yes shuttle. Contract out Uber/Lyft? Or open account for Uber/Lyft to be able to use & pay for transportation. Maybe provide a voucher to assist w/ Uber or Lyft uses to events & to help pay. Remember people would be required to have a smart phone to use services.)
Participant 12	[Circled M1, M2 and M7, then C2 and C3 and East Clackamas, then W1 and C1.]				Long House area has many sketch people/ Painted Horse and Alano Club. Riding the bus at night is scary...especially in regalia.




Community Connector Transit (CCT) Opportunity Area
Future CCT Opportunity Area
Possible Opportunity TBD
Existing or Near-Term Funded CCT
Planned CCT Service Options
Existing or Near-Term Funded On-Demand CCT
Study Area - Combined Metro and Stillwater Service Area
High Capacity Transit (HCT) Network
Existing SMART Routes
County Boundary

Parks

Code	How easy is it for you to acces parks, natural areas or outdoor spaces in your community?	How often are you visiting parks, natural areas or outdoor spaces?	What park or public open green space is closest to your home?	Would transit to any of the potential parks service areas identified by the study help improve access for you and/or your family?	Would transit to any of the potential parks service areas identified by the study help improve access for you and/or your family THE MOST? (pick 2)	How would shuttle options to parks be valuable to you or your community?	What else should we know about how you access potential parks service areas?	What additional feedback on parks and accessing parks and nature would you like to provide?
Participant 1	Somewhat difficult	Weekly	Haag Lake, nature trails in S Beaverton	Columbia River Gorge, Clackamas River	Columbia River Gorge	Cultural connection & grounding	Fishing poles & backpacks	Even if stops aren't frequent, families would benefit
Participant 2	Somewhat easy	Monthly	Tualatin Community Park	Sauvie Island, Marine Drive, Fairview, Clackamas River, South Willamette	""	Powwows, enjoying nature	I miss out on summer activities because I can't get there from Tualatin	I actually care more about trying to get to things I need to first
Participant 3	Easy	Monthly	Park in Vancouver, WA on 192nd	For work- West Linn	N/A, Clark County	It would be great. I'm new in the community (2 months). I have yet to really give public transit a try. I look forward to utilizing the light rail and bring my family downtown or to PDX.	I haven't really experienced the parks service areas as of yet. However, through work, I have heard that there isn't much access to West Linn. As a community advocate with staff of my own, it is a great idea to learn more and seek further information (resources on how people could potentially access our project's potential site).	N/A
Participant 4	Very difficult	Weekly		Sauvie Island, Marine Drive, Fairview, Columbia River Gorge, Clackamas River, Forest Grove	Sauvie Island, Marine Drive, Columbia River Gorge, Clackamas River	For a single mom with two kids this would help so much.	I always have my son's wagon with snacks, toys, blankets, coolers. Would I be able to bring this with me?	We just need better access!

Confederated Tribes of Siletz Indians Portland Area Office Workshop Feedback Forms

N/NE Portland

	Where are you and people you know coming from and going to, either within or near the identified opportunity area? (plus for M2, question about circulator or 2 shuttles)	**What destinations specifically aren't served by transit now?**	**What TriMet services do you want to connect to/from?**	**Are there times of day or days of the week when a connector would be most useful?**	**Is a shuttle the solution to your needs or is it something else?**
M1 Cully					
Sheet 1	Clackamas	Kiliver Armory for pow wows	Tri county Med link. Ride to care	After 9 pm. Customer service should be available 24/7. Have transportation to boen time for night pick ups. Driver to contact passenger.	Yes
Sheet 2	From here to NW Portland. A circulator bus would alleviate some of the extra walking and waiting involved with the travel. Also with carrying groceries and household goods plus the difficulty in transfers and the timing involved.	It's extremely time consuming and difficult to get from here (NE 42nd) to the airport and cascade shopping center.	Busses + Max to shuttle for specific and specialized destinations	Weekends and evenings are more difficult and evenings expecially can be scary when it's dark and are traveling alone	Shuttle seems ideal in that it doesn't have to go on a specified route that may be way out of the way
Sheet 3	Commuting to work	Bus connections on Prescot or areas with shopping. Commuting to work	[Blank]	Post work transportation - all shift times, all days outside of major transit	C3 - Milwakie busline needs to be more frequent
M2 North Portland Peninsula					
Sheet 1	[Blank]	[Blank]	[Blank]	[Blank]	[Blank]
Sheet 2	Two separate shuttles would expand the possibilities for more specific destinations. NE to cascade shopping + airport. NE to Forest Grove and back. NE to NW	The airport trip is difficult	Shuttles to bus stops + max stops to alleviate extra walking	[N/A]	Yes
Sheet 3`	More buses to industrial areas for work	[Blank]	[Blank]	[Blank]	[Blank]

Clackamas County

	Where are you and people you know coming from and going to, either within or near the identified opportunity area?	**What destinations specifically aren't served by transit now?**	**What TriMet services do you want to connect to/from?**	**Are there times of day or days of the week when a connector would be most useful?**	**Is a shuttle the solution to your needs or is it something else?**
C2 Happy Valley					
Sheet 1	Travel from Portland to Clackamas	[blank]	[blank]	Saturday afternoon and Sunday days	more frequency. Transfer fix
Sheet 2	122nd sunnyside	Served but only through set hours. Could increase in frequency	A to B. 151 - short time frame. No bus service on Sunday	Yes, sundays.	Yes
Sheet 3	No transportation to my relative's house	[blank]	[blank]	weekends	Possibly with ADA accommodations
Sheet 4	[blank]	[blank]	[blank]	[blank]	[blank]
Sheet 5	Clackamas to Damascus	Damascus	Shuttle to max or mall	Saturday and Sunday	More shuttles please, more time running
Sheet 6	They need more support Clackamas to Damascus	Damascus	[blank]	[blank]	[blank]
C3 Oatfield					
Sheet 1	Clackamas to Damascus	Happy valley / Clackamas HWY 212 in early evenings	sunny side Kiaser	Days and evenings	More span
Sheet 2	Elders come from the area. Could improve between NE and Milwakie	Lots of milwakie. Have to walk	From Ne to Milwakie	M-F	Unsure
Sheet 3	Clackamas town center	Clackamas mall	Tricounty med link. Ride to care	Late night after 9 pm	If it comes when we call 9 pm - 2 pm or 5 am - 10 am
Sheet 4	From Portland to Clackamas.	Unsure	Unsure	Sundays and Saturdays	Unsure
Sheet 5	From Portland to Clackamas.	Unsure	Max	Sundays and Saturdays	Shuttle is great
Participant 6	From NE to Clackamas. Need more buses to [??]	I'm not really sure but I know they need	shuttle to mall Saturday, Sunday	Saturday Sunday more shuttles	Yes need more please would help a lot more

Fairview/Gresham

	Where are you and people you know coming from and going to, either within or near the identified opportunity area?	What destinations specifically aren't served by transit now?	What TriMet services do you want to connect to/from?	Are there times of day or days of the week when a connector would be most useful?	Is a shuttle the solution to your needs or is it something else?
M8 Gresham					
Sheet 1	From NE to Gresham. More direct line	Powell Valley needs better transit. They don't run on weekends	[blank]	Public transportation on irregularly evenings/weekends. Freemont bus has short running hours 82/83 need shutte	A shuttle is needed for powell valley area

David Douglas Powwow Feedback Forms

	Where are you and people you know coming from and going to, either within or near the identified opportunity area? (plus for M2, question about circulator or 2 shuttles)	What destinations specifically aren't served by transit now?	What TriMet services do you want to connect to/from?	Are there times of day or days of the week when a connector would be most useful?	Is a shuttle the solution to your needs or is it something else?
M1 Cully					
Sheet 1	The airport area	80th area by airport	72	Weekends - noon, Weekends - Mon, Tue	Yes, too many hills to walk.

	Where are you and people you know coming from and going to, either within or near the identified opportunity area?	What destinations specifically aren't served by transit now?	What TriMet services do you want to connect to/from?	Are there times of day or days of the week when a connector would be most useful?	Is a shuttle the solution to your needs or is it something else?
M7 Fairview					
Sheet 1	Rockwood	None	[blank]	Weekends	yes

	Where are you and people you know coming from and going to, either within or near the identified opportunity area?	What destinations specifically aren't served by transit now?	What TriMet services do you want to connect to/from?	Are there times of day or days of the week when a connector would be most useful?	Is a shuttle the solution to your needs or is it something else?
C2 Happy Valley					
Sheet 1	Work store	[blank]	Clackamas shuttle	Evenings and weekends	A shuttle would meet my needs to get to & from work and the store

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let's create tomorrow, together

Technical Memorandum

DATE:	March 9, 2026
TO:	Ally Holmqvist and the Transit Working Group
FROM:	Ryan Farncomb, Sam Erickson, and Chad Tinsley
SUBJECT:	Final Prioritization Recommendations
PROJECT NUMBER:	274-1919-051
PROJECT NAME:	Community Connector Transit

The project team identified the approach to prioritization in the final *Prioritization Approach Technical Memorandum* (June 2025). This memorandum proposes a prioritization of first/last mile transit opportunities based on that approach, including:

- Identified community connector transit (CCT) opportunities, identified in the *Updated Community Connector Transit Opportunities Assessment* (March 2026).
- Regional mobility hubs, identified in the *Final Local Mobility Hub Assessment* (July 2025).

Prioritization parks transit access opportunities are found in the *Regional Parks Transit Development Strategy* memorandum (November 2025).

These aspirational improvement opportunities for the regional transit system are prioritized based on the factors described below. Opportunities are prioritized by implementation time frame, in general alignment with project timeframes in the Regional Transportation Plan, as follows:

- Near-term (0–5 years): The conditions necessary for success are in place today, and implementation would likely provide immediate benefits. There is demonstrated local support for the opportunity through existing local plans.
- Medium-term (5–20 years): The conditions necessary for success are in place today, but implementation may be more difficult or costly, meaning the opportunity will take more time to realize. There may be demonstrated support for the opportunity through existing local plans.
- Long-term/Future (20+ years): The conditions necessary for success are not in place today, but may be in place in the future (e.g., sufficient population density). Implementation may be more difficult or costly. These opportunities may not have been identified in local plans.

This memorandum establishes the initial recommended priorities for further review by the Transit Woking Group and the community through outreach.

Community Connector Transit Priorities

The project team, in collaboration with the Transit Working Group, other regional partners, and through feedback from the public, determined new CCT opportunities in the region (Figure 1). CCT service opportunities already identified in local plans are not further prioritized by this study (shown as "planned CCT service" in Figure 1) and so are not addressed further in this memo. The following criteria were considered in recommending priorities for new identified opportunity area investments:

- Time frame for need: **Current,** based on the existing transit network, or **future**, based on the future transit network, future population and employment, and implementation of the Forward Together 1.0 network.

- Equity: Within or near areas of high equity need as determined by Metro equity focus areas.
- Transit propensity: Degree of transit propensity that exists today, based on population and employment density and demographics.
- Engagement feedback: Qualitative assessment based on feedback from the partners and community at large from outreach to reflect local efforts and championing community priorities.
- Implementation complexity: Qualitative assessment of the relative implementation difficulty, rated as "higher," "moderate," or "lower". Factors considered include:
  - Alignment with Previous Planning Efforts: whether the service is aligned with prior local planning efforts.
  - Engagement/Research Needed: degree to which additional research and study is needed to develop the service.
  - Pedestrian and/or Transit Vehicle Access Considerations: assessment of the ease of access to transit vehicles in the opportunity area and whether a transit vehicle could likely operate in the area.
  - Service Operators in Area: presence of existing operators.
  - Existing Operational Facilities: presence of facilities that support transit, making it easier to implement.
- Cost: planning-level operating cost per year based on assumed annual revenue hours for each service. Costs are provided as a range to incorporate uncertainty and reflect different possible operating scenarios. Capital costs – namely, for vehicle purchases – are not included. Operating cost estimates rely on costs published in the National Transit Database from fiscal year 2024. Cost ranges in Table 1 are based on the lowest and highest costs for demand response or bus modes between Clackamas County, South Clackamas Transit District, City of Sandy, and Ride Connection for FY2024. It is worth noting that transit agencies such as TriMet and SMART have higher operating costs than smaller shuttle providers, meaning more funding or reduced service may be required if operated by these providers.

Table 1. New Opportunity Areas

ID	CCT Opportunity	Service Approach	Time Frame for Need	Equity Score	Density	Implementation Complexity	Operating Cost Per Year	Engagement Feedback	Proposed Prioritization
W1	South Beaverton	On-demand.	Current	Moderate	Moderately high population density.	Lower	$700,000 to $1,700,000	Transit gap identified during Phase 1 outreach.	Near
W2	Bethany	Flex route: Expand BethanyLink, or new on-demand service to replace flex route.	TBD	Low	Moderate population density.	Lower	No cost developed	Non-CCT solution identified during Phase 1 outreach. Phase 2 public engagement findings to be discussed with TWG.	
W4	Hillsboro/Aloha	Flex route: Expand North Hillsboro Link, or new on-demand to replace flex route.	Current	Moderate	Moderately high population density.	Moderate	$400,000 to $700,000 *(flex route cost)*	Transit gap identified during Phase 1 outreach.	Medium
M1	Cully Neighborhood	Flex route: Extend or modify ACCESS shuttle.	TBD	Higher	High population density.	Lower	No cost developed	Non-CCT solution identified during Phase 1 outreach. Phase 2 public engagement findings to be discussed with TWG.	
M2	North Portland Peninsula	Flex route: Replace TriMet Line 11 service or operate when Line 11 doesn't operate.	Current	Equity considerations are centered on access to employment in this area. Relatively high share of households without access to a vehicle (6.8%) for those living in this area.	Moderately low employment density.	Higher	$400,000 to $700,000 *(assumes replacement of existing Line 11)*	Phase 1 feedback supported increased transit.	Near
M7	Fairview	On-demand.	TBD	Low at industrial area, higher in residential areas to the south	Low- to moderate employment density.	Higher	No cost developed	Non-CCT solution identified during Phase 1 outreach. Phase 2 public engagement findings to be discussed with TWG.	
M8	Gresham	On-demand: Coordination with TriMet's limited-eligibility NEXT on-demand service pilot needed.	Current	Moderate	Higher population density.	Higher	$600,000 to $1,400,000	Transit gap identified during Phase 1 outreach.	Medium

ID	CCT Opportunity	Service Approach	Time Frame for Need	Equity Score	Density	Implementation Complexity	Operating Cost Per Year	Engagement Feedback	Proposed Prioritization
C1	Lake Oswego	On-demand.	Future	Low	Low population and employment density. Increase expected in long-range plans.	N/A	No cost developed	No specific feedback received.	Long
C2	Happy Valley	On-demand.	Future	Low	Low population and employment density. Increase expected in long-range plans.	N/A	No cost developed	Some feedback noted transit gaps in the Happy Valley area.	Long
C3	Oatfield	Flex route.	Current	Low	Moderate population density.	Higher	$500,000 to $1,200,000	No specific feedback received.	Medium

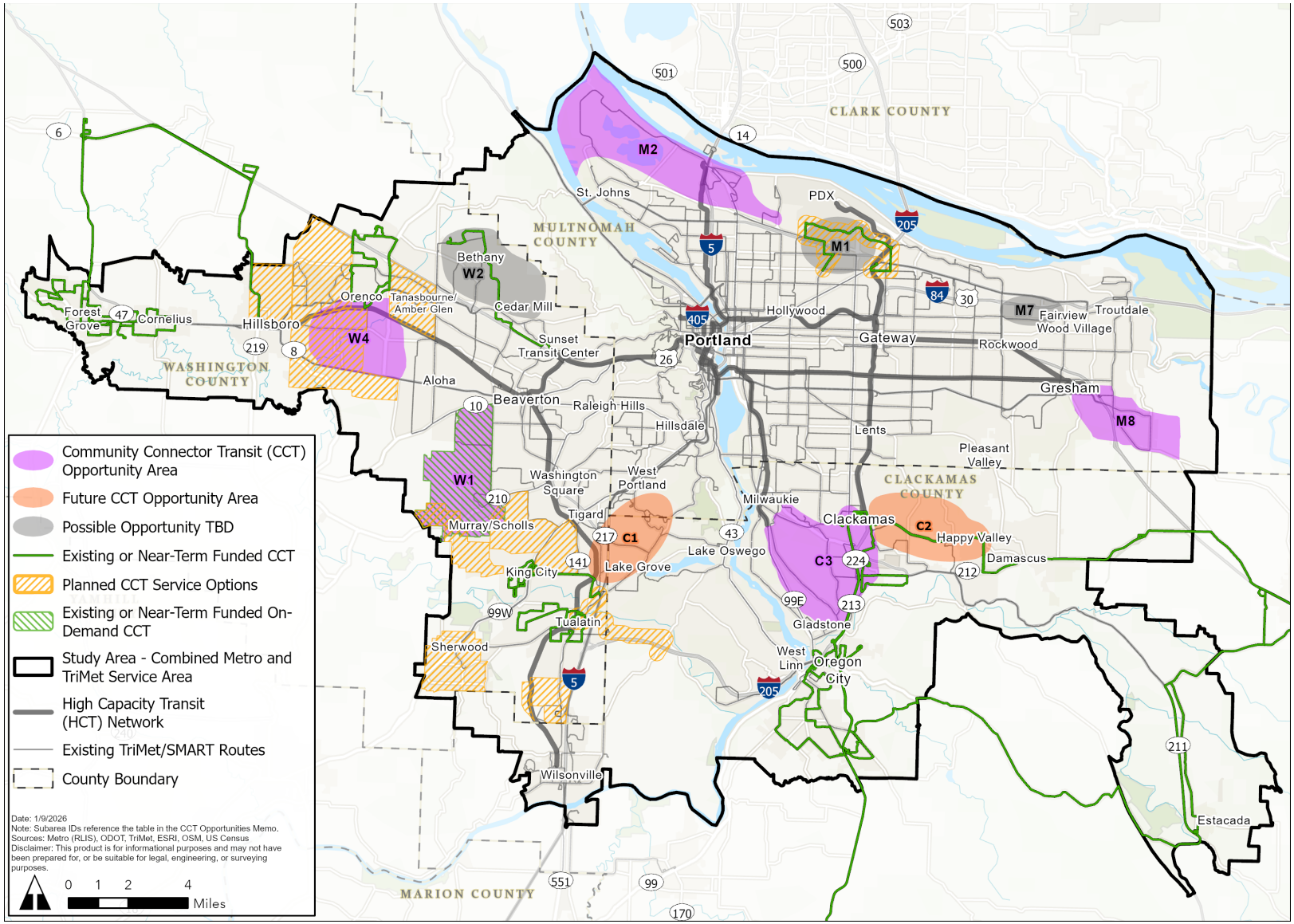


Figure 1. CCT Opportunity Areas

Mobility Hub Prioritization

This study identified regional mobility hub locations based on a multicriterial evaluation process. The identified hubs do not necessarily represent every possible hub location in the region; they represent promising mobility hub locations that will support local planning and implementation separate from this study. Table 2 describes the criteria used to prioritize the mobility hub locations. This prioritization is intended to help local agencies as they consider investments in mobility hubs.

Community need, as measured by outreach findings, was originally included as a criterion during development of the prioritization methods. Outreach findings related to mobility hubs, both from this study and from work conducted by others, is limited. Therefore, community need as determined through outreach findings was not scored in this prioritization.

Table 2. Prioritization Criteria

Mobility Hub Prioritization Criterion	Approach	Data Notes
Existing local priority and planning support	Degree of alignment with Metro regional land use designations (e.g., Regional Center, Corridor).	Each hub received a score of 1 or 0 based on whether it fell within a Metro-Designated Center type (Town Center, Regional Center, or City Center).
Community need	Level of community need, as determined by (1) outreach findings from the engagement work conducted for the study, (2) outreach or engagement findings from other local or regional work, as noted by partners.	No numeric score assigned.
Equity	Hub is in or adjacent to areas with high equity need, based on TriMet Equity Index.	The TriMet Equity Index ranges from 8–28 at the Census Block Group level. Each hub received an equity score of 3, 2, or 1 depending on whether it fell in the top quintile (3), second quintile (2), or bottom 60% (1).
Transit ridership	Locations with the highest transit ridership	Average weekday ons/offs for all stops within 1/4 mile of each hub were summed. Each hub received a ridership score of 3, 2, or 1 based on whether it fell in the top quintile (3), second quintile (2), or bottom 60% (1).
Transit connectivity	Locations with highest number of transit connections (e.g., number of fixed-route transit lines or CCT services access a location).	Based on the count of unique TriMet or SMART routes intersecting the hub hexagon. Each hub received a connectivity score of 3, 2, or 1 based on whether the route count fell in the top quintile (3), second quintile (2), or bottom 60% (1).

Figure 2 (and the project's online map) displays the prioritized mobility hubs and Table 3 lists each hub and its typology and priority level. Hubs are prioritized within each class of hub:

- Major urban hub.
- Regional hub.
- Town hub.
- Local and emerging hub.
- Future hub.

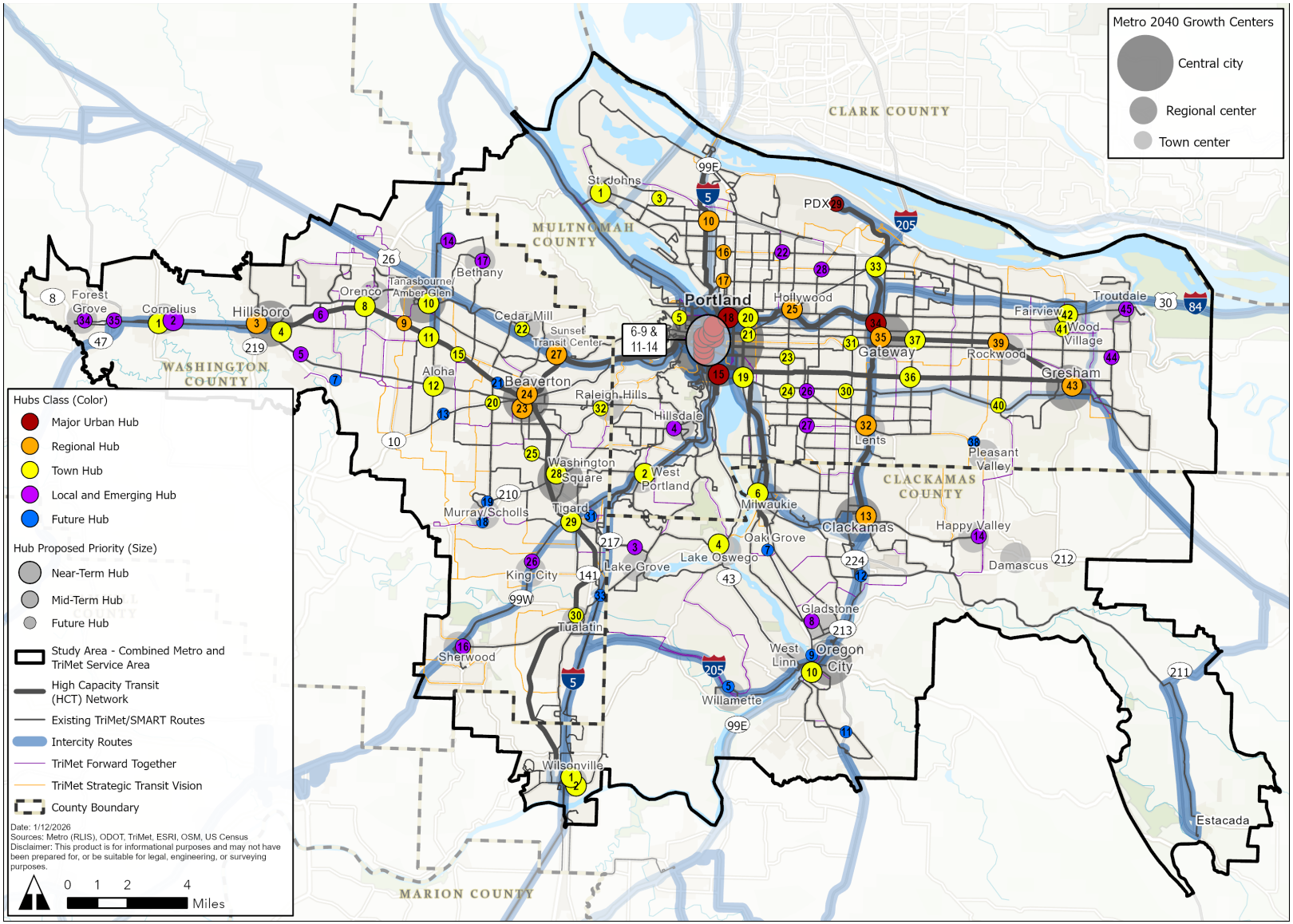


Figure 2. Mobility Hub Priorities

Table 3. Mobility Hubs and Priority Level[1]

ID	County	Hub Class	Proposed Priority
CC13	Clackamas	Regional Hub	Near-Term Hub
CC1	Clackamas	Town Hub	Near-Term Hub
CC10	Clackamas	Town Hub	Near-Term Hub
CC2	Clackamas	Town Hub	Near-Term Hub
CC4	Clackamas	Town Hub	Near-Term Hub
CC6	Clackamas	Town Hub	Near-Term Hub
CC14	Clackamas	Local and Emerging Hub	Mid-Term Hub
CC3	Clackamas	Local and Emerging Hub	Mid-Term Hub
CC8	Clackamas	Local and Emerging Hub	Mid-Term Hub
CC11	Clackamas	Future Hub	Future Hub
CC12	Clackamas	Future Hub	Future Hub
CC5	Clackamas	Future Hub	Future Hub
CC7	Clackamas	Future Hub	Future Hub
CC9	Clackamas	Future Hub	Future Hub
MC11	Multnomah	Major Urban Hub	Near-Term Hub
MC12	Multnomah	Major Urban Hub	Near-Term Hub
MC13	Multnomah	Major Urban Hub	Near-Term Hub
MC14	Multnomah	Major Urban Hub	Near-Term Hub
MC15	Multnomah	Major Urban Hub	Near-Term Hub
MC18	Multnomah	Major Urban Hub	Near-Term Hub
MC34	Multnomah	Major Urban Hub	Near-Term Hub
MC6	Multnomah	Major Urban Hub	Near-Term Hub
MC7	Multnomah	Major Urban Hub	Near-Term Hub
MC8	Multnomah	Major Urban Hub	Near-Term Hub
MC9	Multnomah	Major Urban Hub	Near-Term Hub
MC29	Multnomah	Major Urban Hub	Mid-Term Hub
MC10	Multnomah	Regional Hub	Near-Term Hub
MC25	Multnomah	Regional Hub	Near-Term Hub
MC32	Multnomah	Regional Hub	Near-Term Hub
MC35	Multnomah	Regional Hub	Near-Term Hub
MC39	Multnomah	Regional Hub	Near-Term Hub
MC43	Multnomah	Regional Hub	Near-Term Hub
MC16	Multnomah	Regional Hub	Mid-Term Hub
MC17	Multnomah	Regional Hub	Mid-Term Hub

[1] Refer to the project's online map to see individual mobility hubs and assigned priorities: https://experience.arcgis.com/experience/aff43fdde6e9456aa0a6f1840bdb3a3a/page/Mobility-Hubs-Evaluation

ID	County	Hub Class	Proposed Priority
MC1	Multnomah	Town Hub	Near-Term Hub
MC19	Multnomah	Town Hub	Near-Term Hub
MC2	Multnomah	Town Hub	Near-Term Hub
MC20	Multnomah	Town Hub	Near-Term Hub
MC33	Multnomah	Town Hub	Near-Term Hub
MC36	Multnomah	Town Hub	Near-Term Hub
MC37	Multnomah	Town Hub	Near-Term Hub
MC42	Multnomah	Town Hub	Near-Term Hub
MC21	Multnomah	Town Hub	Mid-Term Hub
MC23	Multnomah	Town Hub	Mid-Term Hub
MC24	Multnomah	Town Hub	Mid-Term Hub
MC3	Multnomah	Town Hub	Mid-Term Hub
MC30	Multnomah	Town Hub	Mid-Term Hub
MC31	Multnomah	Town Hub	Mid-Term Hub
MC40	Multnomah	Town Hub	Mid-Term Hub
MC41	Multnomah	Town Hub	Mid-Term Hub
MC5	Multnomah	Town Hub	Mid-Term Hub
MC22	Multnomah	Local and Emerging Hub	Mid-Term Hub
MC26	Multnomah	Local and Emerging Hub	Mid-Term Hub
MC27	Multnomah	Local and Emerging Hub	Mid-Term Hub
MC28	Multnomah	Local and Emerging Hub	Mid-Term Hub
MC4	Multnomah	Local and Emerging Hub	Mid-Term Hub
MC44	Multnomah	Local and Emerging Hub	Mid-Term Hub
MC45	Multnomah	Local and Emerging Hub	Mid-Term Hub
MC38	Multnomah	Future Hub	Future Hub
WC23	Washington	Regional Hub	Near-Term Hub
WC24	Washington	Regional Hub	Near-Term Hub
WC27	Washington	Regional Hub	Near-Term Hub
WC3	Washington	Regional Hub	Near-Term Hub
WC9	Washington	Regional Hub	Mid-Term Hub
WC1	Washington	Town Hub	Near-Term Hub
WC10	Washington	Town Hub	Near-Term Hub
WC11	Washington	Town Hub	Near-Term Hub
WC12	Washington	Town Hub	Near-Term Hub
WC28	Washington	Town Hub	Near-Term Hub
WC29	Washington	Town Hub	Near-Term Hub
WC4	Washington	Town Hub	Near-Term Hub
WC8	Washington	Town Hub	Near-Term Hub
WC15	Washington	Town Hub	Mid-Term Hub
WC20	Washington	Town Hub	Mid-Term Hub
WC22	Washington	Town Hub	Mid-Term Hub

ID	County	Hub Class	Proposed Priority
WC25	Washington	Town Hub	Mid-Term Hub
WC30	Washington	Town Hub	Mid-Term Hub
WC32	Washington	Town Hub	Mid-Term Hub
WC2	Washington	Local and Emerging Hub	Near-Term Hub
WC14	Washington	Local and Emerging Hub	Mid-Term Hub
WC16	Washington	Local and Emerging Hub	Mid-Term Hub
WC17	Washington	Local and Emerging Hub	Mid-Term Hub
WC26	Washington	Local and Emerging Hub	Mid-Term Hub
WC34	Washington	Local and Emerging Hub	Mid-Term Hub
WC35	Washington	Local and Emerging Hub	Mid-Term Hub
WC5	Washington	Local and Emerging Hub	Mid-Term Hub
WC6	Washington	Local and Emerging Hub	Mid-Term Hub
WC13	Washington	Future Hub	Future Hub
WC18	Washington	Future Hub	Future Hub
WC19	Washington	Future Hub	Future Hub
WC21	Washington	Future Hub	Future Hub
WC31	Washington	Future Hub	Future Hub
WC33	Washington	Future Hub	Future Hub
WC7	Washington	Future Hub	Future Hub

7.1.4 GOVERNANCE AND FUNDING STRATEGIES

INTRODUCTION

This memo addresses funding and governance challenges related to providing community connector services in the Portland metropolitan region. This section describes the role of these services in the regional transit system and defines funding and governance from the lens of community connector transit (CCT), including both strengths of the current models and challenges that could need to be addressed in the context of this study.

What is the role of Community Connector Transit in the regional transit system?

Community connector transit (CCT)—broadly defined in this study as first/last mile transit services generally available to everyone **without** special eligibility requirements—is part of an ecosystem of transit solutions and can often provide service in areas that are not well-suited for fixed-route transit service. These services can:

- Improve connections to **high-capacity transit (HCT) and the fixed-route bus system**, boosting ridership.
- Improve or supplement connections to **key destinations that are not already addressed by fixed route transit or other existing services.**
- Provide **supplemental service when fixed-route transit is not running**, such as for shift workers late at night.

They can also provide access to community destinations in emerging areas that support transit service but don't yet support fixed-route service.

Figure 1 Community Connector Transit Connecting to Existing Transit Network



Over time, as land uses change, the type of service appropriate for an area may change (Figure 2).

Figure 2 Community Connector Transit Service Over Time



Pilot Shuttle Launches

Community Connector transit can start with a pilot in an emerging area that lacks conditions supportive of fixed route service. The CCT service can use informal stops and zones to provide connections to existing transit service in the region.



CCT Shuttle Becomes Official

Over time a successful pilot may become an official CCT shuttle. A service become more established some high ridership stops may be identified and formalized.



CCT and Fixed Route Join Forces

As the service area develops in transit-supportive ways, the CCT shuttle stop could be shared with new fixed route service. The CCT may continue to operate and provide complementary connections to the regional transit network. The CCT could also transition entirely to a fixed-route service.

What is Transit Funding and Governance?

Many types of transit service are provided in the region, operated by several different providers. Governance refers to the decision-making structure that guides how transit service is delivered, and funding refers to how transit services are paid for. This memo specifically addresses the funding and governance of community connector service in the metropolitan area.

Issues for CCT Funding and Governance

The region successfully provides many types of transit service that operate in varying land use contexts, and the Portland area is known for its robust transit options. However, the region also faces challenges related to funding and governance. Funding is limited, and existing funding sources are not keeping up with regional transit needs. The current model for funding operation of CCT services primarily draws from a single source (STIF formula funds) that is funded through a statewide payroll tax. Any increase in this funding to provide new or expanded services, such as to expand CCT service offerings, would require growing the regional tax base, increasing the tax rate (set by the Legislature), or changing the mix of services; this can encourage competition over collaboration. As described in more detail below, TriMet receives STIF formula funds and manages a process for allocating it, including for services it operates and those operated by other providers; the latter includes a set-aside for "regional coordination" which funds existing CCT services. An inherent tension in this process is that TriMet both uses STIF funds and oversees the allocation of funds to other services. There is no clearly defined collaborative regional process or shared understanding of metrics for prioritizing CCT service.

Labor agreements prevent TriMet from contracting with external providers to operate more flexible service models within the TriMet Service District; Clackamas, Multnomah, and Washington counties have implemented CCT services by contracting shuttle services to other operators, but this model has evolved relatively recently (as early as 2013 when Ride Connection started operating GroveLink service in Forest Grove, with an increase in the counties' role starting in 2019 with the inception of STIF). As such, the counties do not have the same scale and level of resources or expertise as TriMet. The City of Wilsonville withdrew from the TriMet district in the late 1980s and formed SMART (South Metro Area Regional Transit); SMART operates service within City of Wilsonville boundaries with limited connections to TriMet at Tualatin Park & Ride (SMART 2X) and the Wilsonville WES Station.

CCT Funding and Governance Problem Statement Summary

Community connector service fills gaps in regional fixed-route transit network. Recently, these service have been funded through STIF, which is a flexible but limited funding source. Substantial increases in operational costs coupled with fare revenue that has not recovered to pre-COVID levels and decreasing payroll taxes have led to reductions in regional transit service. The uncertain funding situation makes it challenging to sustain existing CCT service and plan for expanded CCT service in the future.

CCT services are generally sponsored by each county and contracted to non-profit or private providers, which are able to operate these smaller-scale, flexible services at lower cost. Challenges in

planning these services include determining where and when different types of service are appropriate; avoiding gaps in service around jurisdictional boundaries and duplication of service; and deciding how service types transition over time.

How does this memo help address these issues?

This memo lays out some of the challenges faced by transit providers in the region and identifies a set of novel approaches to funding and governance. The memo also provides several case studies to explore delivery models that could help the region overcome some of its challenges

- The Community Connector **Funding** Models section identifies the current funding sources used in the region and evaluates other potential funding sources that could be used for funding first- and last-mile transit. This section includes examples of funding sources employed around the country.
- The Community Connector **Governance and Service Delivery** Models section describes the current transit services provided in the region and explores other models of governance found around the country.
- The **Recreation** Shuttle section provides local and national case studies related to this specific type of service.

The uncertain fiscal outlook and likely need to reduce current service could offer an opportunity to re-think how resources are prioritized and how services are operated. This reprioritization will require a shared method of evaluating and making decisions about what types of service to provide and where they should be provided, given limited resources. This memo does not propose specific changes in regional transit governance as it relates to community connector transit but seeks to identify both strengths and challenges of the current model and proposes a set of recommendations to help address the challenges. It is also intended to motivate discussion of transit funding and governance issues at Transit Working Group #8 to help stakeholders at different agencies and jurisdictions find common ground and offer additional solutions.

COMMUNITY CONNECTOR FUNDING MODELS

The Portland area, like many others across the country, is facing a fiscal cliff for funding transit service. Funding for transit at the federal level has become increasingly limited and is decreasing. Federal funding tends to support capital projects over operating expenses, and in the cases where federal funding can be used for operating expenses, the maximum federal share is capped at 50% (compared to 80% for capital costs). This means that state and local governments must typically fill in funding gaps to sustain operations. During the COVID-19 pandemic, temporary infusions of federal funds to support operations kept transit agencies afloat, but these appropriations have since been obligated, and ridership and farebox revenue have not yet returned to pre-COVID levels. At the same time, the cost of labor and materials increased dramatically due to post-pandemic inflation and supply chain issues.

Additional pressures on broader transportation funding sources also put pressure on transit funding. A large portion of federal funding for capital expenses associated with transit projects comes from the Highway Trust Fund, which is funded through the federal gas tax and diesel tax. The fund, which spends roughly three times as much on highway projects as it does on mass transit, is steadily decreasing over time, with expenditures far outweighing revenue. The gas tax is not tied to inflation and has not been increased since 1993. As cars have become more fuel efficient and electric and hybrid vehicles become more popular, the amount of gas consumed has decreased, which decreases revenue generated. As expenditures have outstripped revenue, calls to decrease Highway Trust Fund spending on mass transit have intensified.

Oregon and the Portland region are grappling with many of the same issues at a more local scale. A transportation bill considered during the 2025 Legislative session, House Bill 2025, would have raised almost $12 billion in the next ten years for transportation via new and increased taxes, including increased funding for transit agencies. The bill would have increased the gas tax and introduced a road user charge to counteract declining revenue from the state gas tax. This bill ultimately failed. The bill that was passed instead, House Bill 3991, was expected to raise $4.3 billion over the first decade—for a broad range of transportation needs.[1] The bill was slated to increase the STIF transit payroll tax from 0.1% to 0.2% for two years but decrease it again to 0.1% starting in 2028. This temporary increase would have been insufficient to meet the major budget shortfall caused by rising operating and capital costs combined with lower fare revenue. After passage, House Bill 3991 received enough signatures to refer tax increases to the ballot in November 2026. Governor Kotek is calling for a repeal of the bill in the 2026 short legislative session, and the future of the bill and state transportation funding are in question.

The Portland metro region is also impacted by Oregon's worsening economic trends—1% decline in job growth between July 2024 and July 2025; rising unemployment; and nearly flat population

[1] Oregon Public Broadcasting (2025). After delays and missteps, Oregon Democrats pass road-funding bill

growth (0.4%).[2] Two of the main revenue sources for transit agencies in the region come from payroll taxes: the STIF payroll tax and the payroll taxes levied by TriMet and SMART. When jobs within the region decrease, so does tax revenue. This impacts all transit providers in the region.

Additionally, one-time federal funding to help transit agencies during the COVID-19 pandemic is nearing the end of funding distributions, and a similar package is unlikely to be signed into law in the near future.

The decline in historic funding sources increases the need to explore alternative funding sources. Regardless of the current fiscal situation, needs will almost always outstrip available resources, even in a less-scarce environment. Therefore, the funding and governance discussion here is intended to respond both to near-term scarcity but also toward long-term sustainable stewardship. This section first covers current funding sources before exploring other potential funding sources for community connector transit.

Current Funding Sources

Transit service in the region is funded through a variety of sources, including federal, statewide, and regional funding.

Federal

A variety of federal formula funds are used to fund transit service. Several of the key programs are:

Federal Transit Administration (FTA) Section **5307 Urbanized Area Formula** grants are distributed to large urban areas and small urban areas. In FY2026, 5307 funds contributed approximately 3% of TriMet's operating budget.[3] Section **5310 Enhanced Mobility of Seniors & Individuals with Disabilities** can be used for services for these specific populations. Section **5311 Formula Grants for Rural Areas** are distributed to rural areas (population less than 50,000 people).

Section 5307 funding is not used to fund community connector service in this region, although it is a potential funding source. Regulations for using formula funds for microtransit vary by jurisdiction size and operation model:

- All agencies operating microtransit with their own vehicles can apply for an 80% match for vehicles and licensing software.
- Small urban and rural agencies operating their own microtransit programs can apply for a 50% match for operating costs, including driver pay and fuel. This option is not available for large urban areas.
- All agencies that use a contractor to manage operations, rather than operating the service themselves, can consider 50% of the contract as a capital expense and 50% of the contract as operational expense.

[2] Oregon Office of Economic Analysis (2025). Oregon Economic and Revenue Forecast, September 2025.

[3] TriMet, FY2026 Adopted Budget, p. 57 and 60.

- Large urban agencies can apply for an 80% match of the capital half of the contract, for a total 40% match
- Small urban and rural communities can apply for an 80% match of the capital half of the contract AND a 50% match of the operational half of the contract, for a total 65% match

Other sources of federal funding, including discretionary funding sources, are described in Appendix A.

Statewide

The **Statewide Transportation Improvement Fund (STIF)** program was established in 2017 by the House Bill 2017 Funding Package. It supports the planning and operation of public transportation programs in Oregon and is funded via a 0.1% state payroll tax. In 2023, the STIF program was combined with the Special Transportation Fund (STF) program, which is funded by ID card fees, non-highway gas tax, and cigarette tax revenue. STIF revenue is distributed as follows:

- 90% goes to STIF formula funds, which are distributed to qualified entities based on population and payroll taxes within the qualified entity's geographic area.
  - Funding for services for older adults and people with disabilities is distributed based on population.
  - Funding for all other services is based on the amount of payroll tax generated within each area.
- 5% goes to discretionary funds, which are distributed to public transportation service providers via a competitive grant application.
- 4% goes to intercommunity discretionary funds, which are distributed via a competitive grant process and are used specifically for public transportation between two or more communities.
- 1% goes to the Oregon Technical Resource Center (TRC), which provides resources to Oregon's transportation agencies.

TriMet sets aside a portion of the region's STIF formula funding allocation for "regional coordination," which is passed through to providers within or connecting to TriMet's service area. In the FY2024–FY2025 biennium, the $16.3M used for regional coordination supported existing and new shuttles and services for Clackamas, Multnomah, and Washington counties. It also funded the inclusion of other providers' services on TriMet's trip planner. Regional coordination comprised 9% of TriMet's STIF budget. TriMet's proposed STIF budget for the FY2026–FY2027 biennium includes $14.8M for regional coordination, which is 8% of TriMet's STIF allocation. STIF funds are also allocated to Portland Streetcar and providers outside of the TriMet District including SMART, Sandy Area Metro (SAM), Canby Area Transit (CAT), and South Clackamas Transportation District (SCTD), as well as to Clackamas, Multnomah, and Washington counties for rural services.

STIF Formula funds are highly flexible and have few restrictions. This makes them useful as local matching funds to leverage grants, including STIF Discretionary funds. STIF Discretionary funds can be used for pilot projects or startup funding but can't be used to fund ongoing operations.

The **Innovative Mobility Program** (IMP) is an ODOT initiative that provides funding for projects that improve historically underserved communities' access to public and active transportation, reduce the number of drive-alone trips, and reduce greenhouse gas emissions. The program is funded federally through the Bipartisan Infrastructure Law and through the State of Oregon. For example, Washington County's microtransit pilot project in the South Cooper Mountain, River Terrace, and Progress Ridge areas is being funded through an IMP grant.

Transit Districts

In addition to the STIF payroll tax, employers in the TriMet Transit District pay a 0.82% tax on all employees. The estimated budget from the payroll tax in 2026 is $550.2 million. TriMet is also funded through passenger fares.

Employers in the SMART Transit District pay a 0.5% tax on all employees. SMART has minimal fare revenue, as only one route currently charges a fare.

Other Potential Funding Sources

This section describes other funding sources that could potentially be used to fund community connector services. Some of these are existing revenue sources that could be applied for this purpose, although there may be limitations including competition with other uses or legal restrictions. Other potential sources are not currently in place and would need to be enacted.

Portland Clean Energy Fund

The Portland Clean Energy Fund (PCEF) is a city-level funding mechanism that helps to implement community-led projects and programs that reduce carbon emissions, create economic opportunity, and make the city resilient to changing climate. The fund was passed by Portland voters in 2018 and levies a 1% surcharge on all Portland sales of large retailers with $1 billion in national revenue and $500,000 in local revenue. The funding generated is used for community-led projects and programs that reduce carbon emissions and increase resiliency to climate change, with a focus on centering disadvantaged and marginalized groups who are most vulnerable to climate change. Transportation decarbonization is one of seven focus areas of PCEF's five-year Climate Investment Plan, which outlines how the expected $150 million in annual funding will be used over the next five years. Community grants are distributed to community-based organizations through a competitive grant cycle, and strategic programs are targeted programs implemented through partnerships with nonprofits, government entities, or businesses. PCEF projects must have a clear nexus with the fund's goals of community-led climate change mitigation and resiliency.

Due to higher-than-anticipated revenues, the PCEF Committee added additional projects to be funded in the most recent funding allocation. PCEF has committed to contributing $48 million in local match to the TriMet 82nd Avenue BRT as part of a larger $55 million investment in the corridor.

PCEF is similar to the City of Denver's Climate Protection Fund. The City of Denver used funding from its Climate Protection Fund to lease electric vehicles and to temporarily fund operations for its on-demand microtransit program, the **Denver Connector**.

System Development Charges

System development charges (SDCs) are a source of funding available for local jurisdictions. SDCs are one-time fees for new developments that are based on the number of person trips expected to be generated by the development during evening commute hours. SDCs can be used to compensate for the use of existing transportation infrastructure or to make improvements to increase the capacity of transportation infrastructure. SDCs cannot be used for ongoing maintenance or to replace existing capacity, and they cannot be used to fund operations. However, they can be used for capital improvements related to transit. For example, $10 million in citywide SDC funds were used for capital improvements in support of the Division Transit Project. Cities can also create new SDC districts to fund transit projects, such as the SDC district created in southeast Portland to generate funds for the MAX Orange Line. Projects must be in a capital improvements plan, public facilities plan, or master plan before they can be funded by SDCs. While SDCs have historically been used for large projects like the two listed above, they can also be used for capital improvements related to community connector transit, such as shuttle stops and signage.

In July of 2025, Portland City Council voted to temporarily eliminate SDCs for three years in an attempt to kickstart development.

Development Conditions

While not common in the Portland metro region, there is some precedent for requiring developments to pay for transit service as a condition of permit approval. For example, the **Forest Heights** planned community was required to provide a shuttle connecting into the TriMet system as a condition for receiving their permit. **Commute.org**, a TMA in San Mateo County, CA (profiled in the next section), sees regulations requiring new developments and major employers to jointly fund shuttle service as one of the most effective ways to ensure ongoing financial support for the services.

Public-Private Partnerships

Public-private partnerships are collaborations between the public and private sectors that can attract private investments to fund public programs. Some partnerships are focused on operations, including for smaller-scale transit options. For example, Multnomah County's **ACCESS Shuttle** is made possible through a partnership with the Port of Portland. Other shuttles are entirely funded by private institutions, usually major employers—examples in the region include Nike and Intel. These shuttles are for employee use only and are not open to the public.

As described in more detail in the next section, **Commute.org** has been successful in using public-private partnerships for shuttle operations. A crucial element of their program is that the consortium is responsible for ongoing costs, unlike one-time developer fees. Large institutions are able to sponsor service alone, and the consortium option allows smaller employers and developers to spread out the cost. This system allows Commute.org to be nimble and reactive to changing land uses—when new developments are established, services can be established relatively quickly to serve them. The executive director of Commute.org notes that this system is most effective in cities with enforced TDM requirements that require developers to take part in programs that drive down vehicle miles traveled. Enforcement of these requirements is important—San Mateo has a TDM requirement for the entire county, but enforcement of the policy has been limited.

Portland's **BIKETOWN** bike-share program is a strong example of how public-private partnerships can fund community mobility services. Nike serves as the system's title sponsor and has contributed significant long-term funding, including $10 million at launch and additional support to cover the entire cost of PBOT's share of capital and operations costs. In exchange, Nike has naming rights and has overseen the branding and design of the system, including signature orange bikes and custom designs tied to the company's identity.

Parking Revenue

Parking revenue is a flexible option for funding parking endeavors: it can be used for operations, capital improvements, and programs that support the use of existing transportation options.

In Denver, 75% of the **Denver Connector** microtransit project (case study included in the next section) is funded through a special revenue fund that is derived primarily from an increase in parking prices. **Washington Park** in Portland operates a free shuttle that is funded with parking revenue (see more below). Use of parking revenue is generally dictated by city ordinances and is therefore a more flexible option than taxes and fees that require state approval.

The **City of Boulder, Colorado**, uses parking revenue in the central city to purchase EcoPass transit passes for low-income employees. The **City of Portland's Transportation Wallet** program allows residents of the Central Eastside Industrial District and the Northwest District to acquire a transportation wallet of multimodal transportation incentives by trading in their parking pass or by buying the wallet at a steeply discounted rate. Low-income residents of the same neighborhoods are eligible for free transportation wallets. The free and subsidized wallets are funded with area parking permit revenue.

Vehicle Registration Fees

Counties in Oregon have the authority to levy additional vehicles registration fees and could do so to support transportation improvements. All three counties currently use vehicle registration fees. Multnomah County uses funds raised for bridge projects, and Washington and Clackamas counties use them for road projects. A registration fee increase could be used to fund transit investments.

Transportation Benefit Districts

In Washington State, city and county governments can establish transportation benefit districts (TBDs) to fund transportation improvements. TBDs tap into many of the funding sources described above.

A municipality establishes a TBD by ordinance after holding a public hearing at which the TBD is found to be in the public interest. TBDs are most commonly funded by sales tax and vehicle license fees. The governing board may impose a sales tax of 0.1% or less without voter approval. A sales tax greater than 0.1% and less than 0.3% can be established with voter approval. A TBD can establish a vehicle license fee of $20 or less without voter approval and can increase the fee to $40 and later to $50 after the fees have been in place for 24 months or more. The TBD can establish a vehicle license fee of up to $100 with voter approval. Countywide TBDs must distribute vehicle fee revenue according to an interlocal agreement approved by voters.

TBDs have a variety of other funding sources available to them, though they are used less commonly than sales tax and vehicle license fees:

- General obligation bonds
- A Canadian border area fuel tax
- Impact fees on commercial and industrial development
- Vehicle tolls
- Excess property taxes
- Local improvement districts

TBDs have been established in 120 cities and towns and five counties in Washington and have been successful forms of funding for transportation improvements. The Seattle Transportation Benefits District was established in 2014 when voters approved a $60 vehicle license fee and a 0.1% sales tax increase to create a funding source to buy additional transit service and programs from King County Metro. In 2020, a revised version of the benefits district was passed by City Council. This new bill, which increased the sales tax from 0.1% to 0.15% and did not renew the vehicle registration fee, was set for six years and was a crucial support of funding during the COVID-19 pandemic. To date, Seattle's is the only TBD in Washington State to pass a voted license fee. In 2024, its City Council re-established a non-voted vehicle registration fee.

Transportation Management Associations (TMAs)

TMAs are nonprofits that play a vital function in facilitating public/private partnerships to manage transportation needs in an area, usually by bringing together multiple funding sources. Member organizations, which can include employers, developers, and public agencies, pay fees to the TMA. In exchange, the TMA provides various services, which can include distributing transit passes for employees, doing outreach with employees and community members, organizing vanpools, and providing micromobility. Fees can be optional or mandatory within a certain geography. Some TMAs directly provide community connector transit services. TMAs also receive grants from local, regional, or state governments to support their operations. They are often very involved in crafting, implementing, and confirming compliance with transportation demand management policies. For example, Oregon TMAs can help large employers conduct employee surveys to meet the Oregon Department of Environmental Quality's (DEQ) Employee Commute Options (ECO) requirements. Examples of TMAs in the region include:

- **Go Lloyd.** Go Lloyd is a 501(c)(6) non-profit organization in the Lloyd District in inner northeast Portland funded primarily through two revenue streams: revenue from parking meters in the neighborhood and fees collected through an Enhanced Services District that are paid by property managers, tenants, businesses, developers, and property owners. Of the parking revenue collected in the neighborhood, 51% is reinvested in transportation services and small capital projects within the neighborhood. Over the last 14 years, parking revenue has contributed to real-time transit arrival signs, increased transit service, Portland Streetcar vehicle purchases, construction of the Blumenauer Bridge, streetscape improvements, pedestrian infrastructure, and bicycle infrastructure. In 2024 alone, the Parking Climate and Equitable Mobility Transaction Fee paid for 115 local transportation wallets, which provide vouchers for transit, bike-share, rideshare, and scooter-share. Go Lloyd provides transportation information and multimodal incentives to thousands of employees in the neighborhood, and their website provides transportation options information for commuters, employers, and residents of the neighborhood.
- **Westside Transportation Alliance** (WTA). WTA is a non-profit that helps large employers comply with the DEQ Employee Commute Options rule. It provides customized programs to expand awareness of travel options and help employees reduce drive-alone trips in the county. The WTA annual budget was $252,000 in FY2023, and they were funded through a mix of grants (43%), member dues (25%), program fees (18%), Washington County funds (10%), and other sources (4%). The majority of the program budget is used to pay for staff costs (79%).

Potential Future Funding Sources

There are several other funding sources that have greater barriers to implementation.

Regional Funding Measure

A regional funding measure would authorize appropriations to use for transportation improvements. In 2020, the Portland region failed to pass the Get Moving 2020 transportation funding package, which would have contributed funds to the Southwest Corridor light rail project and other transit investments. The funds would have been generated by a 0.75% payroll tax on all regional employers with more than 25 employees. The Portland region has not voted to pass a regional funding measure for transit. However, this has been successful in many other locations, including in the Seattle region. **Sound Transit** has repeatedly secured voter approval for large capital programs (Sound Move, ST2, and ST3) funded through regional sales taxes, motor-vehicle excise taxes, and property taxes. These dedicated revenue streams enable Sound Transit to issue bonds backed by future tax collections, generating funding for expanding light rail, commuter rail, and bus rapid transit.

Cap and Trade

In November 2024, the DEQ established a program that caps greenhouse gas emissions and requires electric utility providers, fuel providers, and companies in energy-intensive industries to buy and trade allowances to cover their emissions. The annual emission cap that declines over time to help achieve statewide GHG emissions reduction goals. Proceeds from the cap and trade program are to be used for GHG emissions reduction activities in environmental justice communities. At this time, only certain nonprofits will be eligible recipients of these funds, and transit agencies are not currently able to receive funds. Future rule changes could open up cap-and-trade funds to transit agencies.

Funding Sources with Known Barriers to Use for Community Connector Transit

Congestion Pricing

Congestion pricing is a strategy for pricing the use of a roadway with the goal of reducing congestion, such as by setting higher tolls to shift travel away from peak periods or to encourage the use of non-driving modes such as public transit. Roadway pricing, such as tolls, can also be used to raise revenues for infrastructure improvements. ODOT has considered implementing tolling on the I-5 and I-205 corridors through a project known as the Regional Mobility Pricing Project (RMPP), an initiative that the state halted in 2024. If implemented at a later time, tolling revenues could be used for transit improvements to provide additional mobility options along the tolled corridors.

There is substantial political opposition to congestion pricing and concerns about equity for populations living outside of the boundary. ODOT's Public Transportation Strategy (PST) for Tolling intends to alleviate some of those concerns by establishing goals and priorities for public

transportation projects that should be supported with funds from tolling. The goal of the PST is to increase public transportation options near tolled highways to advance a more equitable and climate-friendly transportation system. In addition to fixed-route transit, eligible projects include flex-route shuttles, demand responsive shuttles, mobility hubs, and TDM programs.

Elsewhere, congestion pricing has been used to support transit. In New York City, where congestion pricing was implemented in 2025, drivers must pay $9 to enter Manhattan south of 60th Street during peak hours. The revenue from these tolls is expected to fund $15 billion in capital improvements to the MTA network. These improvements include adding new subway cars, upgrading to modern signaling on key lines, making stations ADA-accessible, and pushing forward the next phase of the Second Avenue Subway.

Value Capture Strategies

Value capture strategies are used to recapture the private benefit created by public investments. Tax increment finance (TIF) districts are one method of value capture. When TIF districts are implemented, property taxes within the district are assessed at the base year, and the subsequent increase in property taxes above the base amount is reinvested in the district. While some kinds of transportation projects are eligible projects per Oregon state law, there are limitations on what TIF funds can be used for and where TIF districts can be established. According to state law, TIF districts must be established in "blighted" areas [as Urban Renewal Areas (URAs]). TIF districts were historically used for large-scale infrastructure projects, including past TriMet projects. More recently, TIF districts have focused more on community stabilization and housing production. In Portland, 45% of all TIF funds must be used for affordable housing. While this decreases the amount that can be used for other purposes, it also helps create transit-supportive land uses. Moreover, supported uses for TIF funding include street improvements, connectivity, and accessibility, with an emphasis on supporting pedestrian and bicycle infrastructure. As poor pedestrian access and street connectivity currently stand as a barrier to public transit use in much of the Portland metropolitan area, TIF funding can be used indirectly to support transit access through street, sidewalk, and bike infrastructure improvements.

Summary of Existing and Potential Funding Sources

Each funding source listed has benefits and challenges, summarized in Table 1. The future of many of these funding sources is uncertain, which makes planning for future service challenging. Moreover, the programs identified as potential sources of funding for CCT are also existing or potential funding sources for fixed-route transit. Given the funding gap for fixed-route transit in the region, competition for all funding sources is high. This further highlights the need for regional coordination and holistic transit planning to establish implementation priorities.

Table 1 Summary of Existing and Potential Funding Sources

Funding source	Existing / potential	Benefits	Challenges
Federal formula	Existing	Generally reliable funding for some purposes, including rural transit and mobility for older adults and people with disabilities	Fluctuate according to federal policy
Federal discretionary	Existing	Many different funding streams available for different types of transit	Fluctuate according to federal policy, competition for grants that may not be met by small community connector transit projects
STIF formula	Existing	Flexible, few restrictions for use, can be used for local match	Administrative burdens, requirement for projects to be in STIF plans, regional competition for resources
STIF discretionary	Existing	Can be used for pilots, capital improvements, short-term operations	More restrictive than STIF formula funds, can't generally be used for ongoing operations
Payroll taxes	Existing	Major funding source, fewer administrative burdens	Are not typically used for community connector services, tax revenue fluctuates based on employment in district
Portland Clean Energy Fund	Potential	Robust funding source	Projects must have climate-related benefit to priority populations (people of color, people with low incomes, and people with disabilities). Recent efforts to use PCEF funds to fill budget holes has heightened tensions around relevant uses.
System Development Charges	Potential	Can provide funding for transit in newly developing areas that don't meet population thresholds for fixed-route transit	Current local climate is favoring removal of barriers to development, only applies to new development
Development conditions	Potential	Can provide funding for transit in newly developing areas that don't meet population thresholds for fixed-route transit	Can be unpopular, current local climate is favoring removal of barriers to development, only applies to new development
Public-private partnerships	Potential	Leverages private money, can capture some of the value that transit provides to private development	Smaller scale transit like community connectors can be less appealing for private entities to sponsor or co-develop

Funding source	Existing / potential	Benefits	Challenges
Parking revenue	Potential	Flexible funding source, incentivizes non-SOV travel	Can be unpopular to implement, land use context for charging for parking doesn't necessarily match the land use context best for community connector transit
Vehicle registration fees	Potential	Is already levied by all three counties and used for transportation purposes	Funding for CCT would compete with funding needs for bridges and roads
TMAs	Potential	Can pool funding from multiple private employers and developers	TMA coverage in the region is limited
Regional funding measure	Potential	Can provide a major source of funding for many types of transit	Long lead time to pass, takes considerable political effort, last regional transportation funding measure was voted down
Cap and trade	Potential	Currently untapped funding source for transit, regulates emissions in addition to providing funding source	Not currently approved for transit use
Congestion pricing	Potential	Can provide a substantial funding source, community connector services were established as eligible expenses in ODOT's Public Transportation Strategy for Tolling	Politically unpopular, associated with some equity concerns
Value capture	Potential	TIF district revenue can support transit access through street improvements, connectivity, and accessibility	TIF revenue cannot be used for transit operations

COMMUNITY CONNECTOR GOVERNANCE AND SERVICE DELIVERY MODELS

Current Service Delivery Structure

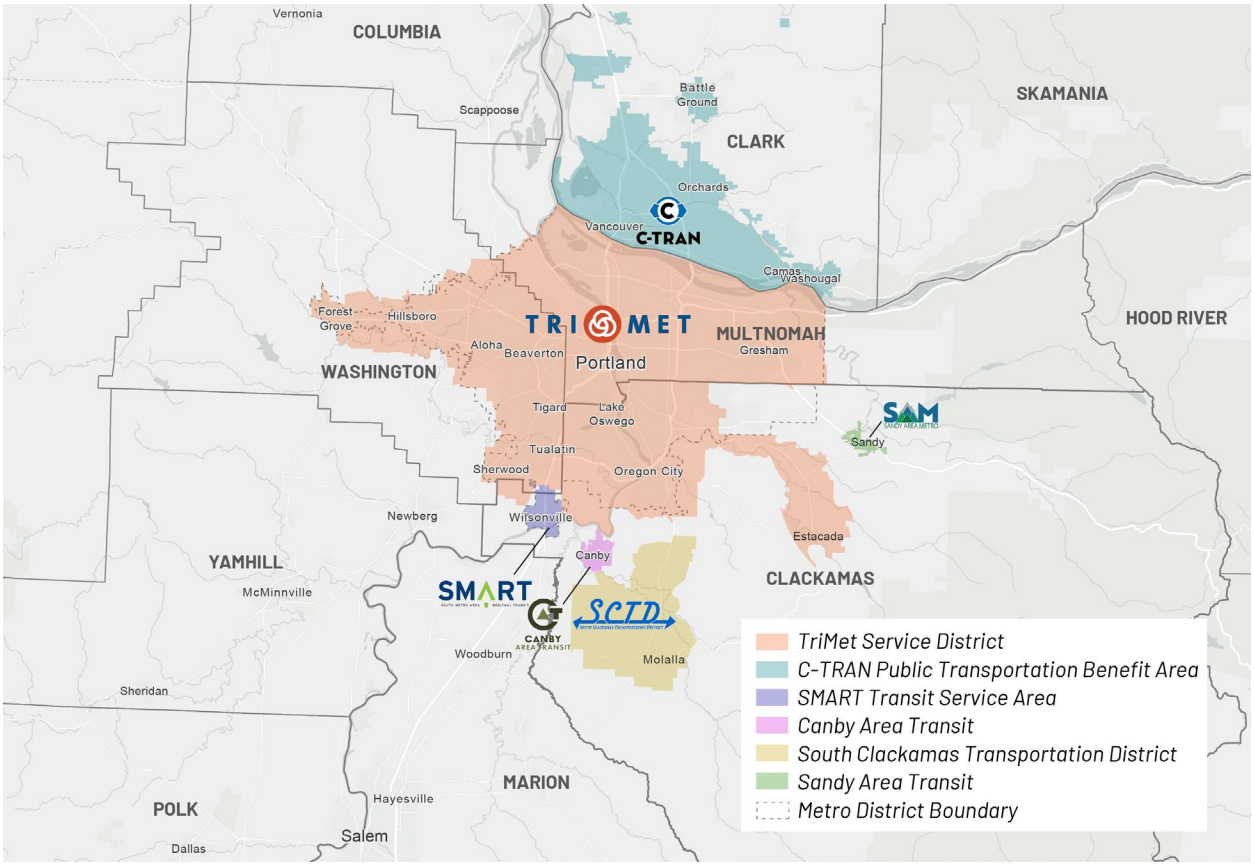
Multiple public transit providers operate service in the Portland metropolitan area, outlined in Table 2. The providers operate a variety of services with differing eligibility requirements; the Community Connector Study's focus is services available to the general public.

Table 2. Overview of Transit Service Providers in the Region

Service Sponsors	Service Name	Service Type	Eligibility Restrictions	Service Area
TriMet	MAX, WES, FX, buses	Fixed route	Open to the public	TriMet Mass Transit District
	LIFT	Paratransit	Limited to riders with disabilities that prevent them from using fixed-route service	
	TriMet NEXT (Pilot)	On-demand	Open to LIFT-eligible riders and to the public (older adults and/or people with disabilities who are not eligible for LIFT) within a subset of the NEXT zone	Gresham
City of Wilsonville (SMART)	Buses	Fixed route	Open to the public	City of Wilsonville
	Dial-a-Ride	Paratransit	Limited to riders with disabilities that prevent them from using fixed-route service	
City of Portland	Streetcar	Fixed-route	Open to the public	City of Portland
C-TRAN	The Vine, buses	Fixed route	Open to the public	Clark County
	The Current	On-demand	Open to the public	
	C-VAN	Paratransit	Limited to riders with disabilities that prevent them from using fixed-route service	
Washington County	Ride Connection Community Connectors	Flex-route shuttles	Open to the public	Overlaps with TriMet service area
	Door-to-Door	Dial-a-ride	Open to the public for trips in rural Washington County	Outside of TriMet service area
Clackamas County	Clackamas Connects	Flex-route shuttles	Open to the public	Overlaps with TriMet service area
	Transportation Reaching People	Dial-a-ride	Open to people with disabilities and adults 65+	Outside of TriMet service area
Multnomah County	ACCESS Shuttle	Fixed-route shuttle	Open to the public	Within TriMet service area
	Rural Dial-a-Ride	Dial-a-ride	Open to the public for trips in rural Multnomah County	Outside of TriMet service area

As shown in Figure 3, there is substantial overlap of service areas and jurisdictions.

Figure 3 Transit Service Areas in the Region



Other transit services operate mostly outside of the Metro planning area but have connection points with other services within the tri-county area. These include Columbia Area Transit (CAT), Sandy Area Metro (SAM), Canby Area Transit (CAT), the South Clackamas Transportation District (SCTD), Tillamook County Transportation District (TCTD), and Yamhill County Transit (YCT). Additionally, there are some existing and future recreation services in the area: the Washington Park Shuttle currently serves Washington Park, the Sandy River Shuttle is being piloted, and a new shuttle connecting people to Forest Park and Washington Park is being developed. These services are not the main focus of the memo; however, they are relevant for regional coordination efforts. More details on transit providers in the region can be found in Memo 3.1: First/Last Mile Transit Inventory.

This section covers the main service providers in the region. For each provider, a basic description of the services is followed by insights gleaned through interviews conducted for this task.[4]

[4] The interview with C-TRAN was conducted for an earlier task.

Transit Providers

TriMet

TriMet operates fixed-route and paratransit service in the Portland metropolitan region. TriMet is also piloting an on-demand service for older adults and people with disabilities in the Powell Valley and South Gresham areas called TriMet NEXT. As a mass transit district, it has the power to levy payroll taxes, which it has done since the agency's founding through a payroll tax on all employees in the TriMet Transit District. The TriMet payroll tax currently stands at 0.82%. TriMet also receives STIF funding. As a mass transit district, TriMet is the Qualified Entity (QE) for the three-county area in which it operates.[5] As such, it receives STIF formula funds based on both a population-based formula, intended to support service for older adults and people with disabilities, and based on the proportion of payroll taxes collected. It then distributes STIF funds to Public Transportation Service Providers (PTSPs) in the area: Clackamas, Multnomah, and Washington counties; the Portland Streetcar; SMART; and smaller transit providers in the region. In addition to the STIF funding that TriMet distributes based on population and payroll, it also passes through a certain amount of its funding to the three counties through the STIF Regional Coordination program. The intention of this money is to serve areas within the TriMet service area that are not good candidates for fixed-route service and to feed into the TriMet system.

All STIF-funded projects must be in a STIF plan for each biennium, which is approved by the Oregon Transportation Commission (OTC). Sub-recipients submit their plans for STIF projects to their qualified entity (in this case, TriMet), which puts together and approves a STIF plan to be advanced to the OTC. TriMet also distributes FTA Section 5310 urban and rural formula funds from ODOT to the three counties.

Interview Key Takeaways

High labor standards used to provide TriMet service mean that it is not cost competitive or viable for TriMet to operate community connector service using TriMet operators. Labor agreements preclude TriMet from directly contracting out community connector operations, while counties are not subject to these agreements.

TriMet's service priorities are to serve the most people possible and serving equity areas. TriMet has supported use of Regional Coordination funds for shuttles that complement the fixed-route system, such as where TriMet can't serve the area cost effectively or where the road network doesn't support a 40-foot bus. TriMet provides support to other providers such as technical assistance with GIS data or installing signage at shared bus stops. Ten or more boardings per revenue hour is a general threshold for fixed-route service. However, there isn't a standardized process to set minimum benchmarks for shuttle services (such as productivity), to determine what is complementary vs. duplicative, for evaluating shuttle routes to see which might be viable for fixed-route transit, or for determining if transit center spaces can be made available to shuttle or regional providers.

[5] See ODOT, Qualified Transit Entities (QEs)

TriMet NEXT is intended to be comingled with TriMet's paratransit service, LIFT. This has benefits both to the provider and to passengers: vehicles that are not booked in advance for LIFT trips can be booked for same-day NEXT trips, which increases efficiency, and paratransit-eligible passengers (who make up the bulk of NEXT's riders) have more flexibility and independence when able to book same-day trips. However, the two services use different scheduling software, which means that vehicles cannot automatically be reassigned onto NEXT routes when available. This issue is exacerbated by the difference in service areas for the two services, as schedulers must run queries for trips that meet the criteria for NEXT and hand-select which trips should be sent to NEXT routes. The separate software also makes it more difficult to understand when there is high demand for trips across the two services and related capacity constraints. Overall, there have been successes to the program, including a slightly higher passengers per revenue hour than for LIFT service and high customer satisfaction from riders, but the challenges related to software, as well as limited staff capacity for the pilot, remain.

SMART

South Metro Area Regional Transit (SMART) operates fixed-route transit and paratransit in Wilsonville, Oregon. SMART operates four in-town routes, three regional routes, and one shopper shuttle. The transit agency is in the process of developing a route that connects to Clackamas Town Center. The regional routes connect to Cherriots, TriMet, and Canby Area Transit service. All services are fare-free except for the 1X to Salem.

In 1988, Wilsonville withdrew from TriMet's service area to form a city-owned transit system. SMART levies a 0.5% payroll tax on all businesses located in Wilsonville. SMART also receives STIF formula funds, STIF discretionary funds, and a small amount of TriMet's STIF Regional Coordination funds for portions of SMART routes that overlap with TriMet's service area.

SMART operates a Dial-a-Ride service that is available for passengers who are unable to use the fixed-route service, including ADA-eligible passengers and passengers who are 60 and older. SMART also operates the SMART Options program, which supports non-drive-alone options like vanpooling, carpooling, bicycling, walking, and telework.

Interview Key Takeaways

SMART collaborates with other regional agencies to provide connections. Regional Coordination funding helps bridge service area gaps to make a more seamless regional system. Connecting at transit centers can be difficult in locations with limited space, like the Oregon City Transit Center. The long lead time for STIF funding can slow down implementation of some priorities.

C-TRAN

C-TRAN operates fixed-route transit, paratransit, and on-demand service in Clark County, Washington. Six C-TRAN routes travel into Portland, serving major destinations like Downtown Portland, OHSU, and the Portland International Airport. Since 2022, C-TRAN has operated the Current, an on-demand service available in areas with limited fixed-route transit. The service replaced deviated fixed-route lines that were introduced in 2020 but were not performing well. C-TRAN

operates six on-demand microtransit zones, which serve different purposes in different parts of the county. Some serve major destinations like the Port of Vancouver and Washington State University Salmon Creek. C-TRAN uses the platform Spare for planning, operations, dispatch, and reservations. Routing of vehicles and reallocation of trips to vehicles is done automatically through Spare. The service uses C-TRAN operators, and all operators are trained to assist wheelchair users, which in addition to the wheelchair-accessible vehicles allows the service to be interoperable with paratransit. The vehicles were repurposed from C-TRAN's paratransit service.

The Current and C-TRAN's fixed-route services are funded primarily through a sales tax (0.7%). Additional funding support comes from the Washington State Department of Transportation and from federal funds.

Counties

Clackamas County

Clackamas County operates four free weekday deviated-fixed route shuttles in the county: the Oregon City Shuttle, the Clackamas Industrial Area Shuttle, the Clackamas Community College (CCC) Xpress Shuttle, and the Estacada Shuttle. The shuttles will deviate up to three-quarters of a mile from the shuttle route and can be either flagged down or called to deviate. Clackamas County contracts with MTR Western for the shuttles; the County owns the vehicles. The shuttles average 2.5 riders per revenue hour, with a cost per ride of $35.52. Clackamas County also operates two bus services that serve the communities along Highway 26: the Express and the Village Shuttle. The Express is a limited-stop commuter route, and the Village Shuttle is a deviated-fixed route shuttle. They operate seven days a week and have a fare. The shuttles are funded through STIF, partially through STIF regional coordination funding and partially through Clackamas County's STIF allocation for areas outside of TriMet's service area.

Several transit providers operate in Clackamas County: TriMet, SMART, Sandy Area Metro (SAM), Canby Area Transit (CAT), and South Clackamas Transit District (SCTD). The agencies, especially the latter four smaller agencies, collaborate closely and meet weekly.

Interview Key Takeaways

Clackamas County's shuttle program is challenged by limited resources, including funding, staffing, and technology. The shuttle program is operated by one staff member, and shuttle schedules are made by hand. Investment in better technology would save labor but is not affordable given current funding constraints. Land use patterns are also challenging to serve with transit, and transit times are not competitive with driving.

Washington County

Washington County partners with Ride Connection, a private nonprofit, to operate seven fare-free shuttles in the county: BethanyLink, CorneliusLink, GroveLink, North Hillsboro Link, King City Link, Tualatin Shuttle, and westLink. Most of the shuttles are funded through the STIF Regional

Coordination funding. WestLink is funded via the STIF revenue generated in Washington County outside of the TriMet service area as well as federal funding from FTA 5311 formula funds for rural areas. Ride Connection also receives other private foundation grants and both corporate and individual donations.

Washington County has made and is continuing to make extensive investments in capital improvements at bus stops, funded through STIF discretionary funds, STIF formula funds, and the county's Major Streets Transportation Improvement Program (MSTIP) Opportunity Fund. The MSTIP Opportunity Fund is funded by property taxes and provides local match dollars to leverage federal, state, and other funding opportunities.

Interview Key Takeaways

Because Ride Connection is a nonprofit and has traditionally operated flexible services, it has historically been able to respond more quickly to changing needs in Washington County—for example, by adding a stop at a new employer. However, as stops are improved with signage, landing pads, and shelters, a tradeoff is that the ability to change routes decreases. Additionally, Washington County is hesitant to make costly investments in stops on routes that might be taken over by TriMet in the future (for example, on the North Hillsboro shuttle route).

This leads to a challenging dilemma: the routes/stops with the highest ridership have the most to gain from improved stop amenities, but higher ridership may make them less likely to be improved given lack of certainty of how they might evolve. As routes and stops are made more permanent via infrastructure investments, Ride Connection recognizes the need for more concrete service planning standards and procedures to standardize when and how route changes are made.

Ride Connection's ability to expand service throughout the metropolitan area is limited by size and capacity constraints—Ride Connection uses vehicles with 14 or fewer passengers because drivers are not required to have commercial driver's licenses. This makes hiring easier and keeps labor costs down but limits the capacity for expansion.

Multnomah County

Multnomah County operates two community connector services: the Alderwood-Cornfoot-Columbia Employment Shuttle Service (ACCESS) and a Dial-a-Ride service in rural Multnomah County. ACCESS is a free shuttle service that operates south of the Portland airport. The shuttle runs Monday through Friday in morning and afternoon peaks. Multnomah County is contracting with ecoShuttle for this service. The shuttle is funded by STIF and is a partnership with the Portland Bureau of Transportation and the Port of Portland. In FY2025, the shuttle had an average of 454 monthly riders. Based on newly available stop-level ridership data, the highest ridership stop is Parkrose-Sumner Transit Center, indicating that many of the riders are likely transferring from TriMet routes to use ACCESS as a last-mile service to employment.

The Rural Dial-a-Ride program is a free service for residents living in Multnomah County outside of TriMet's service area. All trips must start and end in Multnomah County, and rides must be booked three days in advance. The service is fare-free.

Multnomah County operated two other community connector services until January of 2025; both filled temporal gaps in service and ceased operations when TriMet expanded service. The Swan Island shuttle operated on weekday evenings only and was discontinued after TriMet's Line 40 began operating in the late evenings. The Troutdale Reynolds Industrial Park (TRIP) Shuttle operated on weekends and holidays only and was discontinued after Line 81 began operating on weekends. In the twelve months before Line 40 expanded service, the Swan Island shuttle served an average of 920 monthly riders. In the twelve months before Line 81 expanded service, the TRIP shuttle served an average of 2370 monthly riders.

Interview Key Takeaways

Unlike TriMet service, the ACCESS shuttle includes stops outside of the public right-of-way, including on Postal Service property and on private property at some of the major industrial employers in the corridor. This helps get people where they want to go and is particularly important when the closest public right-of-way is on high-speed roads and/or roads with missing or limited sidewalks. This is an example of how TriMet service and county-provided shuttle services differ in their utility. The shuttle serves several types of destinations other than employment, including the Native American Youth and Family Center, Hacienda CDC, Albertsons, and Whitaker Ponds.

Ridership on the rural dial-a-ride service is low. This may be in part due to the requirement to book in advance. It has also been challenging to get the word out about the service.

Challenges of Funding and Delivering First- and Last- Mile Transit Services

TriMet, SMART, the counties, and others provide many services in the region tailored to the varying land use and population throughout the Portland metropolitan region. The providers support each other in formal and informal ways (e.g., technical assistance, providing access to GIS data, helping with software and scheduling, and adding signage at bus stops and transit centers). Despite these successes, several challenges face providers in the region:

- **Funding limitations/competition:** Limited funding creates challenges for all providers, and questions regarding how to distribute funds can become contentious. Funding questions have become particularly challenging as TriMet has faced funding challenges and job losses in the Portland area have recently led to decreased STIF payroll tax revenue. Given that STIF is a relatively new funding source, there is no clear roadmap to h elp transit providers navigate the funding shortfall. The lack of certainty about available funds makes planning for the future more difficult. Locating funding for capital improvements like bus stops, signage, and shelters can also be challenging, and uncertainty around the future of community connector routes further complicates decisions around which stops to improve.
- **Coordination among multiple service providers:** Individual providers evolved to meet local needs in the regional system, leading to challenges with coordinating among providers and managing the allocation of resources (both money and space). Overlapping service areas complicate regional collaboration. The fact that providers are often competing for their share

of a single pool of funding resources (as noted above) creates a further tension in regional transit governance.

- **Siloed ridership markets:** Riders of different services (fixed route, shuttles, on-demand) are often considered as different subsets of riders, although community connectors and the fixed-route bus and rail system likely complement each other. Beyond anecdotal evidence, there is currently limited data to demonstrate transfer patterns between services.
- **Administrative burdens:** The administrative burden for planning and operating transit service can be high for a small provider with limited staff dedicated to transit. For example:
  - Applying for and reporting on STIF funding can be cumbersome and time-consuming
  - Limitations with the software used for reporting STIF funding (Optus) can lead to lack of clarity and a need for work-arounds
  - Different approval processes (e.g., permitting transit stops) vary between jurisdictions and can be difficult for a smaller provide to navigate
- **STIF plan constraints:** Although STIF funding is highly flexible, including the ability to use it as matching funds for grants, the biennial cycle of the STIF planning process means that missing the window for inclusion of a service in the STIF plan can delay implementation by up to two years. Some providers are concerned that how they define services in their STIF plans could preclude them from quickly pivoting to other service types when the proposed service isn't working as intended, although in practice there is likely some flexibility in how a project can be implemented.
- **Limited opportunities for knowledge sharing.** Knowledge sharing and support happens mostly on an ad-hoc basis. Current regional coordination meetings tend to focus on funding-related issues. While necessary, there is an opportunity for coordination meetings that could be focused on helping providers learn from each other and improving coordination; whether these meetings are successful depends on providers taking these meetings seriously and sending the appropriate people.
- **Barriers for riders:** Using community connectors to connect to fixed-route transit can be challenging when stops are not co-located or schedules are not aligned. Riders transferring between services with longer wait times may have higher amenity needs, like restrooms.
- **Challenging land use:** Disconnected streets and missing pedestrian infrastructure make many parts of the region challenging to serve with transit—even with smaller, more flexible community connectors. Capital infrastructure projects to bridge physical barriers and enable more efficient pedestrian connections would make it easier to access existing regional transit.

Service Delivery Case Studies

This section explores case studies of how community connector services are provided and paid for outside of the Portland metropolitan area:

- In the Salt Lake City area, **Innovative Mobility Zones** can include **UTA On-Demand,** a microtransit service, with service contracted through Via.
- In Austin, **CapMetro** operates a hybrid on-demand microtransit service: they use Via's scheduling software, but operations, vehicles, and staffing are handled in-house.
- **Denver Connector** is an on-demand microtransit service operated by the City and County of Denver. Also in the Denver area, **FlexRide** is a flex-route shuttle service operated by RTD, the regional transit agency.
- In King County, Washington, **Metro Flex** is an on-demand microtransit service contracted with Via.
- In San Mateo County (San Francisco Bay Area), **Commute.org** uses a unique model of public-private partnerships to fund shuttles connecting to the region's fixed-route network.

UTA On Demand and Innovative Mobility Zones (IMZs)

Service type: *On-demand microtransit*

Location: *Salt Lake City region, Utah*

Service purpose: *connect passengers to fixed-route transit and community destinations in areas with non-transit-supportive land use and/or low transit demand. Use cases include:*

- *Maximize first/last-mile connections, for short trips to nearby rail, light rail, or BRT stations*
- *Provide more cost-effective "coverage" service in lower-density suburban areas with pockets of significant transit need but insufficient population/employment density to justify frequent bus service*

As part of its long-range transit plan, UTA has defined several Innovative Mobility Zones (IMZs), which are areas that don't support fixed-route service due to land use patterns or low transit demand. In these areas, mobility needs can be addressed through on-demand microtransit, micromobility, and/or partnerships with transportation network companies (TNCs). UTA is in the process of implementing TNC overflow across all on-demand zones (i.e., TNCs will be used to complete trips when UTA on-demand vehicles are not available).

UTA operates five on-demand zones within its 821-square-mile service area. UTA On-Demand completed 569,754 trips in 2024, and the zones cover 172 square miles—1.4% of all rides provided in 2024 and one-fifth of UTA's service area. Operating the on-demand program costs $16.8M, which is 3.6% of UTA's total budget.[6]

UTA positions on-demand service as part of the broader transit network, but as outside of "baseline service," complementing and sometimes building markets that fixed-route may eventually take over.

Where microtransit co-exists with fixed-route service, mode choice logic (which assumes that riders will take the shortest trip available) underpins the system. If a rider tries to book a ride that would be faster to take on transit, the booking app directs them to the fixed-route service instead. UTA's Transit app enables riders to see both on-demand and fixed-route bus/rail trip options. This helps keep on-demand service from taking away fixed route ridership. UTA sees strong use by school kids

Land use in parts of UTA's service area can be challenging to serve with microtransit. Because destinations are widely distributed, small zones are generally not feasible. However, zones that are too big are challenging to cover with a small number of vehicles. While UTA sees 10 miles as an industry sweet spot, it is aiming to keep zones under 30 square miles in low-density areas. The 70-mile area of the Southern Salt Lake County zone (Figure 5) is too large and requires additional management tools. UTA is exploring the use of trip distance caps to manage trip distances in large zones.

When evaluating potential zones, UTA considers transit need (low-income individuals, youth, older adults, people with disabilities, and people living in zero-car households) and transit potential

[6] UTA, Microtransit Presentation, 7/17/2025.

(population density and employment density), along with existing transit ridership, walkability, land use patterns, and parking availability. UTA considers areas where service carries between 2 and 5 riders per vehicle hour as good candidates for microtransit. Areas with poor street connectivity, even if they exceed 5 riders per hour, are considered better candidates for microtransit than for fixed route service. Areas with fewer than 2 rides per revenue hour have been identified as being better suited for partnerships with TNCs. IMZs can be used to replace low-ridership fixed routes, as was the case in South Salt Lake County. In this zone, low-performing routes were replaced with an on-demand zone that now serves 1,000+ riders per day. Origin and destination data from the on-demand service were used to create a heat map of travel demand in the area, and two fixed routes have since been successfully reinstated based on the data.

Additional Resources

More details on UTA's Innovative Mobility Zone planning process can be found in the Innovative Mobility Zone (IMZ) Planning Memo. UTA is creating an innovative mobility zone design manual to guide future planning processes.

More information on how UTA decided on their key performance indicators can be found in the UTA Peer Agency Benchmarking Memo (2024).

UTA has established a set of key performance indicators by which to evaluate microtransit. It generally sees a range of 2 to 5 riders per revenue hour as the sweet spot for microtransit, while anything lower than 2 riders per hour is not viable, and anything greater than 5 riders per hour could be considered for fixed-route transit. Their efficiency target is to keep rides at $20 per ride or less. UTA sets the goal for ridership to increase by 10% each year in each zone and systemwide. Ridership data and origin-destination data are used to determine which areas might be better served with fixed-route transit.

Figure 4 provides statistics for UTA's on-demand zones.

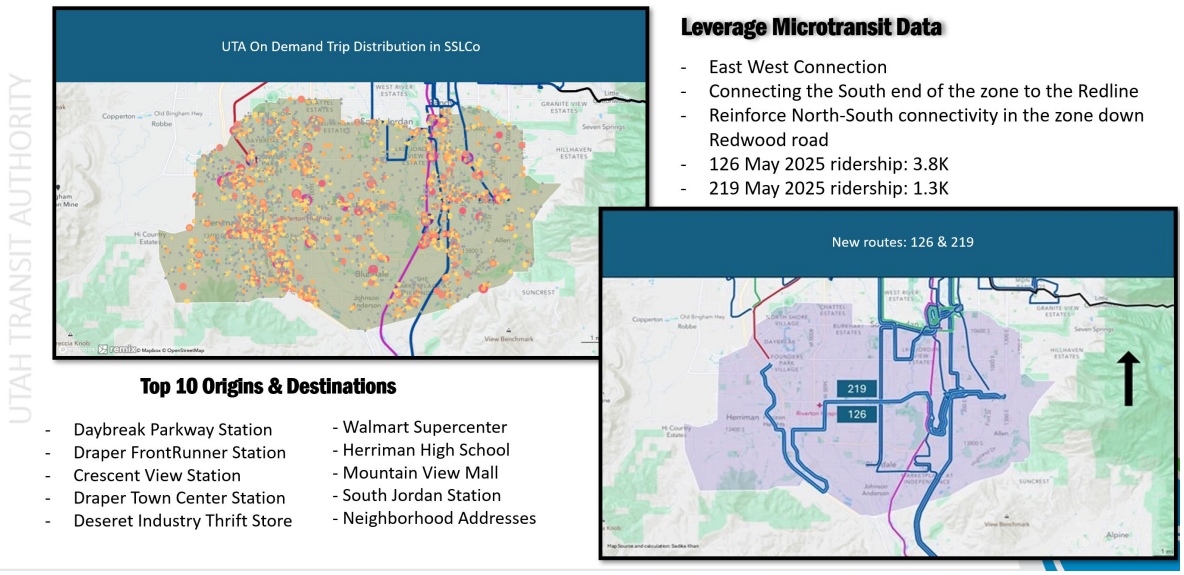
Figure 4 UTA On-Demand Statistics

Zone	Land Use Context	Launch Date	Daily Ridership	Avg Wait Time (min) / Daily % Seats Unavail.	Riders / Rev Hr	Cost per Ride
Southern Salt Lake County	Suburban	Nov 2019	1,100	28.5 / 11%		
Salt Lake City Westside	Urban	Dec 2021	490	22 / 8%		
Tooele County (Rural)	Rural	Aug 2022	230	23 / 8%		
South Davis County	Suburban/Rural	Aug 2022	270	24 / 11%		
West Provo/Orem	Suburban/Rural	Apr 2025	15	6 / 5%		
Service Target	-	-	-	90% w/in 10-min pickup window and < 2% seats unavailable	2-5	< $20

Source: UTA, Data for Jan-May 2025; daily ridership rounded to nearest 10

UTA implemented one of its initial on-demand zones in Southern Salt Lake County in 2019 (Figure 5) where fixed-route service carried few riders. On-demand service carries 1,100 riders per day. The map below (left) illustrates the distribution of on-demand trip activity. Using this data, UTA implemented a new east-west fixed-route service (126) connecting to the TRAX Red Line light rail line and a new north-south route (219) reinforcing the Redwood Road corridor (see map below right). These new routes carried 3,800 and 1,300 daily riders in May 2025, respectively.

Figure 5 UTA Southern Salt Lake County On-Demand Zone Example, Jan-May 2025



Strengths

- On-demand service is fully integrated into the UTA system. UTA evaluates where zones should be implemented as part of its regular long-range, short-term, and service change planning.
- On-demand service is interoperable with paratransit, which saves the agency money. Some paratransit riders prefer the flexibility of on-demand service (no advance reservations) for some trips.
- Using a turnkey service provides flexibility with vehicles and drivers: Via has a vehicle turnover cycle of two years, which is faster than the agency would be able to replace them with in-house vehicles. Anecdotally, some UTA operators also drive for Via.

Challenges

- The service is oversubscribed, with unmet demand exceeding the vehicles available. In new zones, UTA is considering implementing trip distance capping (e.g., 5 or 7 miles) to keep trips from becoming too long and expensive to serve, while not artificially restricting the trips people can take.
- Some destinations can't be served because demand would overwhelm the system (e.g., a Walmart in the Salt Lake County zone that they frequently get requests to serve).

CapMetro Pickup

***Service type**: On-demand microtransit*

***Location**: Austin, Texas*

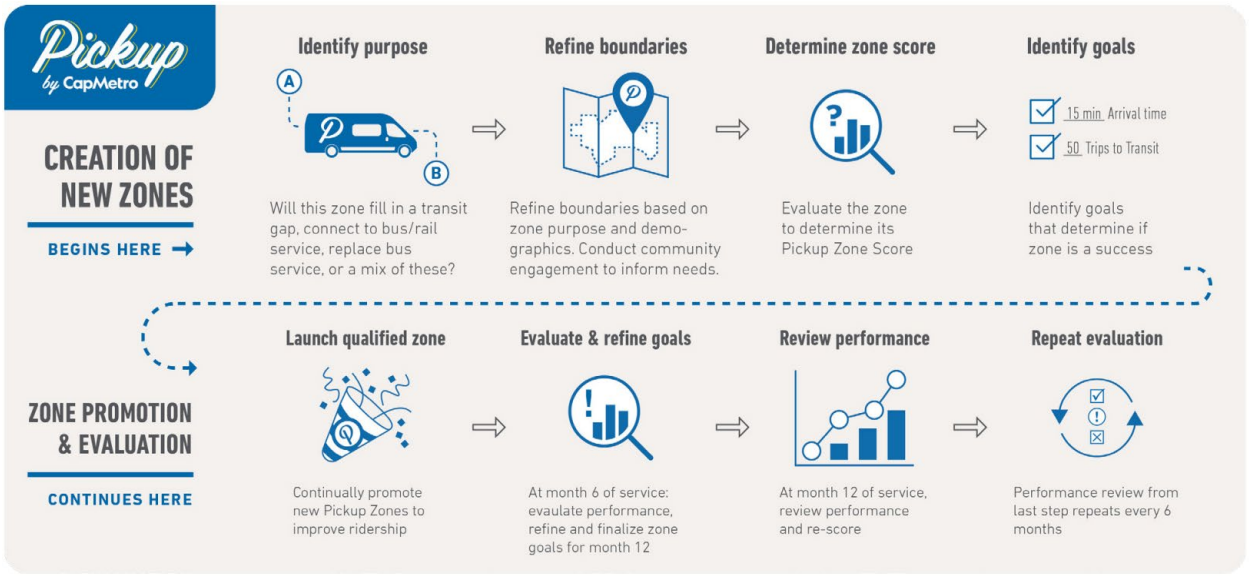
***Service purpose:** Fill gaps in the service network and provide transportation options in areas that have low-density land use. Zones can also be used to replace poorly performing fixed-route service, though they have not been used in this way to date.*

CapMetro Pickup is an on-demand microtransit service operating in 11 zones in the Austin, Texas, metropolitan region since 2017. CapMetro's funds Pickup mostly from its general fund, which comes from a 1% sales tax. In urbanized areas outside of CapMetro's service area, FTA Section 5307 urbanized area funds can be used to fund the service.

CapMetro handles operations, staffing, and vehicles in-house using Via software for scheduling. Pickup is interoperable with MetroAccess, CapMetro's paratransit service. This saves money by shifting trips from paratransit to on-demand and provides more flexibility for paratransit-eligible riders who want to book trips on demand rather than scheduling in advance as required for MetroAccess.

CapMetro has a well-defined system for establishing and evaluating zones (Figure 6).

Figure 6 CapMetro System for Establishing and Evaluating Zones



To identify potential zones and evaluate the success of existing zones, CapMetro uses a scoring matrix based on the following three categories:

- **Community characteristics**: zero-car households, median household income, households in poverty, minority population, population age 65 and older, and presence of essential services (medical, grocery, schools, shopping centers, and affordable housing).
- **Service quality**: passenger wait time, square mileage, and ridership.

- **Sustainability**: cost-effectiveness, the number of MetroAccess (paratransit) customers and mobility impaired passengers served, and the percentage of rides that are shared.

The matrix ensures that the same criteria are being applied evenly across the Austin metropolitan region and helps CapMetro manage implementation given the expense of providing the service.

> **Additional Resources**
> More information on CapMetro's process for identifying and evaluating zones can be found in CapMetro's Guidelines for Pickup Service (2020).

Unlike some microtransit services that only operate within the transit agency's service area—like UTA's—CapMetro has a system in place for developing service in areas that are partially or fully outside of the CapMetro service area. CapMetro has a cost-sharing system in place that divides responsibility for funding based on the percentage of the zone that is in each jurisdiction's boundaries. For example, if 70% of a zone is in CapMetro's service area and 30% of the zone is outside of the service area in the county, CapMetro will cover 70% of costs and the county will cover 30% of costs. For areas that fall entirely outside of CapMetro's service area, CapMetro will plan and operate a Pickup zone if the jurisdiction covers 100% of costs. For Pickup service to be implemented outside of CapMetro's service area, the jurisdiction must have their own transit development plan, and CapMetro will help fund the plan if it doesn't already exist. CapMetro staff report that the ability to create zones that extend beyond CapMetro's service area—and the cost-sharing system used to fund these zones—have been key to the program's success.

As of December 2024, the average number of customers served per hour across all 11 zones was 3.3.

Strengths

- A hybrid model of operations works for CapMetro: Handling operations, staffing, and vehicles in-house saves the agency money. Using a scheduling software (they use Via's) increases efficiency.
- The service is interoperable with paratransit and is handled by the same demand response team, which also includes bikeshare.
- CapMetro has a cost-sharing model that allows Pickup zones to be established partially or fully outside of the service area.
- CapMetro has a clear structure for evaluating current zones and potential new zones.

Challenges

- The service is oversubscribed, and the ability to expand further is constrained by competing priorities for CapMetro's budget.
- There can be political challenges related to service provision, as many jurisdictions want the service. The evaluation matrix helps keep decisions of where to serve as neutral and facts-based as possible.

Denver Connector

***Service type**: On-demand microtransit*

***Location**: Three zones in Denver, Colorado*

***Service purpose**: Connect riders to fixed-route transit and community destinations in neighborhoods where land use patterns and street network patterns make fuller fixed-route transit coverage challenging*

The Denver Connector is a free microtransit service provided by the City and County of Denver's Department of Transportation and Infrastructure (DOTI) to improve access and connections to transit in several neighborhoods. The program was piloted for one year in the Montbello neighborhood starting in 2021, extended by another two years to a slightly larger Montbello service area, and new zones in the Globeville and Elyria-Swansea neighborhoods and West Denver have been launched since. The service is provided on weekdays between 6 a.m. and 8 p.m. The neighborhoods served by Denver Connector are served by some fixed-route transit, but there is no evidence from fixed-route ridership data that the microtransit program has replaced fixed-route transit trips. Anecdotally, they have heard from Denver Connector riders that the service has made trips possible that they wouldn't have taken before.

During the pilot project in Montbello, DOTI contracted with Northeast Transportation Connections (NETC), an equity-focused transportation management association (TMA) that serves culturally and linguistically diverse and low-income communities, for engagement work. NETC works with employers to create and sustain multimodal transportation benefits for employees and works with developers to create transportation demand management (TDM) plans that align with the City's TDM requirements. NETC's existing relationship with the neighborhood helped gain trust and a sense of legitimacy for the project.

Additional Resources

More information on NETC's engagement methods can be found in Get There Oregon's Core Principles for Limited English Proficiency (LEP) Engagement in Transportation Options Programs.

The Denver Connector is funded through a variety of funding sources. The main source of funding comes from the Transportation and Mobility special revenue fund, which was established in 2021 and paid for via an increase in parking fees. RTD, the transit provider in the Denver metropolitan area, contributes funding through a portion of their budget that is passed through to local jurisdictions. Some funding comes from the State of Colorado's tax on oil and gas revenues, which is distributed for funding clean transit via formula funds. The electric vehicles used for the program were leased using Denver's Climate Protection Fund, which raises approximately $40 million each year through a 0.25% local sales and use tax. It sets a goal of spending half that amount on communities most vulnerable to the impacts of climate change. The funds can be used for green jobs, clean energy, environmental justice, adaptation and resiliency, sustainable transportation, and safer and more energy-efficient buildings. In addition to the funding for electric vehicles, DOTI received some

funding for operations of the service, but this is not a long-term solution for operations funding because the money is primarily meant to stand up new services and programs.

The service, which operates with ten vehicles across three zones, costs $2 million a year to operate. DOTI contracts with a turnkey provider, Downtowner, that provides vehicles, staffing, and scheduling.

DOTI tracks four key performance indicators for the service (Table 3).

Table 3 Denver Connector KPIs, September 2025

Zone	Passengers per revenue hour	Trips per hour	Percent of trips with 30+ minute wait time	Cost per ride	Passenger experience rating
Montbello	6.1	4.7	57%	$11.25	4.8/5.0
Globeville and Elyria-Swansea	6.6	4.0	31%	$12.41	4.9/5.0
West Denver	5.3	3.2	18%	$14.43	4.9/5.0
Average	**6.0**	**4.0**	**35%**	**$12.70**	**4.9/5.0**

Where trips per hour are lower than passengers per hour, more rides are shared, which is one of the goals of the service.

DOTI's goal for cost per ride is $10. The service partially meets that target in the Montebello zone and is still working to achieve that target in the other two zones.

Strengths

- DOTI was well-positioned for doing a detailed analysis of transit gaps in the City and County of Denver.
- Contracting with a TMA that had a strong presence in the area was crucial to the success of the engagement process during the project pilot.
- In the last five years, Denver and Colorado have established new sources of funding that can be used for transit (to varying extents).
- The service is well utilized and popular with the community.

Challenges

- Repeating the success of the service's implementation in the Montebello, Globeville, and Elyria-Swansea neighborhood may be challenging without a trusted partner such as NETC.

RTD FlexRide

Another community connector service operating in the Denver region is RTD's FlexRide, which operates as a hybrid version of on-demand service and flex-route shuttles. RTD's FlexRide services depart from major transit stops at regular intervals, and passengers can be picked up at those times and locations without reservations. To be picked up or dropped off at all other locations within the local FlexRide service area, passengers can make reservations ten minutes to 30 days before the desired trip time. Recurring trips at the same time and the same location can be booked up to 90 days in advance. Passengers can book using the FlexRide app, available on desktop and smartphones, or by calling. When riders call, they are directed to leave a message on the driver's cell phone. RTD aims to return calls within one hour.

RTD runs FlexRide transit service in approximately 24 communities in the region. FlexRide connects to community destinations and to RTD's fixed-route service. Fares are $2.75 for a standard three-hour pass and $1.35 for a discounted fare. Youth aged 19 and under ride free.

Metro Flex

Service type: *On-demand microtransit*

Location: *King County, Washington*

Service purpose: *Connect to fixed-route network and community destinations in areas that are challenging to serve with fixed-route transit*

King County Metro (KCM) operates a corner-to-corner on-demand microtransit service in ten zones in King County. The service is provided by Via.

KCM's system for identifying new zones is outlined in their System Evaluation document:

1. KCM starts by identifying all Transit Connection Locations, which are transit centers or hubs with a certain level of transit activity. A two-mile walkshed is drawn around the primary facility. All areas with existing Metro Flex service are eliminated.
2. Next, areas are screened for equity and density. The average equity priority score for the block group in the proposed service area should be within the top 40 percent of all Transit Connection Locations, and the population density in the area should be between 5 and 18 people per acre.
3. The third step is to score zones by access to destinations. The number of jobs and community access are scored in quantiles, with the highest level of access receiving the highest score.
4. Based on this prioritization process, Metro Flex zones are established as funding and staff time allow.

King County Metro evaluates Metro Flex based on four criteria:

- Efficiency (cost per boarding): Metro's targets for efficiency are based on the 25th percentile on Metro's DART routes, which is a deviated fixed-route service operating in suburban areas with lower population density, more dispersed destinations, and fewer public transit options compared to areas with fixed-route transit. In 2024, the 25th percentile was 2.3 rides per platform hour.
- Productivity (cost per ride): Metro's targets for productivity are based on the 25th percentile on Metro's DART routes. In 2024, the 25th percentile was $34.86.
- Equity: Metro measures equity by comparing trips made to the service area and to the county as a whole. To compare equity to the service area, a spatial evaluation is used to compare the percentage of origins and destinations within Metro-defined Equity Priority Areas (EPAs) compared with the percentage of the zone that is an EPA. The percentage of trips to or from EPAs should match or exceed the percentage of the zone that is within an EPA. The county comparison uses a similar method but uses the percentage of the county that is within an EPA as the target (40%).

- Access to transit: Metro evaluates the extent to which the service is reaching residents without access to transit through a spatial analysis that creates a quarter-mile buffer around the fixed-route network. Zones with a higher percentage of homes and community assets outside of the quarter-mile buffer receive a higher score.

Some of KCM's Metro Flex zones are operated via partnerships with other jurisdictions. The West Seattle zone is fully paid for by the City of Seattle with funding from the transportation bond. The Issaquah zone is funded through Issaquah's transportation benefits district. Part of the Northshore zone is in Snohomish County; there is no cost-sharing mechanism in place with Snohomish County due to lack of available funds.

The Metro Flex app has several features that support access. Passengers with mobility needs can include them in their app profile, and they will be assigned a wheelchair-accessible vehicle and will be provided curb-to-curb service instead of corner-to-corner service. Passengers can also indicate that they are traveling with a bike when booking a ride, and a vehicle with a bike rack will be dispatched. If a trip is better served by fixed-route transit, the app will show fixed-route options instead of the on-demand service. Metro Flex fares can be paid with ORCA cards, and riders can transfer for free to or from buses, Sound Transit Link light rail, or Sounder. This encourages use of the service for filling first- and last-mile connections.

Strengths

- Microtransit planning is folded into the larger service planning process.
- King County Metro uses clear criteria for creating and evaluating zones in line with their service goals.
- The methods for implementing and evaluating zones center equity.
- Fare integration through ORCA cards encourages connections with fixed-route transit.
- King County Metro partners with some jurisdictions that "buy up" the service using funding from transportation bonds or transportation benefits districts.

Challenges

- Several zones were established before the prioritization process was put in place.
- While ORCA card integration should allow King County Metro to track what percentage of rides connect to fixed routes, technical issues with ORCA card readers onboard microtransit vehicles have limited this ability.

Commute.org

***Service type**: Fixed-route shuttles*

***Location**: San Mateo County, California*

***Service purpose**: Fill first- and last-mile gaps in the high-capacity transit system, particularly for work commutes*

Commute.org is a joint powers authority (JPA) comprised of 17 cities and towns as well as the County of San Mateo, south of San Francisco. Formed in 2000, the agency provides TDM programming and services to employers, residents, and commuters. The shuttle program emerged out of a need for better workplace connections. Much of SamTrans service was operating north–south, and there were gaps in service to business parks located east and west of SamTrans service. Commute.org operates free, peak-hour shuttle service to make first- and last-mile connections to/from rail stations (Caltrain and BART) and ferry terminals. They contract with a private operator who also provides the vehicles.

Funding comes from a variety of local and regional public sources as well as contributions from private-sector participants in the agency's first- and last-mile shuttle program. Shuttle routes are established when an employer or developer—or a consortium of employers and/or developers—brings forward a shuttle proposal that serves their workplace or development. The private shuttle consortium is responsible for at least 25% of startup and ongoing operations costs of the shuttle route, and the consortium is billed biannually. The primary public source of funding for the 75% match comes from Measure A, a half-cent sales tax levy for transportation facilities and services. Initially passed in 1988, Measure A was reauthorized by County voters in 2004 and will be in effect until 2033 under the current authorization. Of the sales tax revenue gathered under Measure A, 4% is set aside for first- and last-mile transportation solutions. San Mateo County's Transportation Authority makes funding awards every two years.

A variety of policies and programs support Commute.org in meeting its primary goal of reducing vehicle miles traveled (VMT).

- In 2020, California Senate Bill 743 established VMT as the main measure by which a building or transportation project is evaluated during the environmental review process. Prior to implementation, level of service (LOS), or congestion, was the measure used to evaluate projects and buildings. Using LOS as the measure for new developments pushes developers to add roadway capacity and make intersection improvements. In contrast, using VMT encourages developers to improve sidewalks, add bike infrastructure, and provide transit passes to residents and employees. Sponsoring shuttles is another way to decrease VMT.
- More recently, the City/County Association of Governments of San Mateo County (C/CAG) passed a new TDM ordinance that applies to all developments in San Mateo County that generate 100 or more average daily trips. Developments are categorized based on their size and proximity to frequent transit. These developments must meet all required TDM measures and enough additional requirements to meet the minimum trip reduction requirement. However, ensuring compliance can be challenging. Cities that have their own TDM

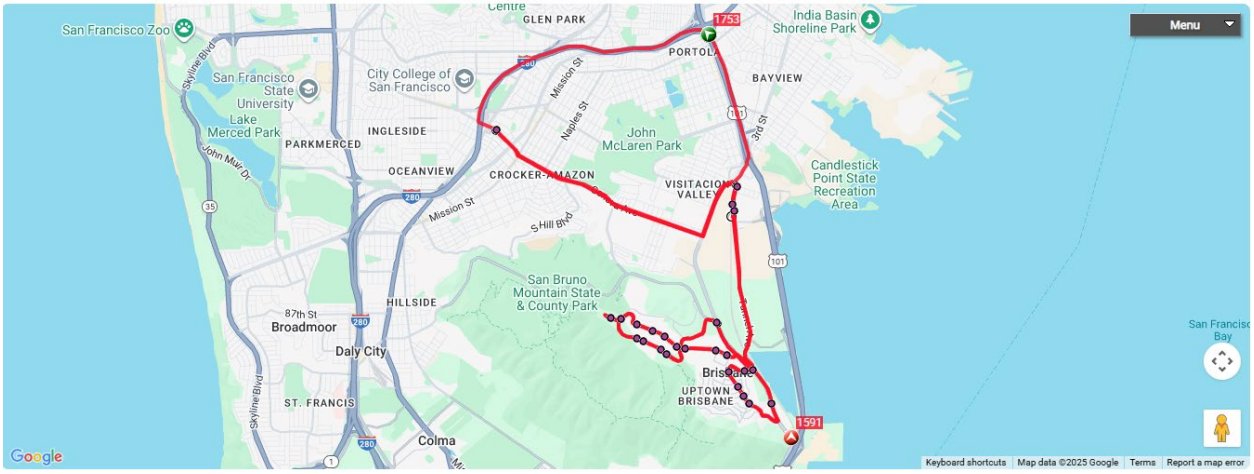
requirements are generally more successful at achieving compliance, and some cities, like Foster City, require that employers and developers of a certain size take part in the shuttle program.

The public-private funding structure of the shuttle program has historically been successful, but rising costs, especially rising wages, has put a strain on the program. When Commute.org's ten-year shuttle contract recently expired, costs rose by approximately 70% in the new contract. And when interest in the shuttles outstrips available funding, there is not a clear way to determine which shuttles should remain. Some major employers are willing to increase their contribution to keep a shuttle that they need (e.g., Stanford's Redwood campus) and are more likely to be retained. However, this creates equity issues, because consortiums of smaller employers, especially those providing working-class jobs, are most likely to be priced out. Due to the rising cost of wages, there is increasing interest in the use of autonomous vehicles.

Commute.org sets a benchmark of less than $9 per ride and more than 15 riders per hour for its commuter shuttle services. In the first quarter of FY2026, few of the routes were meeting these benchmarks, and the average cost per passenger was $18.37, and the riders per hour was 9.

Commute.org reports that shuttles do best when serving a variety of destinations so there is a less defined peak direction of travel. For example, the Brisbane Crocker Park shuttle is set up to serve employment and residential destinations in both the outbound and inbound directions, as well as the BART and Caltrain. In the first quarter of FY2026, this route served 15 passengers per hour with a cost per passenger just over $11 an hour.

Figure 7 Brisbane Crocker Park Shuttle Route



Source: Commute.org

Strengths

- Cost-sharing with private employers and developers decreases public cost of the services.
- The requirement for shuttle consortiums to provide at least 25% of operating costs creates a continuous revenue stream for the service.

- Commute.org can be nimble in responding to the changing landscape in the county.
- Shuttles provide access to/from rail stations.
- Some cities within San Mateo County require new or updated properties to participate in Commute.org shuttles or similar services.

Challenges

- Rising costs threaten the financial stability of the model.
- As costs rise, the amount of service that can be offered with the same amount of funding decreases. There is no clear method in place for evaluating which services should remain, which creates equity concerns.

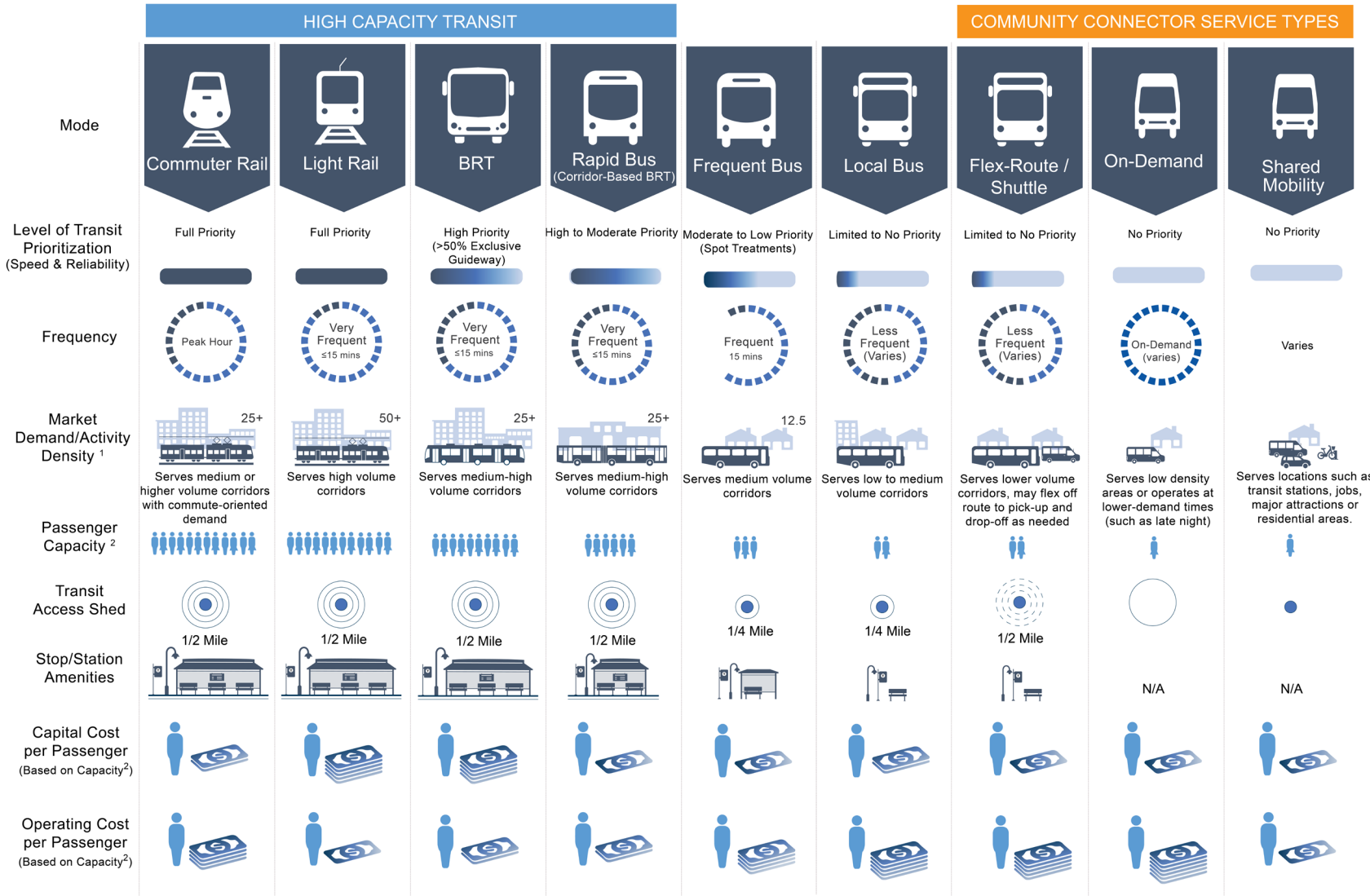
Case Study Key Takeaways

- **Community connectors are part of a broader spectrum of transit types**, and adopting a mode choice logic framework as UTA does can help clarify what type of mode is appropriate—both for providers and for consumers. Consolidated sources of information, like regional trip planners, can support transit riders in making mode choice decisions. Additionally, advances in technology allow on-demand service apps to show fixed-route options when passengers book services and can even remove the option for booking on-demand service when a fixed-route alternative exists.
- **Community connectors can and should be considered as part of the larger transit planning process for the region**, with clear metrics for which type of service should be adopted. These metrics can include various elements, including population density, equity, and access to transit.
- **Community connectors are most effective when they can bridge jurisdictional gaps.** In some cases, this is achieved by regional transit providers providing community connector service over a wide service area; however, as seen in the CapMetro example, this can also be achieved through clear agreements between providers and jurisdictions.
- **As operational costs rise and ridership remains depressed from the impacts of COVID-19, providers must be creative with funding sources.** Strategies include developing public-private partnerships, securing climate funds for transit, channeling parking revenue into transit operations, and creating new taxes at the state level.
- **Different contracting models make sense for different providers. There are several considerations** for whether services should be provided in house, through a turnkey service, or through a combination of the two:
  - **Capacity for purchasing and maintaining vehicles**. Contractors that provide vehicles handle maintenance and regularly cycle in new vehicles (for example, Via turns over vehicles every two years), which can be helpful for small providers without the capacity to provide maintenance and replace vehicles.
  - **Staff capacity**. Large providers that can combine community connector management with other services, like CapMetro, can find cost savings in handling operations in house, but smaller providers generally lack the staff capacity needed and find turnkey services to be a better option. For providers that opt to provide a service in house or via a hybrid model, scheduling software like those provided by Via or Spare can increase efficiency.
  - **Service purpose**. While on-demand services typically allow passengers to request ADA-compliant rides, some agencies that intend on-demand services to be fully interoperable with paratransit may prefer to use their own trained drivers to complete rides.

METRICS

This section provides performance metric considerations for a successful CCT service. CCT is intended to serve lower-density areas or operate at lower-demand times, as shown in the right three columns of the regional transit service type framework shown in Figure 8.

Figure 8 Regional Transit Service Types



1. people per acre
2. passenger capacity is based on vehicle capacity and frequency

Proposed Metrics

Riders per vehicle revenue hour and **cost per ride** are typical measures used to understand the productivity and cost effectiveness of a transit route. It is expected that CCT service would be able to serve fewer riders per hour and cost more per ride than a typical fixed route. However, since CCT service can be provided with smaller vehicles that do not require a commercial driver's license, they can also be operated at a lower cost.

Other metrics that may be used to evaluate community connector services include:

- Destinations served
- On-time performance and/or wait times
- Equity populations served
- Number of paratransit-eligible trips served
- Shared trips (measured as rides per hour compared to trips per hour)
- Transit gaps filled (measured as trips that begin or end outside of a quarter mile of fixed-route transit)
- Transfers to or from fixed-route transit

The following sections present these metrics for existing services in the region and the cases studies. More details on the considerations used for peer services are found in the individual case studies.

Existing Transit and Shuttle Metrics and Performance Benchmarks

Table 4 below summarizes riders per hour, cost per ride, and service cost per hour measures for the services provided by local providers and case study providers. Because community connectors serve areas with lower population and employment density and challenging land use, they have lower productivity and cost effectiveness than fixed-route service. They can be less expensive to implement since they operate on a smaller scale than fixed-route service, although they may not include administrative costs (like County staff) that are included in costs for providers like TriMet and SMART.

Table 4 Summary of Existing Transit Metrics (Riders per Revenue Hour and Cost per Ride)

Provider	Service type	Average Riders per Vehicle Hour [1]	Average Operating Cost per Ride [2]	Operating Cost per Vehicle Hour [3]	Notes
Local Fixed-Route					
TriMet	Fixed-route bus	21.5	$9.70	$209	NTD, 2024
	Light rail	43.3	$10.74	$465	NTD, 2024
	WES	31.7	$98.70	$3,129	NTD, 2024
	NEXT	1.74	$69.31	$89.94	Dec 2024
SMART	Fixed-route bus	7.5	$29.88	$225	NTD, 2024
Local Community Connector Examples					
Multnomah County	Shuttle	3.7	$103.10	$210.88	FY 2025 [4]
Washington County	Shuttle	3.5	$24.62	$85.21	2025 [5]
Clackamas County	Shuttle	2.5	$35.52	$89	FY 2025 [6]
C-TRAN Current	On-demand	2.2	N/A	N/A	Jan-Oct 2025
National Case Studies					
Commute.org	Shuttle	9.0	$18.37	$165	Jul-Sep 2025 [8]
UTA On-demand	On-demand	2 to 5	$29	N/A	2024 [9]
Denver Connector	On-demand	5.5 to 6.9	$18.42	$112.36	Sept 2025 [10]
CapMetro Pickup	On-demand	3.3	N/A [9]	N/A	Dec 2024 [11]
KCM Metro Flex	On-demand	2.7	$33.29	$89.89	2024 [12]

Notes: [1] Annual unlinked passenger trips/annual vehicle revenue hours (or similar). [2] Operating expense per unlinked passenger trip (or similar). [3] Operating expense per vehicle revenue hour

[4] Multnomah County: Based on ACCESS Shuttle data for FY2025 (July 2024-June 2025). Statistics reflect a blended cost accounting for changes in rates and frequency. The current negotiated base rate for services is $273/hour with fluctuations upward or downward based on the cost of diesel. Operating cost includes vehicles.

[5] Washington County Community Connector: Based on 2025 calendar year through Oct 2025 (10 months). Hourly cost is valid through June 2026 and includes amortization of vehicles.

[6] Clackamas County: Based on data for FY2025 (July 2024-June 2025). Operating cost per vehicle revenue hour approximated as cost per ride multiplied by riders per hour. Clackamas County provides vehicles.

[7] C-TRAN: Based on 2025 calendar year through Oct 2025 (10 months). Cost was not tracked separately for the service in 2025.

[8] Commute.org: FY2026 YTD (July-Sept 2025, 3 months). Metrics for SamTrans/BART shuttles only.

[9} Data from UTA. Provided November 2025. [Metrics to be confirmed/updated]

[10] Data from City and County of Denver (DoTI) for Oct 2025. Provided January 2026. Operating cost per vehicle revenue hour approximated as cost per ride multiplied by riders per hour.

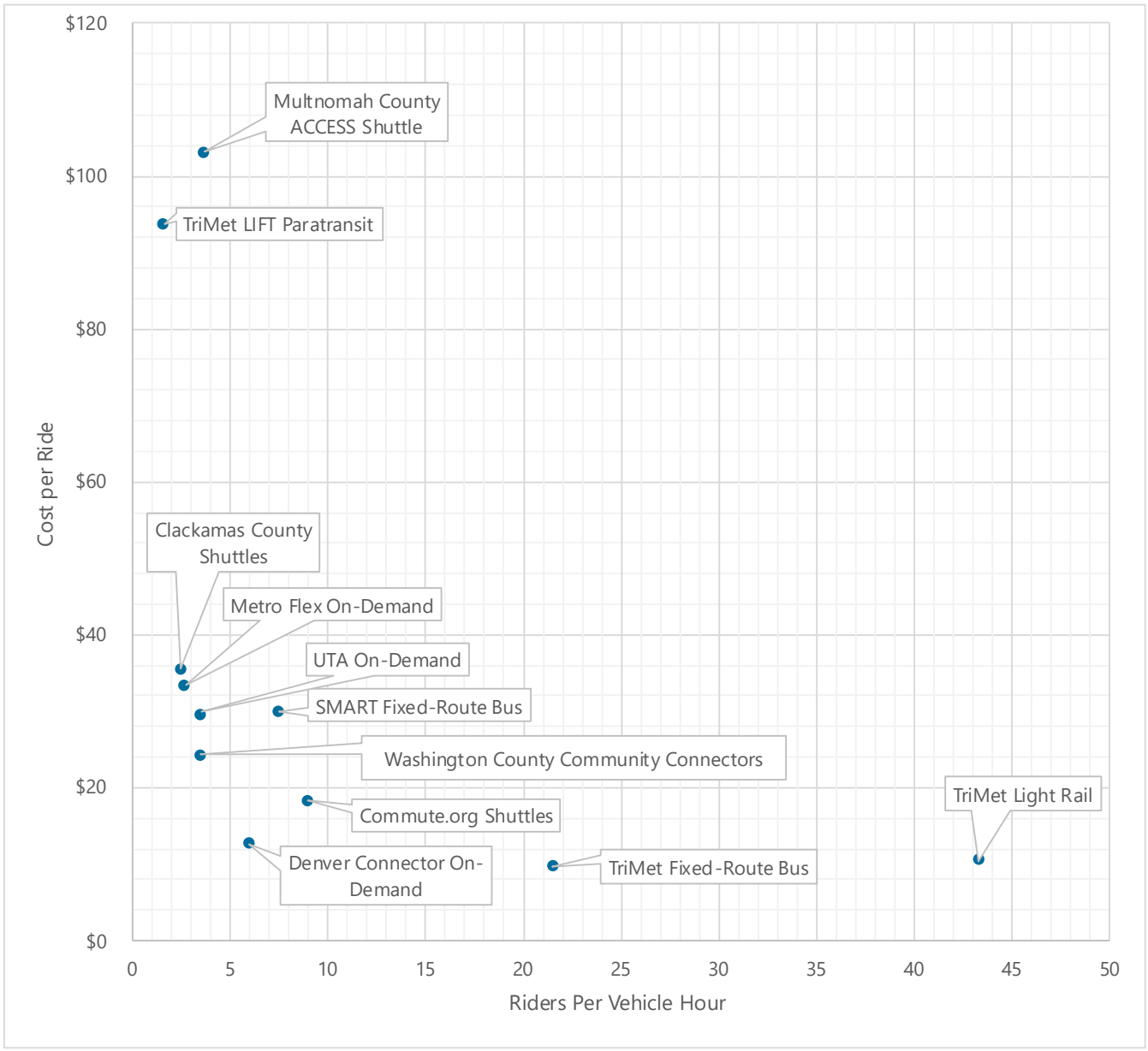
[11] For CapMetro, the operating expense per unlinked passenger trip for all demand response (paratransit and Pickup) is $73.70, per 2024 NTD data. Disaggregated numbers are not available.

[12] Data from King County Metro's 2024 System Evaluation, which uses data from September 2023 through March 2024. Cost per revenue hour is approximated as cost per ride multiplied by riders per hour.

Local and Peer Performance Metrics

Figure 9 illustrates two key metrics—cost per ride and riders per vehicle hour. All CCT services fall between 2.5 to 10 riders per vehicle hour, with the exception of TriMet fixed-route bus and MAX light rail, which exceed 20 and 40 riders per vehicle hour, respectively.

Figure 9 Summary of Local and National CCT Performance Metrics

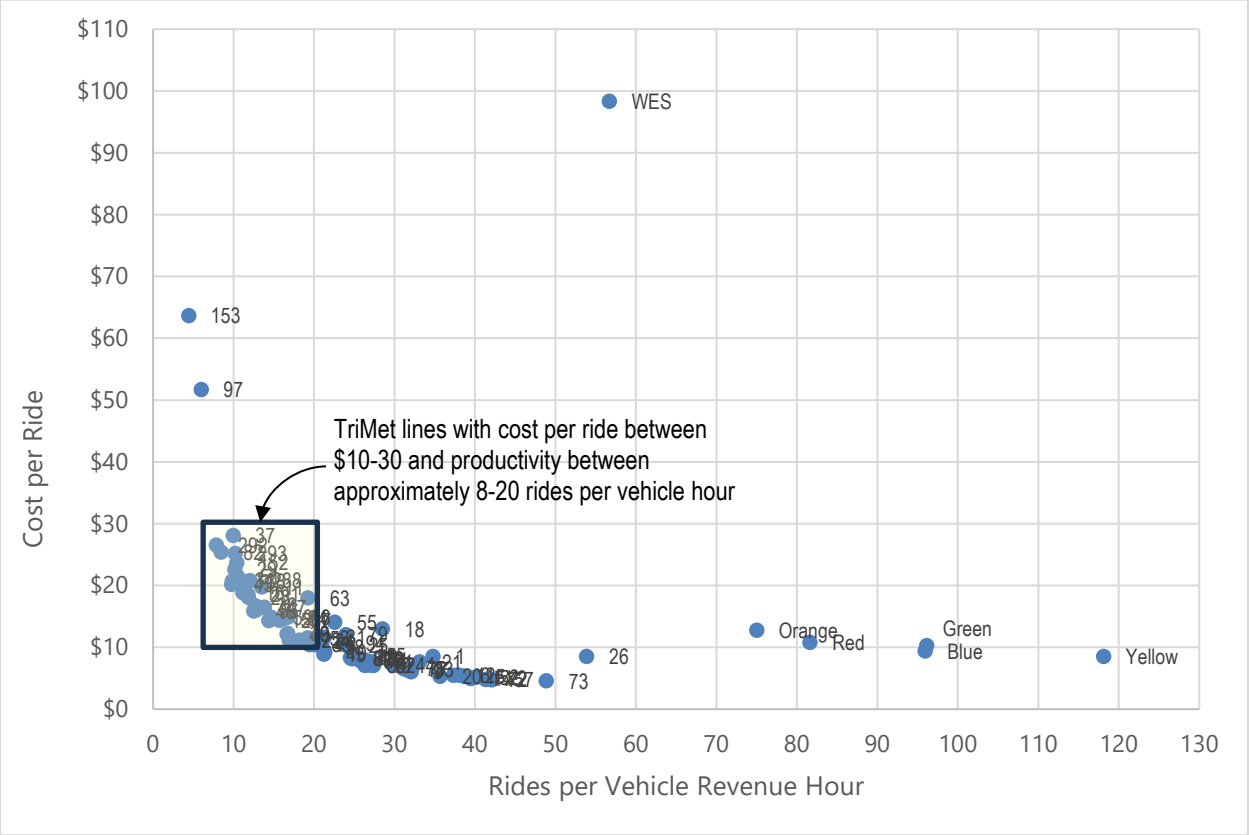


Note: See Table 4 for data sources and years

TriMet

Most TriMet routes exceed 10 rides (unlinked trips) per vehicle hour, and many exceed 20 rides per hour. A small number of routes carry fewer than 10 rides per hour.

Figure 10 TriMet Productivity and Cost per Ride, Spring 2025

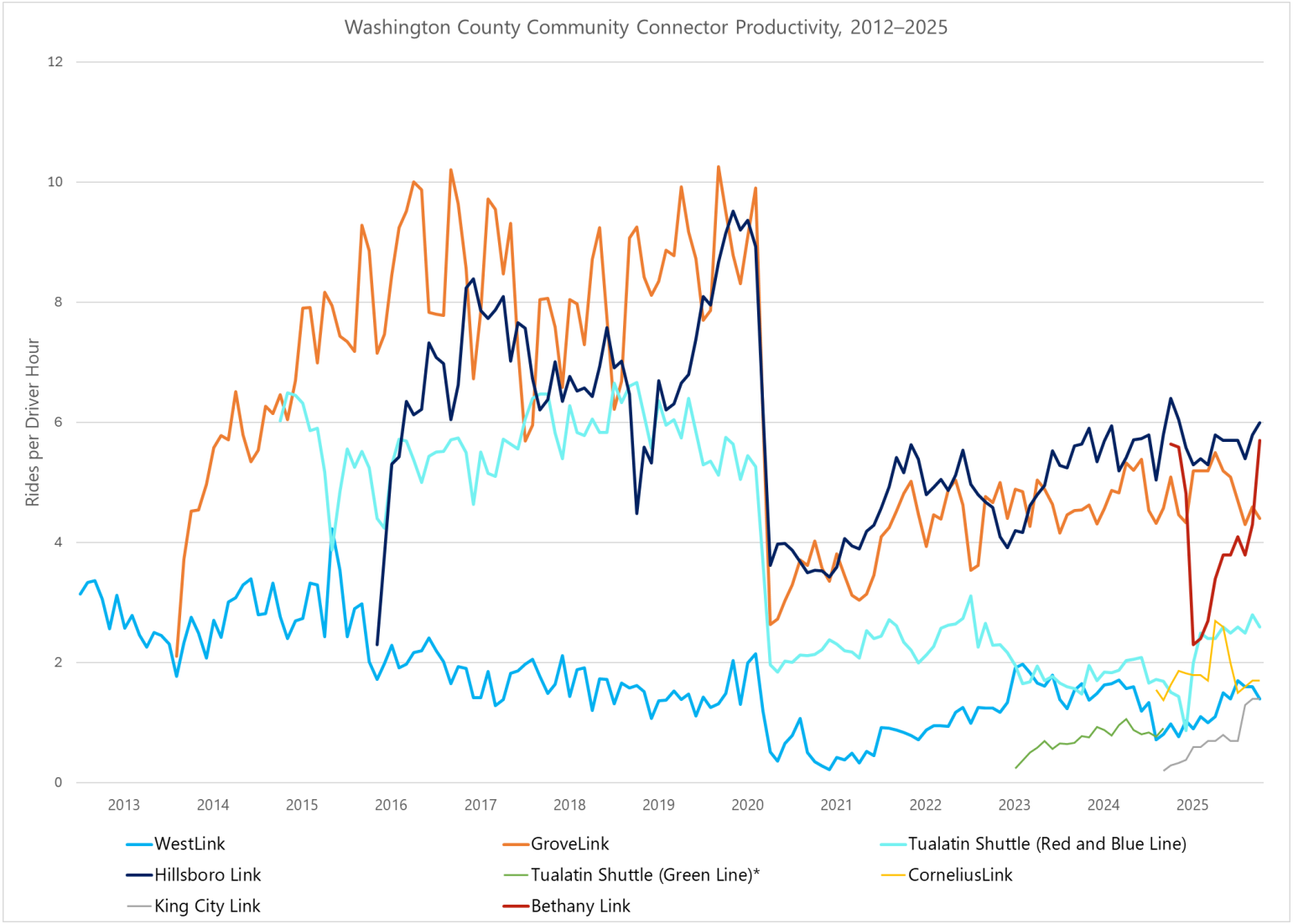


Source: TriMet Passenger Census Report, Spring 2025

Washington County Community Connector

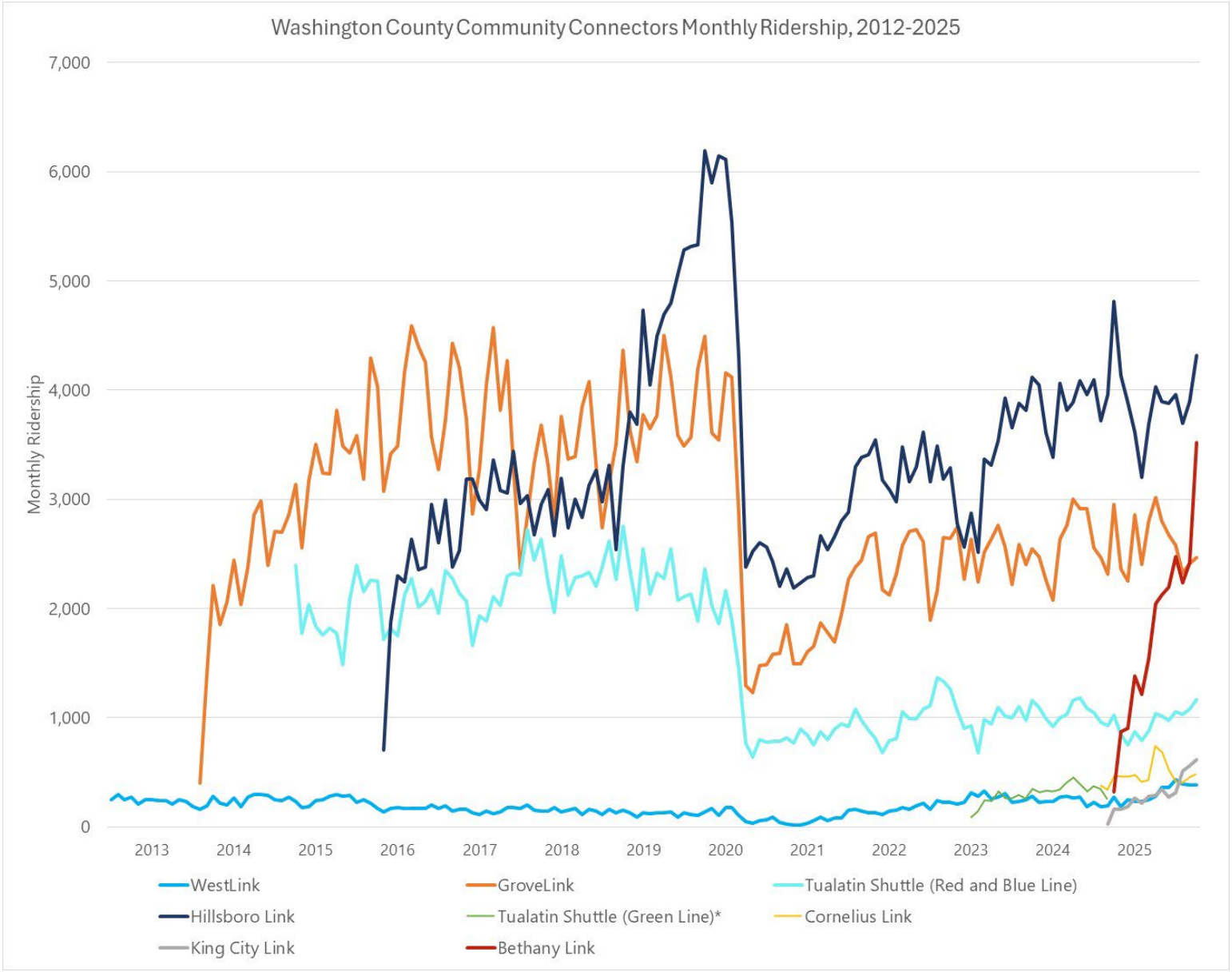
Productivity (rides per hour) is shown for Washington County's shuttles below (Figure 11). Prior to the beginning of the COVID-19 pandemic, Hillsboro Link and Grove Link were approaching ten rides per hour. After a steep decline during the pandemic, they have recovered to approximately six rides per hour. Washington County's shuttles have generally seen an increase in ridership since the pandemic. The same pattern is seen in overall monthly ridership, shown in Figure 12.

Figure 11 Washington County Community Connector Rides per Hour (through Oct 2025)



Data Source: Ride Connection. Notes: *The Tualatin Shuttle Green Line was discontinued in 2024 when TriMet expanded service on Line 76

Figure 12 Washington County Community Connector Monthly Ridership (through Oct 2025)

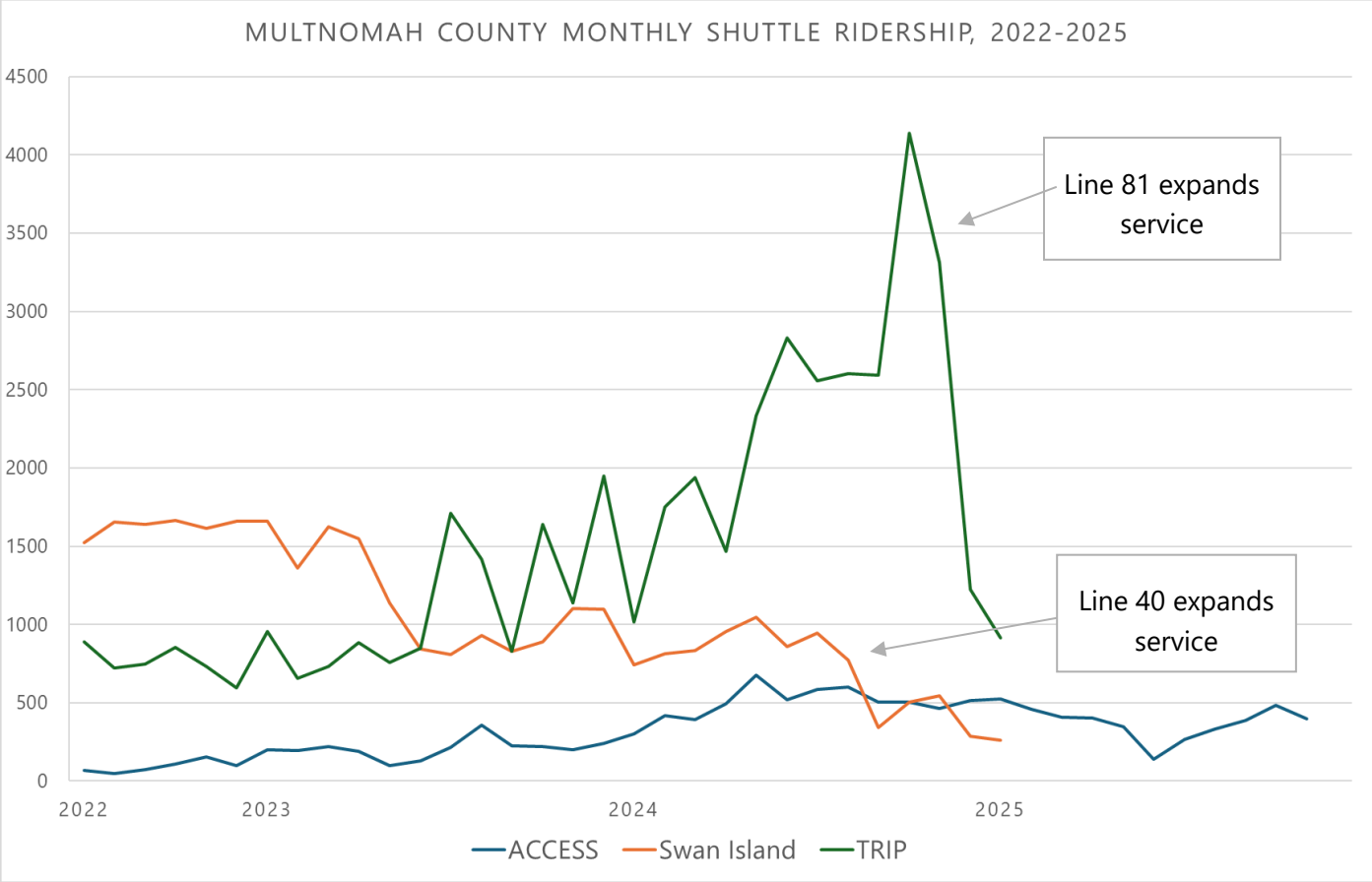


Data Source: Ride Connection. Notes: *The Tualatin Shuttle Green Line was discontinued in 2024 when TriMet expanded service on Line 76

Multnomah County Shuttles

Figure 13 shows the monthly ridership for the three Multnomah County shuttle lines. The TRIP shuttle and the Swan Island shuttle were discontinued due to increases in TriMet service, with brief periods of overlap between the shuttles and expanded service, shown in the decreases in ridership on both shuttles before discontinuation. The TRIP shuttle in particular shows a steep increase in ridership before Line 81 expanded service. The ACCESS shuttle has slowly gained ridership over time, but ridership has decreased over the last approximately 10 months.

Figure 13 Multnomah County Shuttle Monthly Ridership



Data Source: Multnomah County

Performance Metrics

Peer Benchmarks

High ridership and low costs are typically not the sole goals of community connector services for the reasons identified above. However, the case study providers do for the most part set targets for productivity and cost effectiveness by which to measure their services.

The services profiled all set a floor of 2 riders per vehicle revenue hour for their services but aim to achieve at least 4 to 5 riders per hour, and a resulting cost per ride of up to $10 or $20 per ride. Industry best practices generally suggest a range of 4 to 8 riders per vehicle hour for a deviated or flex-route type service, and lower for a microtransit or on-demand type service, e.g., 2.5 to 4 riders per hour. Commute.org varies its thresholds based on service market, with higher standards for commuter-oriented shuttles and lower standards for community-oriented shuttles.

By comparison, most ADA Paratransit services serve 2 to 3 riders per vehicle hour and fixed-route services generally serve a minimum of 8 to 10 riders per hour, often significantly more. A productivity of 10 riders per hour could suggest considering whether a fixed route may be appropriate, given other factors such as street connectivity and land use access are conducive to a fixed route. In some cases a CCT service that operates smaller vehicles and is able to deviate to serve employment sites or other land uses may remain appropriate depending on context.

Table 5 Productivity and Cost Effectiveness Targets by Agency

Provider	Service type	Riders per revenue hour (target)	Cost per ride (target)
Commute.org	Commuter Shuttle	≥15	≤$9
	Community Shuttle	≥10	≤ $11
	Door-to-Door Shuttle	≥2	≤ $22
UTA On-demand	On-demand	2–5	≤$20
Denver Connector	On-demand	>2*	≤$10
CapMetro Pickup	On-demand	4	Cost effectiveness is one of many measures used to evaluate zones. Points are given to each zone based on cost per passenger, with the middle number of points representing the median cost.

** 2 riders per hour is the minimum requirement for one of Denver Connector's grants. Expectations for riders per hour have risen since successful establishment of the zones but are not officially quantified.*

CCT Metric Considerations

The graphic below illustrates performance benchmarks to consider for CCT, given a hypothetical CCT line with one vehicle operating 10 hours per day at a hypothetical cost of $100 per hour—which may vary by provider and context. Considerations may be different for a rural service.

- **Desired**: 4 to 10 riders per vehicle hour, which equates to $10 to $25 per ride.
- **Acceptable (depending on context, e.g., equity populations, nature of service gaps, etc.):** 2 to 4 riders per hour, which equates to $25 to $40 per ride.
- **Below threshold:** Fewer than 2 riders per hour, with a cost per rider exceeding $40. At this cost, it could be more cost-effective to provide a voucher for privately operated services.

Figure 14 Conceptual Performance Metric Illustrations [Alternative Options]

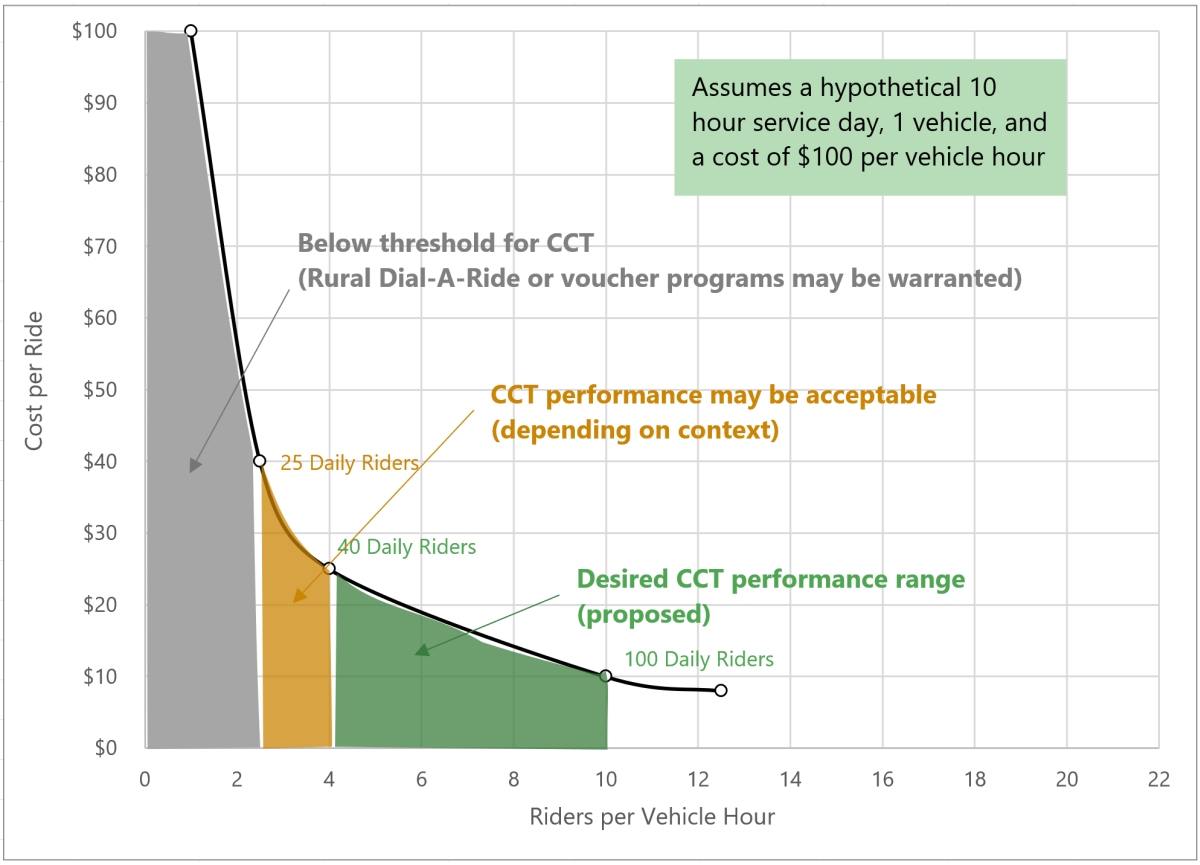


Figure 15 Evolution of a CCT Service

Riders per Hour

New CCT Service:



2-4 riders per hour may be appropriate when a service is launched and while public awareness grows and marketing efforts are ongoing. Partnerships with TMAs should be used to advertise new CCT service and ensure it is coordinated with employer outreach efforts.

Established CCT Service



Within 2 years, a service could be expected to demonstrate its utility by sustaining ridership of 4 to 8 riders per hour. Services still operating close to 2 riders per hour could be redesigned using outreach and partnerships with TMAs to develop appropriate changes. Discontinuation of services that have fallen below 2 riders per hour could be considered if efforts to increase ridership are unsuccessful. Low-ridership community connectors that serve equity populations should be maintained with increased outreach to advertise the service to appropriate equity communities.

CCT Service Area Exceeds Capacity Threshold



Services that exceed 10 riders per hour could be considered for additional fixed-route service or to transition to a fixed-route service. The specific approach will vary for each service area.

RECREATION SHUTTLE FUNDING AND GOVERNANCE

Recreation shuttles are often not the first priority for limited funding resources given the need for more lifeline connections to destinations like work, school, medical facilities and other services, childcare and grocery stores. However, recreation contributes to better physical and mental health and is a factor in increasing quality of life. It is an important equity consideration as the Parks Transit Strategy assessment showed that transit access to regional parks increases with proximity to the central city, opposite recent gentrification patterns. Generally that means that equity focus areas have lower access compared to other areas. With that in mind, this section explores how examples of recreation service locally and nationally are funded to highlight more potential solutions the region can consider in the future.

Local Cases

Sandy River Shuttle

In the summer of 2025, the City of Troutdale operated a pilot shuttle serving major destinations on the Sandy River. The pilot was funded in part through a $150,000 grant from Travel Oregon's Competitive Grants program. The grant program sets aside ten percent of Travel Oregon's budget to support projects that "contribute to the development and improvement of local economies and communities throughout Oregon by means of the enhancement, expansion and promotion of the visitor industry." While most of the funding goes to projects not related to transit, it is a funding source that should be considered other recreation-centered transit pilots.

While information about ridership and cost per ride is not yet available, estimated operating costs for contracted services are. Based on average costs for contracted demand response services in Oregon, average hourly operating costs were assumed to be $150 per vehicle revenue hour. To operate three buses on weekends and holidays from Independence Day through Labor Day with 30-minute headways, the total seasonal costs were estimated at $81,000. This is a low-end estimate based on a shorter service period and service only on Saturdays and Sundays. Expanding the service to Memorial Day through Labor Day or providing service on more days of the week would increase costs. Additionally, costs for contracted service vary and would increase service costs if they were higher than expected.

> Read the Sandy River Shuttle Feasibility Study, produced by Kittelson & Associates in 2025, for more detail on the Sandy River Shuttle and other relevant case studies for recreation services.

Washington Park Shuttle

The Washington Park Shuttle is a free shuttle serving the major park attractions in Washington Park in Portland. Explore Washington Park (EWP) is a 501(3)(c) governed by a board made up of representatives from major destinations in the park, the surrounding neighborhoods, TriMet, and

Travel Oregon. The shuttle is funded by parking revenue from the paid parking lots within the park. Most of the shuttle stops are at destinations within the park, with only a couple stops in residential areas near the park. Therefore, most users of the shuttle either drive or take TriMet service to the park before using the shuttle. EWP is pursuing ways to increase transit access to the park. In 2024, EWP distributed more than 7,660 subsidized TriMet passes for travel to and from the Park for non-native English speakers, people of color, people living on a low income, people who are disabled, and people who are dependent on public transit or lack access to private vehicles. Programming on the free shuttle has further expanded accessibility and inclusion in the park. A partnership with Vive NW brought in 60 Spanish-speaking community members for a Spanish tour on the free shuttle, and partnership with school groups brought in another 250 visitors to the park. EWP has also considered balancing the need to charge for parking with the barriers that paid parking creates for low-income community members. In April through September of 2024, EWP and Portland Parks & Recreation distributed 391 parking validation codes to underserved community members.

Multnomah County

Multnomah County does not operate a recreation-specific shuttle; however, the ACCESS Shuttle serves Whitaker Ponds in Northeast Portland. Multnomah County has identified the need to more effectively get people from rural areas to key destinations and to get people from cities and towns to recreation in the county's rural areas. The desire to better serve recreation trips arises in part from the need to reduce congestion on roads like the Historic Columbia River Highway that don't have the capacity to meet the demand for recreation via single occupancy vehicle trips, which has safety impacts. One local example of a service that does this with one single route is Columbia Area Transit's Columbia Gorge Express service.

Recreation Shuttle Case Studies

King County Metro, Trailhead Direct and Community Van

Trailhead Direct is operated by King County Metro, in partnership with King County Parks, and the Seattle Department of Transportation. The Seattle Department of Transportation funds 50% of Trailhead Direct operating costs through the Seattle Transit Measure, which uses sales tax revenue to fund improved KC Metro service in Seattle's Transportation Benefit District. The service is funded in part by Amazon, who is the sponsor of the program. Additional private funding from the REI Co-op, Clif Bar, and the Wilderness Society has helped KC Metro market the service and attract new riders. In addition to public-private partnerships, public-nonprofit partnerships are KC Metro partnered with the Environmental Coalition of South Seattle and the Wilderness Society to expand usage of the Trailhead Direct program amongst the Bhutanese, Chinese, Congolese, Japanese, Kenyan, Korean, Latinx, Vietnamese, and Ghanaian communities. In 2024, the program's operating expense per revenue hour was $179, and the total operating cost for the 2024 season (37 operating days) was $404,000.

To further encourage access to outdoor areas, KCM has been advertising the use of the Community Van for outdoor recreation and will cover the cost of Discover Passes. The Community Van is a volunteer-driven microtransit service that can be booked for any destination that is within a two-hour drive of the departure point. The Transit to Trails partnership has limited funding for King County residents who are people of color, immigrants, refugees, non-English speakers, disabled, LGBTQIA+, youth, and/or elderly to use the Community Van for outdoor recreation. When operating funds are limited or already reserved for other purposes, using volunteer drivers can be a way to keep down operating costs while still providing access.

Cascades East Transit

Cascades East Transit (CET) operates three recreation-focused shuttles in the Bend region. The Mt. Bachelor ski bus provides transportation between Bend and the Mt. Bachelor Ski Resort seven days a week during the winter season. The tickets are $7 for a one-way trip and $12 for a round trip. Skiers can transport their equipment at the back of the bus. The service costs $750,000 a year to operate. At the end of the season, the ski resort compensates CET for all costs not covered by fares. This includes compensating CET for wear and tear on the vehicles, which is higher than typical fixed route wear and tear due to snowy and icy roads and heavy passenger and equipment loads.

In the summer, CET operates the Ride the River Shuttle, which is a daily shuttle serving floaters on the Deschutes River. CET used Federal Lands Access Program funding to purchase vehicles that are used for Mt. Bachelor service in the winter and Ride the River in the summer. Ridership is high on the route and covers operational costs. CET has a partnership with Tumalo Creek Outfitters, which sells a tube rental and shuttle package for $24.

The Lava Butte shuttle provides rides between the Lave Butte visitor center and the top of Lave Butte during the summer season. It operates every twenty minutes, seven days a week between 10 a.m. and 4 p.m.

RECOMMENDATIONS

This report recommends the region work toward the following strategies and actions to help overcome the challenges identified in funding and governance (full list detailed in Table 6, next page).

Recommended Funding strategies:

- Advocate for increased funding at the state level (F.1)
- Identify additional regional funding sources for Community Connector Transit (F.2)
- Make the most of existing funding by reducing administrative burdens and enhancing technical assistance (F.3)

Recommended Governance strategies:

- Establish a venue for regional transit coordination (G.1)
- Improve public information sharing (G.2)

Table 6: Summary of Recommended Strategies and Actions

Order	Recommended Strategy	Actions	Lead	Implementation Effort	Stakeholders/ Partners	Funding	Governance	Challenges Addressed
F.1	Jointly advocate for increased funding at the state level	Make the case for expanded transit funding (generally including Community Connector Transit)	Metro	Hard	All transit providers, local jurisdictions	X		▪ Funding limitations/ competition ▪ STIF plan constraints
		Explore joint grant applications for federal and state funding for the region	Metro	Medium	All transit providers, local jurisdictions	X		▪ Funding limitations/competition
F.2	Identify additional regional funding sources for Community Connector transit	Explore opportunities for public-private partnerships, including TMAs	Transit providers, jurisdictions	Medium	Metro	X		▪ Funding limitations/ competition
		Provide examples of how jurisdictions can use TDM to fund Community Connector Transit	Metro	Easy	Local jurisdictions	X		▪ Coordination among multiple service providers ▪ Funding limitations/ competition
		Encourage local jurisdictions to explore funding sources or prioritize transit within existing funding						▪ Funding limitations/ competition

Order	Recommended Strategy	Actions	Lead	Implementation Effort	Stakeholders/ Partners	Funding	Governance	Challenges Addressed
F.3	Make the most of existing funding by reducing administrative burdens and enhancing technical assistance	Streamline reporting procedures	ODOT, TriMet	Easy	All transit providers	X		▪ Administrative burdens ▪ STIF plan constraints
		Coordinate Federal Report on PTASP and TAM	Metro	Medium	All transit providers	X		▪ Administrative burdens
		Establish templates and/or standards for service contracting and explore opportunities for joint contracting	Metro	Easy	All transit providers	X	X	▪ Administrative burdens ▪ Funding limitations/ competition
		Improve pedestrian and bike access to existing CCT transit (including wayfinding)	Roadway owners	Medium	All transit providers	X		▪ Barriers to riders ▪ Challenging land use
		Evaluate and enhance technical assistance for STIF administration	Metro	Medium	ODOT, all transit providers	X	X	▪ Coordination among multiple service providers ▪ Siloed ridership markets ▪ Administrative burdens
		Streamline transit stop permitting process	Metro	Easy	Local jurisdictions, all transit providers	X	X	▪ Coordination among multiple service providers ▪ Administrative burdens

Order	Recommended Strategy	Actions	Lead	Implementation Effort	Stakeholders/ Partners	Funding	Governance	Challenges Addressed
G.1	Establish a venue for Regional Transit coordination	Form transit provider coordination working group (region and/or sub-regional)	Metro	Medium	TriMet, SMART, counties, ODOT, other transit providers on an ad hoc basis		X	▪ Coordination among multiple service providers ▪ Limited opportunities for knowledge-sharing ▪ Siloed ridership markets
		Formalize benchmarks for types of transit service	transit provider coordination working group	Easy	All transit providers		X	▪ Coordination among multiple service providers ▪ Barriers for riders
		Identify and plan for regional transit facility needs	Metro, TriMet	Medium	All transit providers		X	▪ Coordination among multiple service providers ▪ Siloed ridership markets ▪ Barriers for riders
G.2	Improve information-sharing to the public		Metro/ TriMet	Easy	All transit providers		X	▪ Coordination among multiple service providers ▪ Barriers for riders

F.1. Advocate for increased funding at the state level

Building on the failure of the 2025 Legislative Session to enact a transportation funding package providing long-term stability for public transportation funding, stakeholders in the Portland region and statewide will be considering lessons from the past session and how to successfully advocate for future increases in STIF funding and possible changes in STIF rules. The transit funding challenges are not specific to CCT, the Portland region, or Oregon but are a broader national issue. However, Oregon agencies have limited access to funding sources compared to other states and the overall federal funding landscape. This recommendation could include:

- Making the case for what additional transit funding would be able to deliver and how transit supports broader goals (such as housing and climate)
- Advocating to allow STIF discretionary grants to be used for ongoing operations, not just for start-up
- Considering how funding needs and potential revenue sources differ based on geography and provider size

Within broader advocacy, the following actions could apply to CCT (and/or other elements of this study such as mobility hubs).

Action: Make the case for Community Connector Transit

People fund what they care about. Creating an elevator pitch for why Community Connector Transit makes sense will help raise public and partner awareness of why it is valuable to invest in this type of service.

Action: Explore joint grant applications for federal and state funding for the region

Metro helps convene competitive applications for federal and state funding like the SS4A program. Metro can work to find opportunities to incorporate wayfinding and pedestrian access into new projects. Metro is also a willing partner in helping local jurisdictions go after new sources of funding for transit.

F.2. Identify additional regional funding sources for Community Connector Transit

Action: Explore opportunities for public-private partnership

Many of the case studies have used public-private partnerships to create successful, sustainable transit services. Some of these services are recreation-focused, which has a clear nexus with businesses focused on outdoor recreation. Major tourist destinations can also benefit from investing in transit service by increasing visitor numbers and decreasing the need for parking while meeting regional goals of increased safety and fewer vehicle miles traveled. Others tap into the need for employers to have worksites that are accessible via transit for employees, providing a model for smaller employers or employment areas to pool resources. For major employers or destinations that are underserved by fixed-route transit, community connectors can be ideal solutions for smaller, more flexible transit tailored the destination or employment site's needs and hours. When private enterprises invest in transit, they are incentivized to help create services that are useful and successful. Opportunities for public-private partnerships will most likely be identified by transit providers or TMAs rather than Metro; however, Metro can play a role in coalition-building by setting up forums or presentations that foster opportunities for collaboration and connections between business partners and public partners.

Action: Provide examples of how jurisdictions can use TDM to fund Community Connector Transit

Metro is in the process of developing its first regional TDM policy, in line with recommendations from the 2023 Regional Transportation Plan. As part of this effort, Metro could further explore the nexus between TDM policies and community connectors. One way to do so is by providing local jurisdictions with examples of how jurisdictions elsewhere use TDM policies to encourage or require businesses and employers to provide transit options [see sidebar for examples]. While the Portland region doesn't have the shuttle infrastructure in place to currently require participation in shuttles, stronger regional coordination of TDM policies could be an important first step for increasing usage of existing services and generating demand for more service.

In San Mateo County, CA (see Commute.org example), a county-wide TDM policy requires new development to take action to reduce anticipated vehicle trips created by the development. Taking part in Commute.org's shuttles is one way to achieve compliance in the program, and Commute.org provides support and monitoring for compliance. While Metro would not be able to implement an ordinance that requires developers to take part, it could provide individual jurisdictions with the tools needed to levy requirements on developers, similar to Portland's TDM policy for all developments with ten or more units in commercial or mixed-use zones, or on existing employers of a certain size, as is the requirement in Washington State. In the San Mateo example, some cities within San Mateo County have taken TDM requirements a step further and required developments to take part in Commute.org shuttles or a similar shuttle program (unless they are already within reach of fixed-route transit), which substantially boosts participation in the program. It also generates funding for the program as shuttle members are required to pay for 25% of the service setup and ongoing operations.

F.3. Make the most of existing funding

Action: Streamline STIF reporting procedures

The counties are required to report on STIF projects to TriMet for Regional Coordination projects and to ODOT for services provided outside of TriMet's service area. For counties with few dedicated transit staff, the administrative burden can be high. As a starting point for evaluating whether there are ways to streamline the reporting procedures, TriMet could share an example of what reporting they require, and one or more counties could share an example of their reporting. Further evaluation of the reporting process could be a topic of discussion for the transit provider coordination working group, with the intention of creating tools or templates that facilitate this process. Outcomes from these discussions could be shared within ODOT's existing resources on Reporting and Plan Requirements.

Another issue that could be considered is how specific projects need to be in order to be included in the STIF plan. Because projects must be in the STIF plan, they aren't able to quickly respond if a service turns out to not be quite right for the area. While having a plan is important for regional coordination, there might be ways to strike a better balance between requirements for planning and remaining responsive to changing needs.

Action: Coordinate federal reporting on TAM and PTASP

The National Transit Database (NTD) requires transit agencies of a certain size to report on asset condition through their Transit Asset Management (TAM) plans. The Federal Transit Administration also requires any federal funded agency to develop Public Transportation Agency Safety Plans (PTASP). Agencies in the Metro region could use these already required reporting mechanisms to coordinate on upcoming vehicle end of life concerns, employee retention concerns (operator assaults and safety) and other funding needs.

Action: Make more use of technical assistance programs, including for STIF administration, to providers

With funding from STIF, ODOT operates a Technical Resource Center, which provides all Oregon transportation providers with resources, technology, and training in line with the Oregon Public Transportation Plan statewide goals. The center also organizes a Peer 2 Peer Exchange, through which providers can be paired to share challenges and successes and build their networks.

This is an invaluable statewide resource, and Metro should work with ODOT's Technical Resource Center to increase use of the program in support of improved community connector service. Opportunities include:

- Using data to better understand how community connector and fixed route ridership relate
- Training providers on how to set up their GTFS so that their services are available on trip planning websites
- Creating templates that streamline the use of software and data

Optional trainings could be coordinated as part of the regional coordination working group described above. ODOT's technical resources and Metro's RLIS site could be more explicitly linked.

Action: Streamline transit permitting processes

Currently, all jurisdictions have different processes for permitting transit stops, which can slow down creation of cross-jurisdictional transit routes. Additionally, each ODOT maintenance district also has its own procedures. Metro should explore opportunities to standardize the permitting of transit stops in different jurisdictions, for example, by developing guidance for permitting that jurisdictions would have the opportunity to adopt. This could be linked to Metro's work around design guidelines for mobility hubs. Local jurisdictions can also take the lead in streamlining some of their local

procedures in support of easier permitting. Current challenges could be identified through discussions within the transit provider coordination working group proposed below.

Action: Establish templates and/or standards for service contracting and explore opportunities for joint contracting

Metro could help create best practices materials for procurement and service contracting. This would help agencies short on staff and help ensure standard metrics and processes are being followed. This could be developed through the Transit Working Group (G.1). The Transit Working Group could also discuss interest in joint contracting of services between providers and/or joint partnership agreements between public and private entities.

Action: Improve pedestrian and bike access to existing transit

Making the most of existing transit includes eliminating physical barriers in our roadway network. Improving safe access to transit expands the pool of people who can reach existing transit service and reduces the amount of transit needed to provide service in the region. Better wayfinding systems can facilitate transfers between fixed-route transit, community connectors, pedestrian trips, and bicycle trips.

G.1 Establish a Venue for Regional Transit Coordination

Action: Form transit provider coordination working groups

Most regional meetings today happen in the context of funding questions, which hinders some of the collaboration needed to improve regional travel. A transit provider coordination working group made up of transit providers in the Portland metropolitan region could be formed to tackle some of the issues not related to funding. The Clackamas County providers already meet weekly to collaborate on providing service—this working group would extend that structure to the tri-county region. The overall goal for the meetings would be to foster a paradigm shift toward seeing transit in the region as a seamless system that is being provided by many providers and many types of service. These meetings could cover many topics:

- Sharing information about upcoming grant opportunities
- Coordinating on schedules and service changes
- Identifying opportunities for cost-sharing at shared stops
- Minimizing duplication of service
- Creating a shared understanding of the STIF regional coordination program
- Generating regional metrics for what type of transit service is appropriate where and which areas are better suited for non-transit mobility solutions

- Forging stronger connections with local TDM agencies and Metro RTO
- Touring successful services that have already been introduced in the region and generally sharing knowledge about best practices
- Coordinating contracting services across jurisdictions (e.g., if one jurisdiction alone cannot generate ridership to sustain a dial-a-ride service)
- Considering fare integration across services with fares
- Brainstorming solutions to common issues

Metro could convene the meetings. The core group could include:

- TriMet
- SMART
- Clackamas County
- Washington County
- Multnomah County
- ODOT
- Ride Connection

Depending on the meeting topic, other regional transit providers could join the meetings when appropriate:

- Sandy Area Metro
- Columbia Area Transit
- Canby Area Transit
- South Clackamas Transportation District
- Oregon POINT
- Tillamook County Transportation District
- Yamhill County Transit

A brief case study of the Blue Ribbon Transit Recovery Task Force in the San Francisco Bay Area (below) highlights a regional effort to improve coordination and address common challenges.

Blue Ribbon Task Force, San Francisco Bay Area, California

The onset of the COVID-19 pandemic brought severe challenges to the 19 transit providers in the nine-county San Francisco Bay Area region, leading to an effort to address longstanding systemic issues for the regional transit system.

In April 2020, the Metropolitan Transportation Commission (MTC), the transportation planning and coordinating agency for the Bay Area, established the **Blue Ribbon Transit Recovery Task Force** to address critical recovery, management, and governance challenges facing transit agencies. The task force included representatives from transit operators, local elected officials, advocates for people with disabilities, representatives from the state Senate and Assembly, the California State Transportation Agency, business and labor groups, and transit and social justice advocates.

In 2021, the Task Force approved a set of 27 near-term actions for MTC and transit agencies, organized around **themes including fare-payment coordination and integration**, **customer information, transit priority to increase bus speeds and reliability, bus and rail network management reform, data collection and coordination, accessibility, and funding.**

The Task Force established a Regional Network Management (RNM) council that meets monthly and provides quarterly reports on progress toward the biennial work plan. The council is comprised of officials from MTC; standing representatives from six large agencies (BART, SFMTA, AC Transit, VTA, Caltrain, Golden Gate Transit, and SamTrans; and three general managers representing other transit providers in the region.

Tasks in the FY26 & FY27 work plan include supporting advocacy to secure funding for transit throughout the region, piloting and evaluating a single pass that provides unlimited access to all Bay Area transit systems, piloting regional wayfinding, and reviewing transit operations throughout the Bay Area to inform transit priority investments throughout the region.

Action: Formalize Benchmarks for Types of Transit Service

The Transit Provider Coordination Working Group could formalize benchmarks for types of transit service in the region. This memo proposes some thresholds in the Metrics section, but providers should agree on thresholds for when no service is warranted, when to start considering CCT type service, and when fixed route is preferred. In cases where service provision transitions between providers, Metro could play a role in facilitating the transition, including by facilitating conversations around funding.

Action: Identify and plan for regional transit facility needs

For community connectors to effectively feed into the high-capacity fixed-route network, providers should be collocated within a convenient walking distance to each other. However, in practice, sharing space at transit centers can be challenging. Space at transit centers is limited. There is no standardized agreement for smaller providers who wish to use TriMet's facilities, and there is no

collaborative planning process that determines the maximum capacity of each station across providers and schedules vehicles accordingly.

Additionally, amenity needs may differ when connecting service types. Transit riders who ride long distances using multiple modes are more likely to need a restroom. Operators are also likely to need restroom and breakroom access at transit centers when a majority of their stops are located in areas without either. Some of these design considerations can be considered as part of the mobility hub design criteria. Metro could take the lead on developing a standardized agreement or contract for smaller transit providers and TriMet to use for shared transit center use. The regional coordination working group could further consider ways to share transit center space in cost-effective and mutually beneficial ways.

G.2. Improve information-sharing to the public

As part of the last round of STIF funding, some of the STIF Regional Coordination funding was used to add shuttle services to TriMet's Trip Planner. This is an important step for increasing connectivity in the region and cross-usage of fixed-route transit and community connectors, and TriMet should continue this effort as resources allow.

Metro, ODOT, and partners could increase their efforts to market the TriMet's Trip Planner and ODOT's Get There Oregon that cover trip planning capabilities for region and state. This would help spread information to potential riders who might know that TriMet service isn't provided near them and don't know that other services are available. Additionally, Metro can modify their existing webpage that lists all transit providers within and connecting to the Portland metropolitan region with basic descriptions of services provided. The page could link to the individual sites for each transit provider. This could be a step for increasing awareness of the many transit options in the region. This could then be shared out across Metro's social media and email listserv as well as the communication channels used by the providers on the list of regional services. This website could also host information about community engagement events related to transit and transportation options throughout the region. Metro could also designate a point person for regional collaboration who is responsible for connecting with the appropriate party to get information added to existing sites (e.g., information about new transit service to parks that is posted on the park agency's website).

APPENDIX A: FUNDING SOURCES OVERVIEW

Program Name	Description	Eligible Agencies	Eligible Activities
FTA 5307 Urbanized Area Formula Grants	▪ Capital and operating assistance in urbanized areas and for transportation-related planning ▪Small urbanized areas have a population of 50,000–200,000 ▪Large urbanized areas have a population greater than 200,000 people	▪Transit Districts in urbanized areas.	▪Capital ▪Operations ▪Planning
FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	▪Funds transportation services planned, designed, and carried out to meet special transportation needs of seniors and people with disabilities in all areas.	▪State ▪Local government authorities ▪Private nonprofit organizations ▪Operators of public transit	▪Capital ▪Operations ▪Planning
FTA 5311 Formula Grants for Rural Areas	▪Capital, planning, and operating assistance to states and federally recognized tribes to support public transportation in rural areas with populations less than 50,000. ▪Funds state and national training and technical assistance through the Rural Transportation Assistance Program.	▪State ▪Federally recognized tribes ▪Local government authorities ▪Subrecipients: nonprofit organizations and operators of public transit or intercity bus service	▪Capital ▪Operations ▪Planning ▪Job access and reverse commute projects ▪Acquisition of public transportation services
Flexible Funding for Transit and Highway Improvements	▪*Funds from FHWA can be transferred to FTA to increase funding for projects that increase safety or improve access because many State DOTs, cities, and tribes have found that many of their smaller-scale projects are not eligible for programs that fund for larger-scale projects* ▪*Funds transferred can only be used for purposes eligible under both the original program that the funds are transferred from and the program to which the funds are transferred* ▪*A State DOT must request the transfer in concurrence with the MPO if the project is within a metropolitan planning area in a letter to the FHWA State Division Office* ▪*Funding transfers are only for projects in an approved metropolitan transportation improvement program (TIP) and/or statewide transportation improvement program (STIP* ▪*Listed below are programs that allow for transferring of funds)*		
FAST Act 11115 Congestion Mitigation and Air Quality (CMAQ) Improvement Program	▪Provides flexible funding for transportation projects and programs that reduce congestion and improve air quality to meet the requirements of the Clean Air Act	▪States ▪Local governments	▪Planning ▪Operations

Program Name	Description	Eligible Agencies	Eligible Activities
	▪2% of funding is for state planning and research ▪25% of funding awarded to a State is set aside for nonattainment or maintenance areas for fine particulate matter ($PM_{2.5}$) ▪50% of CMAQ program funding may be transferred to the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, and National Highway Freight Program each fiscal year		
FAST Act 11109 Surface Transportation Block Grant (STBG) Program	▪Provides flexible funding for projects that address state and local transportation needs ▪2% of funding is for state planning and research ▪At least 20% of the State's FY 2009 Highway Bridge Program apportionment is used for projects related to bridges and low water crossings on public roads other than federal-aid highways ▪50% of STBG program funding may be transferred to the National Highway Performance Program, Highway Safety Improvement Program Congestion Mitigation Air Quality Improvement Program, Carbon Reduction Program, PROTECT Formula Program, and National Highway Freight Program each fiscal year	▪States ▪Local governments	▪Capital ▪Planning ▪Operations
Transportation Alternatives (TA)	▪The TA is a set-aside from the STBG Program ▪Funds a variety of smaller-scale projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements, and environmental mitigation ▪A state may transfer up to 50% of TA funds to the Surface Transportation Grant Program,	▪States ▪MPOs ▪Nonprofits	▪Capital ▪Planning ▪Operations

Program Name	Description	Eligible Agencies	Eligible Activities
	Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, Carbon Reduction Program, and National Highway Freight Program. ▪To transfer TA funds, the Secretary must first certify that the State's competitive process for award of TA funding has met certain specified requirements		
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	▪ Funds to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planned activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure	▪ States ▪ Local governments ▪ Tribal governments ▪ Planning and project organizations ▪ U.S. Territories ▪	▪ Planning ▪ Resilience improvement ▪ Community resilience and evacuation routes ▪ At-risk coastal infrastructure
Tribal Transportation Program (TPP)	▪Funds for safe and adequate transportation and public roads for access to and within Indian reservations, Indian lands, and Alaska Native Village communities ▪Contribute to the economic development, self-determination, and employment of Indians and Native Americans	▪Tribal governments	▪Planning ▪Capital ▪Operations
National Highway Performance Program (NHPP)	▪Funds projects that support the condition and performance of the national highway system, ensure that federal-aid funds are achieving the performance targets set in a state's asset management plan, and increases the resiliency of the highway system to mitigate sea level rise, extreme weather events, flooding, wildfires, or other natural disasters ▪2% of funds is set aside for planning and research	▪States	▪Capital ▪Operations

Program Name	Description	Eligible Agencies	Eligible Activities
	▪A state may transfer up to 50% of NHPP funds to the Surface Transportation Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, Carbon Reduction Program, PROTECT Program, and National Highway Freight Program.		
Highway Safety Improvement Program (HSIP)	▪Significantly reduce traffic facilities and serious injuries on all public roads by promoting public awareness, enforcing traffic safety laws, provide infrastructure for emergency services, conduct safety-related research, or support safe routes to school projects ▪A state can transfer up to 50% of HSIP funds to the National Highway Performance Program, Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program, Carbon Reduction Program, PROTECT Program, and the National Highway Freight Program	▪States	▪Capital ▪Planning ▪Operations
Carbon Reduction Program (CRP)	▪Provide funds for projects that reduce transportation emissions from on-road highway sources ▪A state may transfer up to 50% of CRP funds to the National Highway Performance Program, Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program, PROTECT Program, and the National Highway Freight Program	▪States	▪Capital ▪Planning ▪Operations
State and Planning Research (SPR)	▪2% of funding is set aside for planning and research activities from each State's apportionments of five core programs: the National Highway Performance Program, the Surface Transportation Block Grant Program, the Highway Safety Improvement Program, the Congestion Mitigation and Air Quality	▪States	▪Planning ▪Technical and evaluations studies

Program Name	*Description*	*Eligible Agencies*	*Eligible Activities*
	Improvement Program, and the National Highway Freight Program, ▪The federal share for statewide planning using SPR funds is generally 80% but can be increased to 100% at the discretion of the Secretary		
State	**Description**	**Eligible Agencies**	**Eligible Activities**
Statewide Transportation Improvement Fund (STIF) - Formula	▪ Dedicated funding source to improve, maintain, and expand public transportation for all users ▪Funded by payroll tax of one-tenth of one percent on wages paid to employees. ▪Was combined with the Special Transportation Fund (STF) program in 2023, which is funded through ID card fees, non-highway gas tax, and cigarette tax revenues ▪Formula program accounts for 90% of total STIF funding, distributed to/through Qualified Entities. ▪	▪Public transportation service providers such as cities, counties, special districts, intergovernmental entities, federally recognized tribes, and other agencies that provide public transportation services ▪Must have an eligible Local Plan	▪Operations ▪Capital ▪Planning ▪Marketing
Statewide Transportation Improvement Fund (STIF) – Discretionary and Intercommunity	▪ Discretionary fund accounts for 5% of total STIF funding and support various projects but cannot be used for ongoing operations. Discretionary fund focus areas are described in program rules. ▪Intercommunity fund accounts for 4% of total STIF funding to maintain, expand, and improve public transportation services between two or more communities. ODOT may combine this fund with other related fund sources, changing eligibility by solicitation year. ▪Required local match will range from 10% to 20% depending on project type and eligibility.	▪Public transportation service providers such as cities, counties, special districts, intergovernmental entities, and other agencies that provide public transportation services Local agencies apply directly to ODOT.	▪Capital ▪Planning ▪Operations (vary by solicitation) ▪Marketing ▪Pilot projects

Program Name	Description	Eligible Agencies	Eligible Activities
State Transportation Improvement Program (STIP)[5]	▪ Enhance, expand, or improve the transportation system, including through public transportation capital needs. ▪Preserve and improve the safety of roads, bridges and expand bike paths and sidewalks ▪Programs funding for projects every 3 years ▪The Fix-It program maintains the roadway system statewide including bridges, pavement, culverts, traffic signals, and many others ▪The Enhance Highway Discretionary Program funds projects that address congestion and freight mobility on state highways ▪The Safety Program funds projects that reduce deaths and injuries on roads ▪Non-Highway programs fund pedestrian and other public transportation projects that help people who do not have a car or bicycle make their trips ▪The Local Government programs provide direct funding to cities and counties for their priority projects ▪Other funds are used for planning, data collection, workforce development, and administrative programs	▪Local government authorities	▪Capital ▪Planning
Oregon Transportation Infrastructure Bank (OTIB)[7]	▪Financing Statewide revolving loan fund designed to promote innovative financing solutions for transportation needs by: ▪Leveraging federal and non-federal transportation funds, ▪Accelerating the development of projects, ▪Encouraging development of revenue generating projects, ▪Facilitating projects such as public-private partnerships	▪Cities ▪Counties ▪Transit districts ▪Special service districts ▪Tribal governments ▪State agencies ▪Private for-profit and not-for-profit entities	▪ Capital ▪Planning

Program Name	Description	Eligible Agencies	Eligible Activities
	▪Cities as well as transit districts are eligible to borrow from the bank. ▪Funding pool set-aside for public transportation projects. Rates are typically very low and more favorable to local agencies than other loan programs.		
ODOT Transportation Growth Management (TGM) Program	▪ For local communities to plan for streets and land use to foster more livable, economically vital, and sustainable communities and increase opportunities for transit, walking and bicycling. ▪Awarded annually. ▪Local match is 10.27%.	▪Counties ▪Cities ▪Council governments ▪Tribal governments ▪Transportation districts ▪Metropolitan planning organizations ▪Mass transit districts ▪Parks and recreation districts ▪Metropolitan service districts ▪School districts and public colleges and universities as a joint applicant with a local government entity	▪Planning

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Memorandum

DATE: December 1, 2025
TO: Ally Holmqvist, Metro
FROM: Ryan Farncomb
SUBJECT: Community Connector Transit Final Report Outline
PROJECT NAME: Community Connector Transit Study

This brief memo documents the proposed outline for the Community Connector Transit final report. Call-outs weaving in information on best practices, community feedback, and approaches to service will be incorporated throughout.

Executive Summary. Graphic-heavy summary that will communicate key study outcomes and approaches to policymakers and the public (approximately 5 pages long).

Volume 1: Final Report

- **Introduction.** Provides context for how this work fits with regional goals, why the study was conducted.
- **Study process.** Discuss the overall process including development of the opportunity areas, mobility hubs, and parks access work.
- **Engagement overview** (details in appendix).
- **Setting the stage**
  - **What is "community connector" transit (CCT)?** Document the various types of services, including the updated Transit Spectrum. Discuss role of CCT in the broader regional transit system.
  - **Existing service snapshot**
    - **Existing Services.** Services offered are constantly changing. Will provide a snapshot of service in ~2025. Map of service areas and narrative on types of services.
    - **Funding and Governance.** Discuss the various operators of these services and current funding sources.
  - **Successful CCT service**. Factors that contribute toward a useful and successful service. Also discuss system performance considerations (e.g., ridership is not necessarily the #1 consideration).
- **Policy framework**. Regional transportation policy background and prior work on this subject. Include the regional transit hierarchy graphic and explain how CCT opportunities align with regional goals.
- **Opportunity Areas**
  - **Opportunity Areas.** Displayed in a map and by level of need/readiness (aka "priority level"). Will include a cut sheet for each area.
  - **Parks access improvement opportunities.** Maps and narrative, including discussion of how needs were assessed. Summarize the groupings identified in the Parks Access memo.
  - **Mobility hubs**. Summarize the hubs typology and present regional hubs maps. Note how mobility hubs tie to CCT services, but also how they have broader roles in the regional transit system.
- **Implementation**

  - **Challenges and opportunities**. Funding, costs, land use, expanding reach of fixed route transit….
  - **Implementation Approach**. Summarize fundings from Governance work and other strategies to support successful implementation. Existing and new models for moving these projects forward. Identify recommendations.
  - **Areas for further refinement**. Discuss elements that need further study prior to implementation generally for opportunity areas.
- **Conclusion/Next Steps.** Key messages will include: supporting a "one system" approach to transit, staying coordinated, advancing CCT opportunities, and recapitulate the vision for CCT and how it fits in the regional transit system.

Volume 2: Appendices

- Engagement Plan and Feedback Summary
- Mobility Hub Toolkit (Task 7)
- Subarea Strategies/Opportunity Areas Refinement Memo (Task 7)
- Mobility Hub Implementation Guidance (Task 7)
- Governance and Funding Strategies (Task 7)
- Additional resources (will include other background memoranda