



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, May 21, 2026

10:00 AM

Available through remote viewing options
only. <https://zoom.us/j/615079992> (Webinar
ID: 615079992) or 253-205-0468 (toll free),

A remote viewing option is available through Zoom.

This meeting will be held electronically only. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/615079992> (Webinar ID: 615 079 992); <https://www.youtube.com/@OregonMetro/streams>

1. **Call to Order and Roll Call**
2. **Public Communication**

Public comment may be submitted online or by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council 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 agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. To comment virtually during the meeting, use the "Raise Hand" feature in Zoom or email the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

The next opportunity for in-person comments to Metro Council is Thursday, May 28, 2026 at 10 a.m.

3. **Consent Agenda**

- 3.1 Resolution no. 26-5594 For the Purpose of Amending or Canceling Two Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements

[RES 26-5594](#)

Attachments: [Resolution 26-5594](#)

[Exhibit A](#)

[Exhibit B](#)

[Staff Report](#)

- 3.2 Resolution No. 26-5564 For the Purpose of Accepting the

[RES 26-5564](#)

Findings and Recommendations in the Regional Emergency
Transportation Routes Update Phase Two Report

Attachments: [Resolution No. 26-5564](#)
[Exhibit A](#)
[Exhibit B](#)
[Exhibit C](#)
[Staff Report](#)

- 3.3 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 [RES 26-5559](#)

Presenter(s):

Attachments: [Resolution No. 26-5559](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)

- 3.4 Resolution No. 26-5604 For the Purpose of Appointing Members to the Metro Committee on Racial Equity [RES 26-5604](#)

Attachments: [Resolution No. 26-5604](#)
[Staff Report](#)

- 3.5 Consideration of the May 7, 2026 Council Meeting Minutes [26-6586](#)

Attachments: [May 7, 2026 Council Meeting Minutes](#)

4. Ordinances (Public Hearing)

- 4.1 Ordinance No. 26-1543 For the Purpose of Annexing to the Metro Boundary Approximately 10 Acres in North Bethany Along Northwest Kaiser Road [ORD 26-1543](#)

Presenter(s): Glen Hamburg (he/him), Senior Regional Planner

Attachments: [Ordinance No. 26-1543](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

5. Adjourn

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other statutes that ban discrimination. 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 503-797-1890 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. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at trimet.org

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullaan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metro의 差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるように、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេបកប្រែសម្រាប់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntxuj weekdays) 5 hnuv ua hauj lwv ua ntej ntawm lub rooj sib tham.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 3.1

File #: RES 26-5594

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

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

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 21st day of May 2026.

Duncan Hwang, Acting Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

**Exhibit A to Resolution 26-5594
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



Proposed Amendment to 71320 - TriMet bus preventive maintenance (2024)

ODOT Key 23204	RTP ID 11335	RFFA ID -	Lead Agency TriMet
-------------------	-----------------	--------------	-----------------------

Project Type Transit	System Investment Type Maintenance & Preservation	Total Cost \$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 23204	RTP ID 11335	RFFA ID -	Lead Agency TriMet
-------------------	-----------------	--------------	-----------------------

Project Type Transit	System Investment Type -	Total Cost \$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%)

**Exhibit A to Resolution 26-5594
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



Proposed Amendment to 71095 - Aloha Access Improvements: SW 174th Ave - SW 187th Ave

ODOT Key 22128	RTP ID 10608	RFFA ID 50381	Lead Agency Washington County
-------------------	-----------------	------------------	----------------------------------

Project Type Active Transportation	System Investment Type Capital Project	Total Cost \$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 22128	RTP ID 10608	RFFA ID 50381	Lead Agency Washington County
-------------------	-----------------	------------------	----------------------------------

Project Type Active Transportation	System Investment Type -	Total Cost \$6,151,738
---------------------------------------	-----------------------------	---------------------------

**Exhibit A to Resolution 26-5594
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



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



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

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.

IN CONSIDERATION OF RESOLUTION NO. 26-5594, FOR THE PURPOSE OF AMENDING OR CANCELING TWO PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

Date: May 5, 2026
Department: Planning, Development and Research
Meeting Date: May 21, 2026

Prepared by: Gabriela Lopez, Planning, Development and Research
Presenter: N/A
Length: N/A (Consent Agenda)

ISSUE STATEMENT

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

ACTION REQUESTED

Adopt Resolution 26-5594 to amend or cancel two projects, as stated within Exhibit A, to the 2024-27 MTIP to meet federal project delivery requirements.

IDENTIFIED POLICY OUTCOMES

Advancement of the 2023 Regional Transportation Plan (RTP) investment priorities of equitable transportation, climate action and resilience, safe system, mobility options, and thriving economy.

POLICY QUESTION(S)

- Should the Metro Council approve the resolution to move forward with proposed MTIP project amendments as recommended by JPACT?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

The Joint Policy Advisory Committee on Transportation (JPACT) is scheduled to consider recommending approval of Resolution 26-5594 to the Metro Council on May 21, 2026.

Should JPACT recommend approval, the Metro Council will consider adopting Resolution 26-5594 at its meeting on May 28, 2026.

- If the Metro Council adopts the resolution, the required programming actions will be completed for the two projects in the May FFY 2026 Formal Amendment.

- If the Metro Council does not adopt the resolution, the required programming actions will not be completed, the projects will not move forward with next steps, and the amendment will return to JPACT for further consideration.

STAFF RECOMMENDATIONS

Metro staff recommend approval of Resolution 26-5594.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

1. **Metro’s Strategic Framework or Core Mission:** The 2024-2027 MTIP follows transportation policy established in the development of the 2023 RTP. Projects programmed in the MTIP must be consistent with the RTP to ensure federal requirements are met.
2. **Metro’s racial equity and climate action goals:** While the package of investments in the adopted 2024-27 MTIP make very slight progress towards the 2023 RTP goals, which include Equitable Transportation and Climate Action, the individual projects and programs within the MTIP are likely to make better progress to the local communities in which they are located. The Aloha Access Improvements project, included in the proposed amendment, implements pedestrian safety enhancements and is located in an Equity Focus Area.
3. **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.

4. **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.
5. **Anticipated Effects:** Enables the amendments to the projects in the MTIP and STIP.
6. **Financial Implications:** The proposed amendments have no impact to the Metro budget.

BACKGROUND

The 2024-2027 MTIP is a program implementation tool. It includes an investment profile and performance analysis of the progress expected toward the 2023 RTP's regionally significant transportation investments. The MTIP must accurately maintain project information throughout the life of a project, from initial award/allocation to funding obligation and through all phases of project delivery. If a change emerges to a project's scope, schedule or budget, the MTIP may need to be amended to reflect the change. As new federally funded and regionally significant projects emerge and are funded, the MTIP is amended to include the projects.

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 the 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:

<u>Action</u>	<u>Target Date</u>
• 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.

ATTACHMENTS

None



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 3.2

File #: RES 26-5564

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

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE)	RESOLUTION NO. 26-5564
FINDINGS AND RECOMMENDATIONS IN THE)	
REGIONAL EMERGENCY TRANSPORTATION)	Introduced by Chief Operating Officer
ROUTES UPDATE PHASE TWO REPORT)	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.

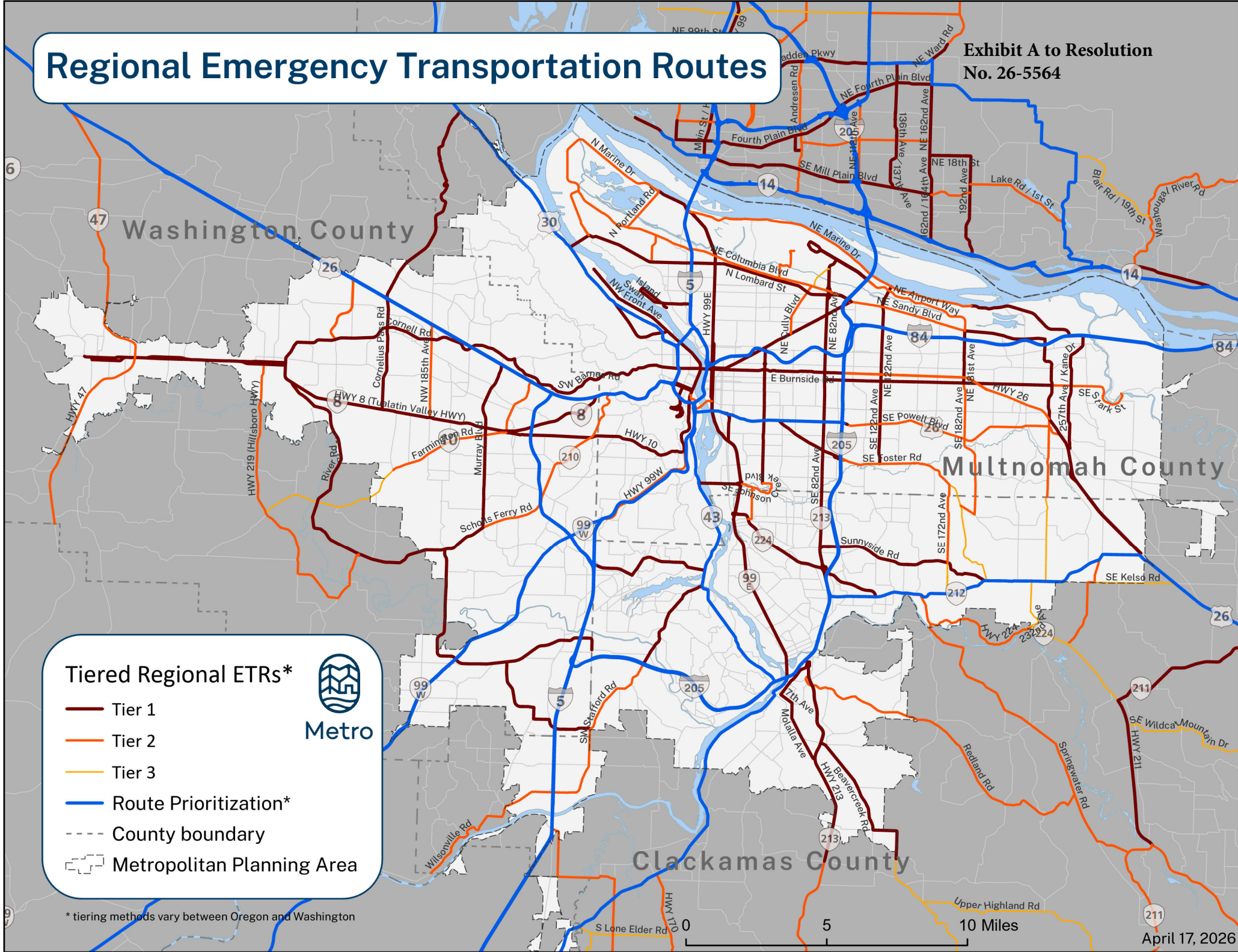
Duncan Hwang, Acting Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

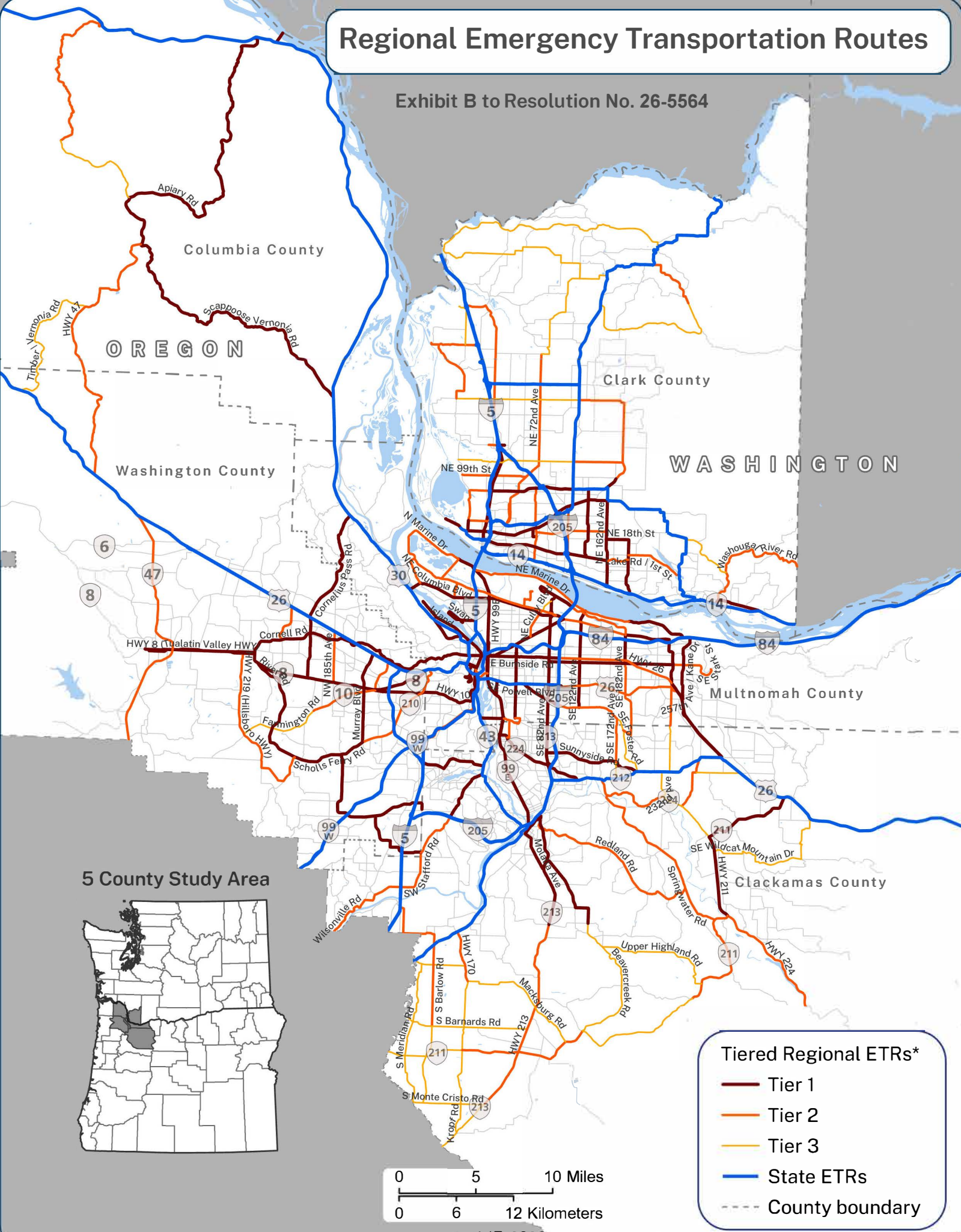
Regional Emergency Transportation Routes

Exhibit A to Resolution
No. 26-5564



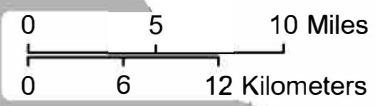
Regional Emergency Transportation Routes

Exhibit B to Resolution No. 26-5564



Tiered Regional ETRs*

- Tier 1
- Tier 2
- Tier 3
- State ETRs
- County boundary



April 17, 2026

* tiering methods vary between Oregon and Washington

Regional Emergency Transportation Routes Phase 2

Final Report

Prepared for:

Regional Disaster Preparedness Organization

Metro

May 4, 2026

Fehr & Peers

Table of Contents

Acknowledgements ES 1

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

Acknowledgements

PROJECT MANAGEMENT TEAM

Regional Disaster Preparedness

Organization

Carol Chang

Metro

John Mermin

Tom Kloster (retired)

Kim Ellis

Alicia Wood

Matt Hampton

Alfredo Haro

Jai Daniels

Consultants

Fehr & Peers

Briana Calhoun

Ashley Avila

Chris Breiland

Thuy Tu Consulting

Thuy Tu

Haley & Aldrich, Inc.

Laura Hanson

PROJECT WORK GROUP

Albert Nako, Oregon Department of
Transportation

Allison Boyd, Multnomah County

Arini Farrell, Multnomah County

Cathy Amerson, Hillsboro

Chris Strong, Gresham

Courtney Duke, Portland

Dan Marchand, TriMet

Danelle Peterson, Port of Portland

Dayna Webb, Cities of Clackamas County

Dock Rosenthal, Hillsboro

Dyami Valentine, Washington County

Eric Frank, Washington Department of
Transportation

Gene Juve, Vancouver

Geoff Bowyer, Oregon Department of
Transportation

Harrison Husting, Clark County

Ian Stewart, TriMet

Jabra Khasho, Beaverton

Jay Higgins, Gresham

Jay Wilson, Clackamas County

Jeff Owen, Clackamas County

John MacArthur, PSU TREC

Justine Magnoni-Garver, Clark Regional
Emergency Services Agency

Kara Hall, Beaverton

Katherine Kelly, Vancouver

Lewis Lem, Port of Portland

Michael Gaciri, Multnomah County

Michael Ray, TriMet

Michael Southwick, Washington
Department of Transportation

Mike Hintz, Washington County

Mike Russell, Columbia County

Peter Lundgren, Oregon Department of
Emergency Management

Rachit Nerwal, Portland

Scott Deutsch, C-TRAN

Scott Toenjes, Columbia County

Tammy Bryan, Hillsboro

Tigger Subotnick, TriMet

Executive Summary

Placeholder for exec summary PDF.

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:

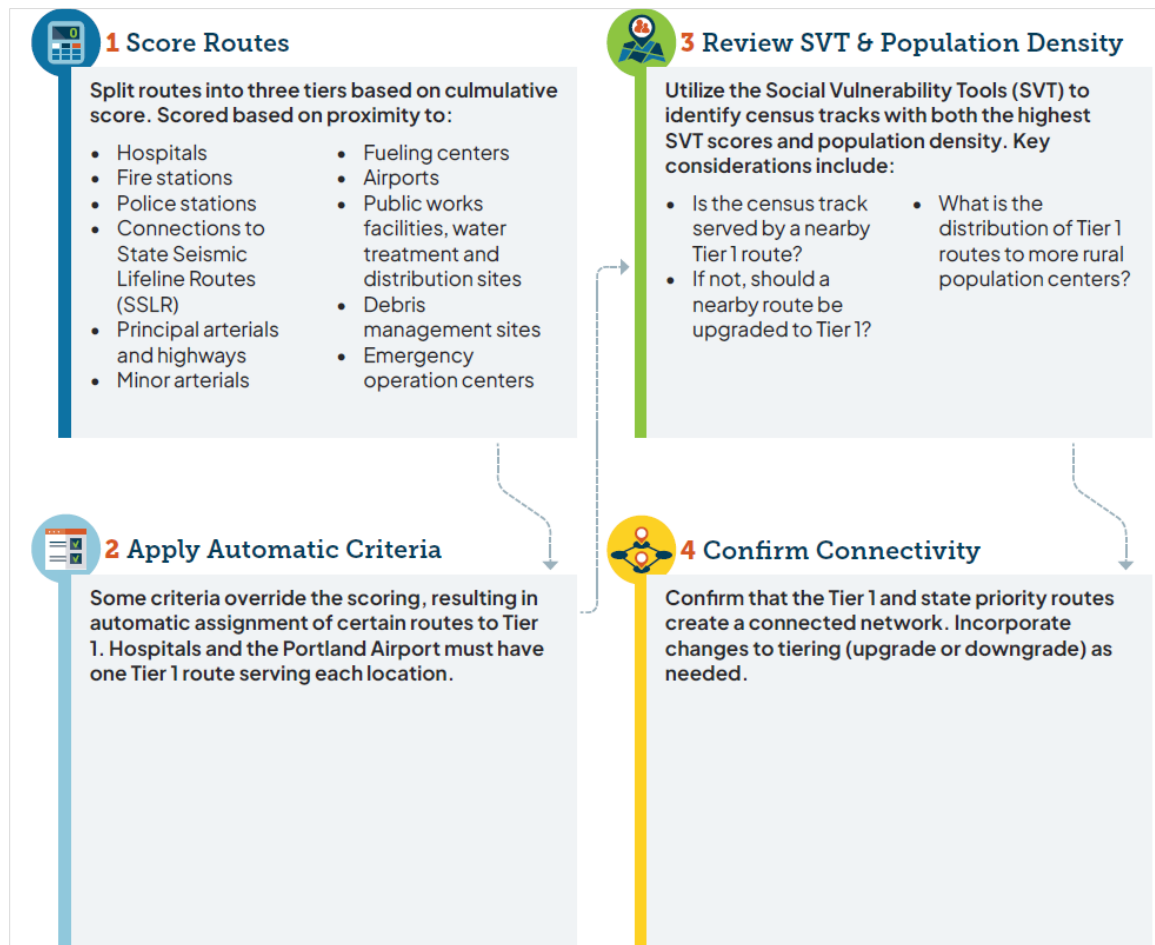
1. **Score routes:** Apply 11 criteria (bridges were removed, and public works and water treatment centers were combined) to create an initial score and split the routes into three tiers using natural breaks in the results.
2. **Apply automatic criteria:** At least one route serving every hospital and 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 tracts 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

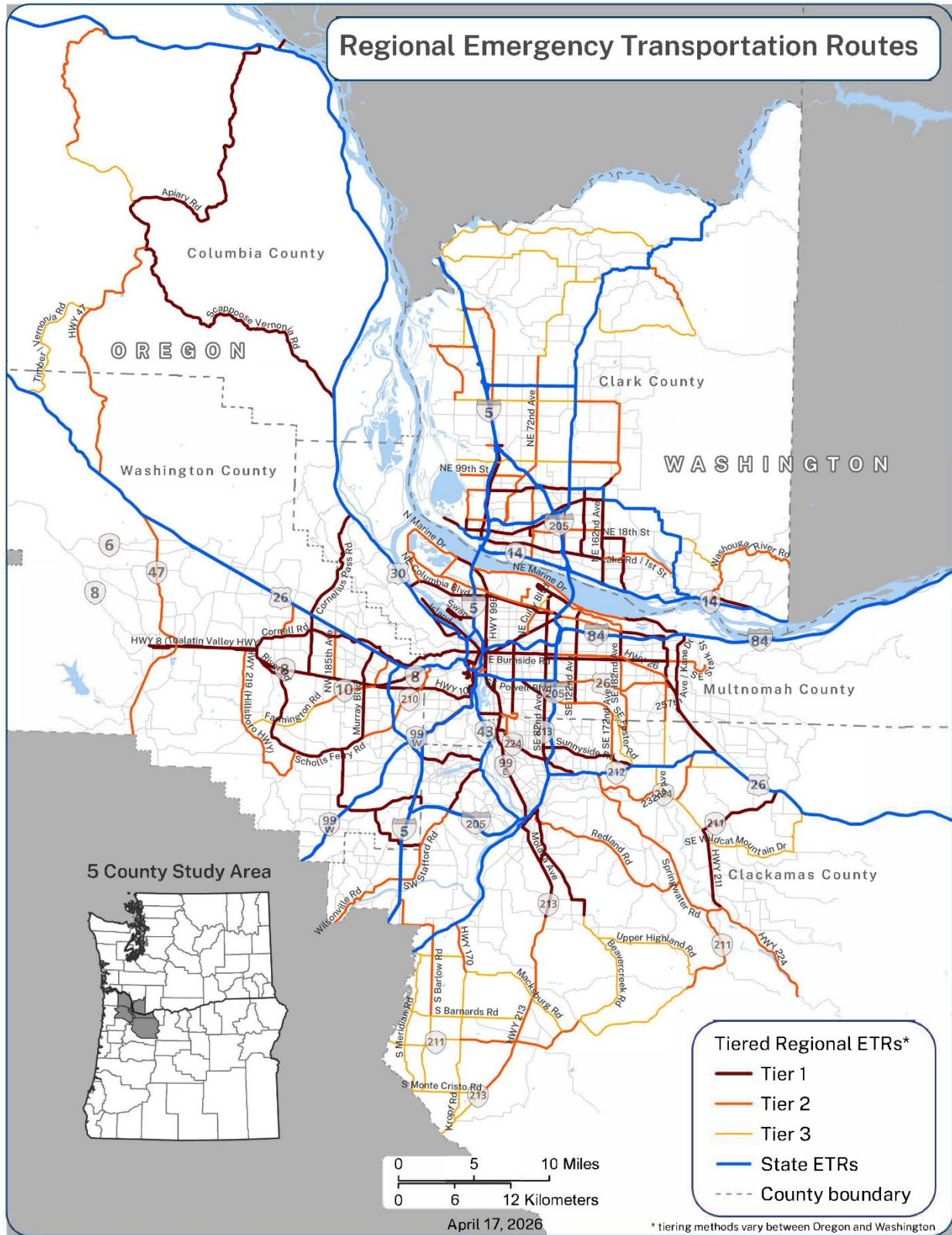
The final regional map of RETRs tiered into three categories is shown in Figure 3. A large format map with legend is available on the RDPO website, additional maps can be found in Appendix G, and the GIS data is available in Metro's RLIS database. There is a total of 954 miles of RETRs across the five 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 planning 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 (LETs) 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.

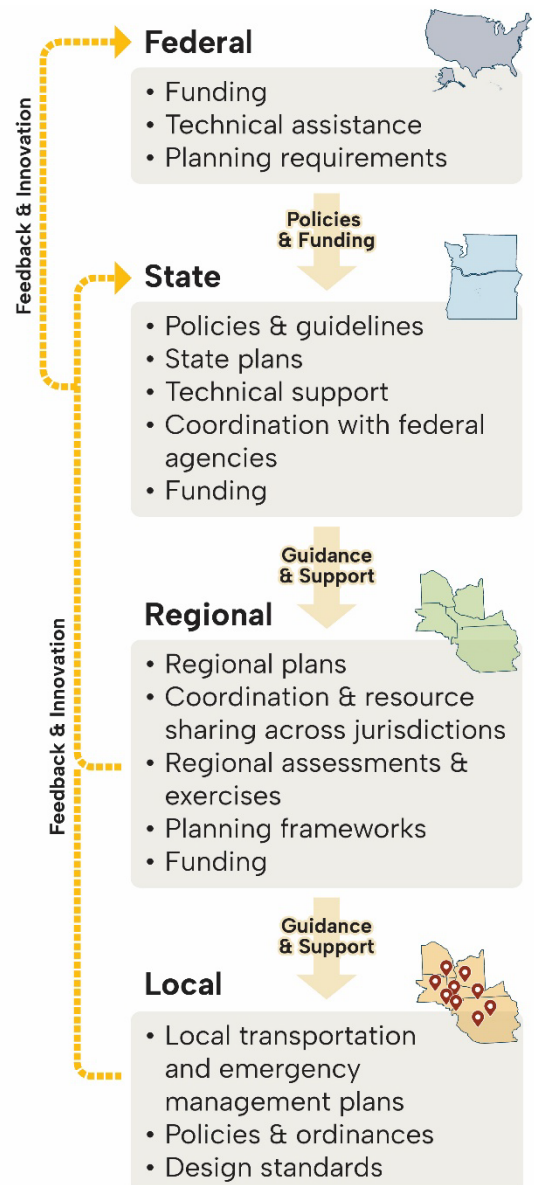
The RETR framework, although established at the regional level, is shaped by both state guidance and deep engagement with local transportation and emergency management expertise.

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.

Figure 4. Planning Framework



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 Beaver Creek 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.
- **Continuity of Operations/Government Plans (COOP/COG):** Inform decisions in local continuity of operations/continuity of government plans for specific bureaus

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.

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

10. References

Metro Disaster Debris Management Plan

Metro. *Metro Disaster Debris Management Plan*. Updated October 29, 2025. URL: <https://www.oregonmetro.gov/resources/disaster-debris-plan>

Metro Regional Transportation Plan (RTP)

Metro. *2023 Regional Transportation Plan*. Adopted November 30, 2023. URL: <https://www.oregonmetro.gov/projects/2023-regional-transportation-plan>

Metro Social Vulnerability Tools (SVT)

Metro. *Social Vulnerability Tools Project Phase 1*. Completed 2022. URL (project page): <https://rdpo.net/social-vulnerability-tools-project>
URL (online explorer): <https://gis.oregonmetro.gov/social-vulnerability-explorer/>

Oregon Energy Security Plan

Oregon Department of Energy. *Oregon Energy Security Plan*. Updated September 2025. URL: <https://www.oregon.gov/energy/safety-resiliency/Pages/Energy-Security-Plan.aspx>

Oregon Fuel Action Plan

Oregon Department of Energy. *Oregon Fuel Action Plan*. URL: <https://www.oregon.gov/energy/safety-resiliency/Documents/Oregon-Fuel-Action-Plan.pdf>

Oregon Highway Plan (OHP)

Oregon Department of Transportation. *Oregon Highway Plan*. Adopted 1999; most recent amendment 2023. URL: <https://www.oregon.gov/odot/Planning/Documents/OHP.pdf>

Oregon Natural Hazards Mitigation Plan (NHMP) 2025–2030

Oregon Department of Emergency Management & DLCDC. *2025–2030 Oregon Natural Hazard Mitigation Plan*. FEMA-approved September 15, 2025. URL: https://www.oregon.gov/oem/emresources/Plans_Assessments/Pages/hazard-mitigation-planning.aspx

Oregon Statewide Seismic Islands

Oregon Department of Emergency Management. *Cascadia Island Mapping Pilot Project*. Accessed February 2026. <https://www.oregon.gov/oem/hazardsprep/pages/cascadia-subduction-zone.aspx>

Oregon Transportation Plan (OTP)

Oregon Department of Transportation. *Oregon Transportation Plan*. Adopted July 13, 2023. URL: <https://www.oregon.gov/ODOT/Planning/Pages/Plans.aspx>

Phase 1 Regional Emergency Transportation Routes Update

Thuy Tu Consulting and Salus Resilience. *Regional Emergency Transportation Routes Update for the Portland-Vancouver Metropolitan Region in Oregon and Washington.*

Prepared April 2, 2021.

URL (project page): <https://rdpo.net/emergency-transportation-routes-phase-1>

URL (report):

<https://drive.google.com/file/d/1WQKbco7d4AaKymTGRlkCe9Q6LNXpdpuY/view?usp=sharing>

Southwest Washington Regional Transportation Council (RTC) – Clark County RTP

RTC. *Clark County Regional Transportation Plan.* Adopted 2024.

URL: <https://rtc.wa.gov/programs/regional-transportation-plans/clark-county/>

WSDOT Chapter 7: Snow and ice control

Washington State Department of Transportation. *Maintenance Manual M 51-01 Chapter 7: Snow and ice control.* December 2025.

URL: <https://wsdot.wa.gov/publications/manuals/fulltext/m51-01/chapter7.pdf>

Washington State Enhanced Hazard Mitigation Plan (SEHMP)

Washington Emergency Management Division. *Washington State Enhanced Hazard Mitigation Plan.* Approved October 1, 2023.

URL: https://mil.wa.gov/asset/651ec296d76a9/2023_WA_SEHMP_final_20231004.pdf

Washington State Fuel Action Plan

Washington State Department of Commerce. *Fuel Action Plan.* Finalized October 2023.

URL: <https://deptofcommerce.app.box.com/s/niubqs1s9dpt7g0oz6lq6ln0krzs6ysb>

Washington Transportation Plan – WTP Vision 2050

Washington State Transportation Commission. *Washington Transportation Plan – Vision 2050.* Published August 11, 2025.

URL: <https://wstc.wa.gov/wp-content/uploads/2025/08/2025-08-11-WTP-Vision2050-Plan.pdf>

Appendix A. Best Practices Memorandum

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).

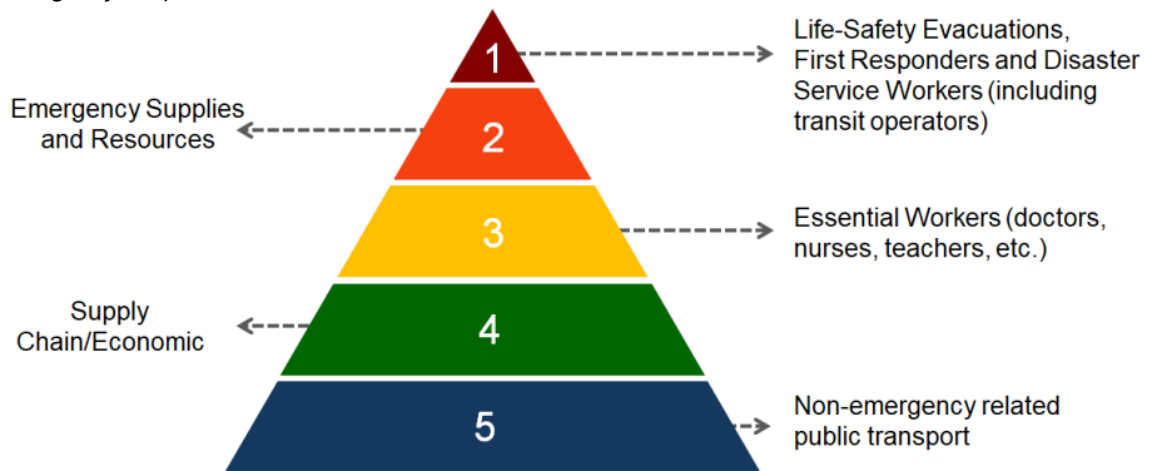
Santa Barbara Transportation Emergency Preparedness Plan (2020)

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)				Minimal	Functional	Operational		X	
South end (Chehalis south)			Minimal	Functional	Operational		X		
Interstate 90									
Puget Sound (Snoqualmie Pass west)				Minimal	Functional	Operational		X	
Cascades to eastern WA (Snoqualmie to Idaho)			Minimal	Functional	Operational		X		
Interstate 405									
South end (Tukwila to I-90)			Minimal	Functional		Operational		X	
North end (I-90 to Lynnwood)				Minimal	Functional	Operational		X	
Ferry operations		Minimal		Functional	Operational		X		
Floating Bridges									
SR 520				Minimal	Functional	Operational		X	
I-90			Minimal	Functional	Operational		X		
Hood Canal		Minimal	Functional	Operational	X				



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.

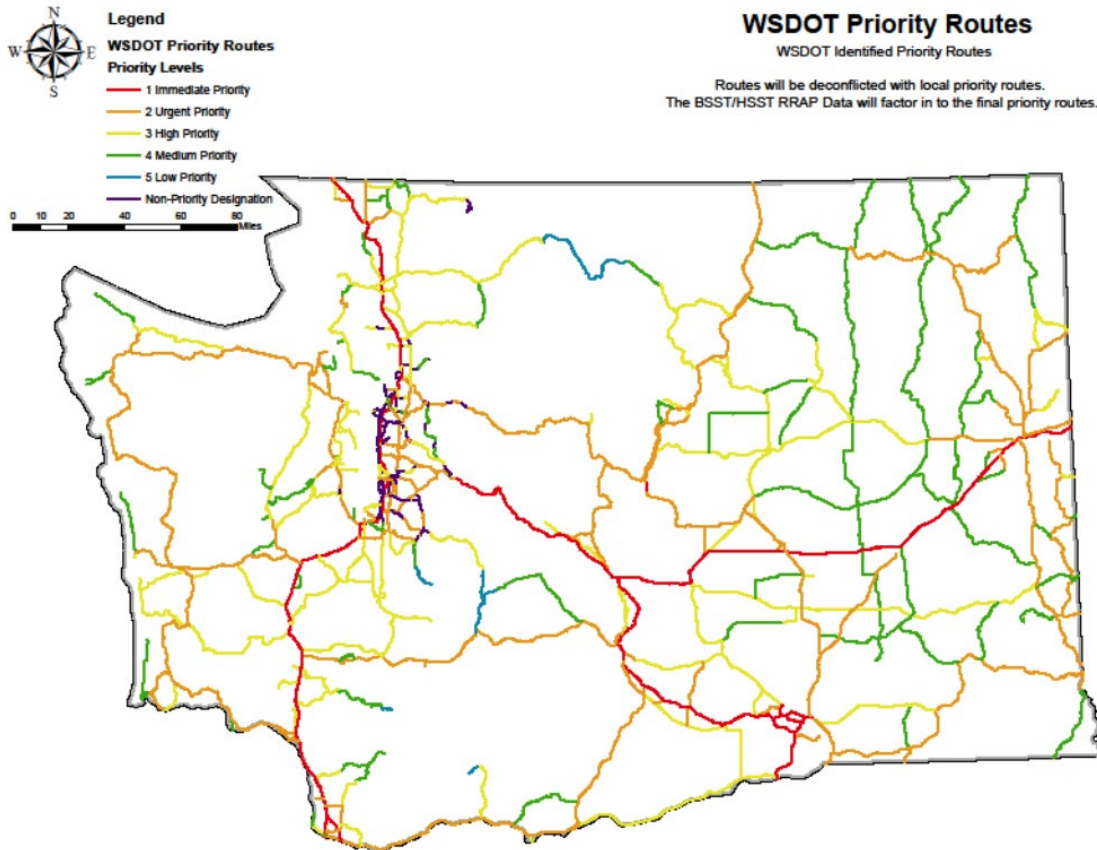
The plan prioritizes transportation routes in three tiers for the recovery of transportation infrastructure after an incident.

- 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

Memorandum

Date: April 3, 2026

To: Regional Emergency Transportation Routes PMT

From: Aiden Gray, Ashley Avila, and Briana Calhoun, Fehr & Peers

Subject: RETR Tiering Methodology Development Process

The first draft of the tiering methodology for prioritizing emergency routes is based on a review of best practices and feedback from the project’s stakeholder engagement. This memo describes the initial tiering methodology presented to stakeholders, how stakeholder input influenced the development process, and the updated tiering methodology. It concludes with steps to continue into the next phase of the project – implementation of the tiering methodology.

Best Practices Review

In the Fall of 2024, our team reviewed best practices for emergency route prioritization for agencies across the country. The review centered on prioritization frameworks built for either state-wide or metropolitan area planning comparable to the Metro region. We found few documented processes for creating or prioritizing emergency routes, but there were examples found from Oregon, Washington, California, and Texas.

Comparison of Emergency Route Plans

Table 1 summarizes the plans we analyzed. Of the seven we reviewed, only two used a quantitative scoring system. The Houston–Galveston Area Council ranked indicators on a scale of 0–4, and ODOT gave indicators a score of low, medium, or high based on whether or not they met specific criteria.

Table 1. Summary of Emergency Route Prioritization Plans

Agency	Name of Plan	Year	Tiering Methodology
City and County of San Francisco	Disaster Debris Management Plan	2019	Qualitative
Santa Barbara County	Transportation Emergency Preparedness Plan	2020	Qualitative
Houston–Galveston Area Council	Resilience and Durability to Extreme Weather Plan	2021	Quantitative
Portland Metro	Disaster Debris Management Plan	2022	Qualitative

Agency	Name of Plan	Year	Tiering Methodology
Oregon Department of Transportation (ODOT)	Seismic Lifelines Evaluation	2012	Quantitative
Washington Department of Transportation (WSDOT)	The Resilient Washington State Initiative	2012	N/A
Washington Department of Transportation (WSDOT)	The Catastrophic Index Assessment (Transportation)	2022	Unknown

The two most common themes for prioritizing route access were ensuring life safety and connectivity of vital emergency resources. Throughout the plans, life safety was primarily measured by access to infrastructure such as hospitals, fire stations, and emergency supplies. Emergency access included clear routes between hospitals, evacuation shelters, military bases, and public facilities (e.g., schools) to be used as shelters. These spaces serve as meeting points during disasters where large groups of people can congregate, so the ability to easily access these areas is crucial to evacuations.

Agencies also tended to favor clearing high volume, high connectivity routes first and regional routes after. For example, ODOT and WSDOT prioritize state seismic lifeline routes which tend to be high-capacity interstate routes designed to carry heavy freight traffic. These roads allow large emergency vehicles to travel quickly through an area, and they provide access to large populations and commerce centers.

Houston’s process also prioritizes access to vulnerable populations and transit operations after an emergency, which few agencies explicitly define in their plans. Transit agencies can play a significant role in evacuation efforts and transporting materials, making them an asset during disaster response.

Restoring access to communication channels is another important category that is often missed in emergency route planning. The County of San Francisco’s plan specifies access to radio stations, which can be vital to providing timely communication to first responders and residents. Agencies that do not include communication channels in their plans refer to the restoration of critical utilities. These could be defined as electricity, water, natural gas lines, and cell service access.

Impact of Best Practices Research on Initial Framework

The initial framework follows a quantitative format like the Houston–Galveston framework. The categories for the evaluation criteria also mirror the best practices case studies. The four categories chosen for the methodology are lifesaving/sustaining, connectivity, public works and resources, and other key destinations. The first two categories were present in the majority of emergency response plans in Table 1. The public works and key destinations categories were not explicitly laid out in the best practices research, but the criteria for these two categories were present in many plans (either under a different category name or as a standalone criteria).

The best practices research helped planners develop a set of common emergency response priorities such as access to highways, hospitals, and public works facilities that could then be used as a starting point for the methodology. More importantly, these initial priorities could be presented to stakeholders during the engagement process to determine how to implement the tiering methodology in the Portland Metro region to better serve local communities and disaster response organizations.

Summary of Initial Stakeholder Involvement

The best practices research underscored the need for constant, meaningful stakeholder involvement throughout the course of the project. In the case of RDPO, stakeholders consisted of emergency response experts and community leaders from around the Metro area. Three stakeholder groups were created to provide input throughout this project: a Project Work Group, a Technical Workshop group, and Community Based Organizations (CBO) group.

The project work group is a mix of transportation and emergency management planners. This group met quarterly throughout the project and has provided both technical feedback and project decision-making to guide the project strategies and outcomes.

The Technical Workshops have included a larger list of stakeholders including transportation and emergency management planners, first responders, and public works staff from across the five-county region. This group met three times during the project to provide their industry knowledge to shape the methodology and outcomes. Agencies represented at these workshops include: City of Beaverton, City of Canby Fire, City of Fairview, City of Gresham, City of Happy Valley, City of Hillsboro, City of Lake Oswego, City of Longview, WA, City of Milwaukie, City of Oregon City, City of Portland Fire & Rescue, City of Portland, Bureau of Transportation (PBOT), City of Portland; Bureau of Planning & Sustainability (BPS), City of Tigard, City of Troutdale, City of Vancouver, WA, Clackamas County Department of Transportation & Development (DTD), Clackamas County Disaster Management, Clackamas County Fire District, Clackamas River Water Providers (CRWP), Clark County Regional Emergency Services Agency (CRESA), Clean Water Services, Columbia County Public Works, Fehr & Peers, Haley & Aldrich, Metro, Multnomah County Transportation Division, Multnomah County Emergency Management, Oregon Department of Transportation (ODOT), Oregon Office of Environmental Management (OEM), Oregon Walks, Port of Portland, Portland State University, Regional Disaster Preparedness Organization (RDPO), Southwest Washington Regional Transportation Council (SW RTC), The Street Trust, Thuy Tu Consulting, TriMet, Tualatin Valley Water District, Washington County Land Use & Transportation (LUT), Washington County Emergency Management, Washington State Department of Transportation (WSDOT)

Lastly, the CBO workshops occurred three times throughout the project and consisted of 19 local community leaders from a diverse group of organizations, 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. Using small breakout group discussions, they were asked to provide input on four Metro projects including the RETRs.

Project Work Group Meeting #1

The first project work group meeting was held in December 2024 to introduce the project, share progress on initial project deliverables (which included a data review and best practices research), and gather input on the prioritization framework and discussion as part of the technical workshops. There were 27 attendees representing organizations such as ODOT, city and county staff from the five-county area, RDPO, TriMet, CTRAN, and Port of Portland.

The overall scope was discussed, including how this project would impact other planning efforts such as the RTP by making new recommendations for that process. Attendees were provided with a draft Best Practices memo to review and an update on the data review process, which had no further questions. The project work group was then given a prioritization activity using a visual collaboration whiteboard to brainstorm ideas to include in a prioritization framework, shown in FIGURE X below. During the activity, participants had various questions about how to best incorporate emergency transportation routes within their jurisdictions, explore jurisdictional capacity to manage routes, and understand the impact on various transportation modes under different circumstances/emergency scenarios.

Overall themes for prioritization raised by participants during this activity included:

- **Equity and Marginalized communities:** Prioritization of historically marginalized communities in transportation planning and investment.
- **Infrastructure Durability:** Importance of maintaining and enhancing the durability of roads and infrastructure.
- **Community Connectivity:** Enhancing connections between urban and rural areas, as well as between different modes of transportation and specifically to state lifeline routes.
- **Fuel Access and Transportation Logistics:** Addressing fuel access for emergency services and logistics for transporting goods and services.
- **Access to Key Services:** Ensuring access to essential services like medical facilities and grocery stores for all populations.
- **Additional considerations:** Other comments included the uniqueness of infrastructure (such as only having a few airports available within the region), route redundancy, debris management strategies, and how to operationalize these – such as ensuring quick reopening, thinking about agency ability to manage and maintenance routes, and educating the public.

Figure 1. Project Work Group #1 Activity

Regional Emergency Transportation Routes Phase II

Your Ideas

What factors should be considered when prioritizing routes for emergency response?

Your Ideas

Double click on a sticky note to add your text and then click and drag it to the center panel.
You can also click on the bottom left corner of someone else's sticky note to add your reaction to it.

Technical Workshop #1

The first of the technical sessions was held in March of 2025. During the technical session, participating experts were asked which roadways they would open first in the aftermath of a disaster, what key locations they would need to access first, and what they thought the biggest logistical challenges would be when responding to an emergency.

Key Routes to Prioritize

The key routes mentioned by workshop members to prioritize were those that provide connections to key locations or primary evacuation routes. The main freeways, I-5 and I-84, were mentioned as important out-of-region routes that would allow external resources and emergency responders to access affected areas. In addition to interstates, highways and state routes could function as major thoroughfares for resources and people. The technical experts noted that only one lane in each direction would be necessary to serve its purpose during an emergency. The idea of a grid-like pattern of connected routes was also highly favored because it would provide redundancy in the case a route is blocked or unusable. This redundancy would allow emergency responders to move more quickly by rerouting general traffic and emergency responders away from work zones if possible.

Some participants noted concern over the creation of “islands” where communities have no access in and out of their city. This lack of connections could cut people off from food, water, and emergency healthcare. The Metro region also has a variety of both urban and rural areas, and there was

discussion around how those people outside of core centers will receive support during an emergency.

Key Locations to Prioritize

Key locations considered by the group fell into these categories: public health, emergency response, maintenance, and community centers. **Table 2** provides the types of key locations brought up in the discussion.

Table 2. Key Locations by Category

Category	Key Locations
Public Health	<ul style="list-style-type: none"> • Hospitals/Trauma Centers • Wastewater Treatment Plants • Water Reservoirs/Drinking Water Treatment Centers
Emergency Response	<ul style="list-style-type: none"> • Emergency Operation Centers (EOCs) • Fire Stations • Police Stations • PDX and other local airports
Maintenance	<ul style="list-style-type: none"> • TriMet Garages • Fuel Sites/Gas Stations • Public Works Departments
Community Centers	<ul style="list-style-type: none"> • Schools • Evacuation Shelters • Fairgrounds

Many of the locations mentioned made it into the first draft of the tiering methodology.

The Biggest Logistical Challenges to Emergency Response

Challenges mentioned during the technical workshop informed the first prioritization framework’s design and continued to shape it into the future. Most of the identified challenges apply to any agency during an emergency, such as how people respond to the emergency and how to provide access to food, water, fuel, and shelter as quickly as possible to affected communities. These logistical issues affect the emergency routes since the routes chosen will dictate how quickly some of these services will be reestablished. Chosen emergency routes may also span multiple jurisdictions, complicating agency ownership and responsibility of resources.

There are challenges unique to the Portland Metro area that require special consideration. The greatest challenge is the number of river crossings throughout the area, including 12 major bridges within the City of Portland. During a seismic event, bridges present a barrier for emergency responders and utility workers. During this workshop, there was no consensus regarding bridges and how to prioritize them as evacuation routes. Bridges were highlighted as important connections between large areas of the Metro region, but would also require many intensive resources to complete infrastructure repairs.

Portland’s topography was highlighted as being prone to landslides, which may endanger the lives of emergency responders as they cross the region. The framework discussed would work to build

redundancy into the system so that large natural disasters do not cut off entire portions of the Metro region.

CBO Workshop #1

Feedback from community leaders was gathered through community workshops where Metro presented four disaster preparedness planning projects, including the RETR project. The first CBO workshop was held in April of 2025.

Community leaders expressed a lack of trust in government, which could impede emergency relief efforts. The government also lacks effective communication channels with marginalized communities, and social media is seen as an unreliable way to distribute information to a wide audience. To restore trust in government agencies, it may be worthwhile establishing emergency response lines with known and trusted community organizations that have the resources to reach the people in their communities. The creation of community centers and resilience hubs would also help channel resources to these communities.

Another takeaway from the CBO workshop was that communities were more concerned with frequent extreme events such as heat waves, winter storms, and wildfires than potential once-in-a-lifetime disasters.

Project Work Group Meeting #2

The second work group meeting was held on April 10th, 2025 and featured a summary of the first technical and CBO workshops and a discussion on how the framework should be structured. The work group agreed the framework should include criteria weighing based on location and road characteristics. Participants were asked to rank which locations or characteristics should be prioritized in a weighted framework. **Table 3** shows the top five location priorities, which were also identified in the technical workshop.

Table 3. Locations Identified as Being a Priority

Priority Level	Location
1	Highways and Major Arterials
2	Public Works Facilities
3	Hospitals
4	Water Treatment/Distribution Centers (Tie)
5	Fueling Centers (Tie)

Criteria that automatically qualified a route for a higher tier was proposed. The group agreed that certain criteria should qualify routes for higher tiers, but there was a lack of consensus on defining the criteria. The most common criteria were fuel access, access to public facilities, connection to PDX airport, medical facilities like hospitals, and whether a route crossed a river.

The work group agreed that the Tier 1 routes should form a connected network while the Tier 2 and 3 routes did not have to be fully connected to one another. This allows Tier 2 and 3 routes to augment the network to provide more access. The group also agreed that the Tier 1 network should be

distributed throughout the Portland Metro region, including some uneven distribution providing framework flexibility around major population centers that may require more routes.

Initial Tiering Methodology Outline

We built the initial outline for the tiering methodology using data from Phase 1 of the project. Some of the existing RETR segments were broken into smaller roadway segments at key roadway crossings to provide more nuanced scoring for roadways whose features may change over long distances. Most of the points of interest (POIs) identified by the stakeholders were a part of the Phase 1 analysis, so these ArcGIS layers were reviewed and updated to reflect current conditions. Then we created a buffer in GIS to flag RETRs within a certain distance of the POIs. These initial buffer distances were based on the distribution of the POIs – those that had multiple locations across the five-county region had smaller buffers while those with fewer locations had larger buffers. This reduced the potential of certain criteria being ‘washed out’, with a majority of routes receiving a point for that criterion.

The tiering methodology does not include all locations presented during the technical workshop. The focus of this work is emergency response, versus evacuation or recovery, and locations like shelters would not be a first need for responders and so were not included. There was also difficulty in finding a consistent source of data for smaller medical clinics and while the CBO workshop highlighted the importance of resilience hubs, there is no standard definition in the Metro region for these hubs. We therefore omitted these two criteria from the initial evaluation even though stakeholders identified them as important POIs.

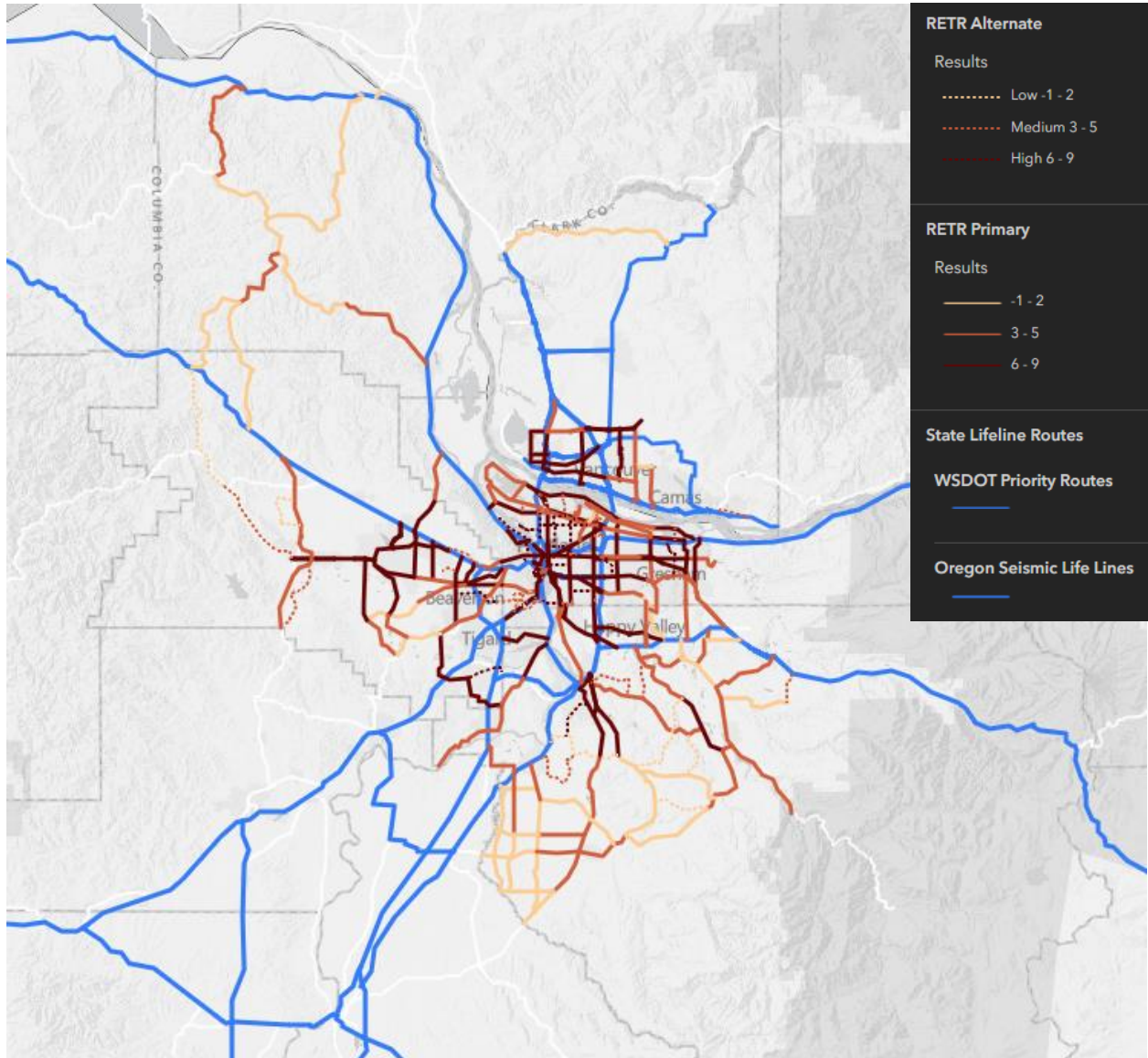
Table 4. shows the criteria used to flag routes, the buffer distances assigned in GIS, and the points assigned. This draft did not include criteria weighing to get a baseline for scoring without any adjustments for priority, population, or equity.

Table 4. 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

We summarized the initial methodology in an online map as an extension of the tool developed during Phase 1 (see Figure 2).

Figure 2. Map of Phase 2 RETR Emergency Routes Based on Draft Methodology



Routes could receive a maximum of 12 points and were broken into three categories (High, Medium, Low) using natural breaks in the point totals.

Technical Workshop #2

The second technical workshop occurred in June 2025 and featured 49 professionals from emergency management, public works, and transportation planning backgrounds. This workshop's goal was to obtain feedback on the first draft of the tiering methodology shown in **Table 4** and assess the distribution of routes that the baseline analysis provided, shown in **Figure 2**. Attendees received

the online map shown in **Figure 2** to assess the distribution of emergency routes and the scoring criteria.

The principal conclusion regarding the map was the need to distribute highly ranked routes between rural and urban Portland more equally. The group proposed the idea of using the primary and alternative route designations to handle high-ranking routes that are near each other. To standardize this process, a spacing requirement could be introduced to ensure that Tier 1 routes are well distributed. There was also concern about “floating routes” where Tier 1 routes are not connected to the larger network, which would make clear access for emergency responders more difficult.

The workshop also proposed changes to the scoring criteria, such as weighing the criteria by category. This would allow planners to prioritize categories like life safety, which would allow the methodology to be better tailored towards the goals of the agency. Regarding existing criteria, it was decided that bridges may be removed as a criterion due to their seismic vulnerability and load capacity constraints. 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 deciding factor.

Attendees also wanted a more connected, grid-like network that considered access for vulnerable populations. Rural communities are at risk for longer emergency response times. Attendees mentioned the importance of ensuring rural communities have at least one accessible emergency route that would prevent them from becoming isolated from resources. While the group agreed that population density did not need to become a criterion, the map should be checked against population data to search for any gaps in the network.

CBO Workshop #2

The second community workshop occurred in June of 2025 and featured 11 CBOs. The CBO representatives wanted a map that shows the concentration of vulnerable communities in comparison to the RETR network map. When overlaid, these maps could identify which communities the initial draft serves and how connectivity to vulnerable communities could be improved. The goal would be to create a system that provides fair distribution of emergency services to vulnerable communities during a disaster.

Like the first CBO workshop, lack of communication and community trust were key topics. During this workshop, attendees were particularly concerned over road closure communications during an emergency. CBOs were highlighted as being able to communicate more effectively with their communities and efforts should be made by the agencies to work collaboratively with CBOs to distribute resources.

Project Work Group Meeting #3

The third project work group (PWG) meeting occurred at the end of June 2025. This meeting was focused on discussing potential changes to the draft tiering methodology. The first map shown to group members illustrated the outcomes of the initial round of scoring. After reviewing the map, members were asked to reflect on the results and how scoring might affect the final methodology.

There was support within the PWG to update the map to reflect a weighed evaluation; however, there was not agreement that weighing would considerably change the tiering or on how items should be

weighed. The weighing of bridges was a large concern because of how it might affect project funding. If bridges are weighed negatively, routes with bridges may not achieve Tier 1 status, and the map could not be used as justification for allocating funds to upgrade bridges for seismic resiliency. If the bridges are weighed positively, that may support funding but may cause a route to have a higher tiering despite being more likely to become obstructed during an emergency. Conversation surrounding these tradeoffs did not yield a solid conclusion.

The other significant discussion regarding weighing was over the difference between regional and local public works facilities. The current methodology does not differentiate between the two, but the majority of the group agreed that there should be a distinction in scoring. The group was split about which type of facility was more important, because while most public works facilities often have similar equipment, regional facilities are accessible to a larger pool of agencies. This fact may be negated in an emergency however, as all agencies and facilities will be working together regardless and smaller local facilities are used to serve regional interests. No consensus was reached by the end of the meeting.

A new topic emerged during the workshop: how to weigh the methodology when considering vulnerable groups. A majority of the work group was against using a large-scale, quantitative scoring system to prioritize vulnerable communities because equity data is often aggregated and may not provide nuanced information regarding emergency response (ex. susceptibility to power outages). Population data also tends to prioritize dense, urban environments, which is already reflected in the current map as POIs are more clustered in denser urban areas. The group agreed it would be better to make manual adjustments to prioritize vulnerable groups that may have been left out of the initial methodology. As a check, the map could have a feature that overlays population or equity information over the emergency routes. This would be done to identify which vulnerable areas may need more attention, but changes would still be made on a small scale.

Summary of Second Stakeholder Engagement Process

A review of the draft tiering methodology with stakeholders yielded the following key points that influenced the next phase of development:

- There is support for incorporating vulnerable communities into the analysis process. The discussion emphasized the fact that vulnerability in the context of emergency response may be difficult to show through standard equity data (ex. people with physical disabilities experience more challenges during evacuation). Because of this, the methodology should incorporate manual adjustments to advance equity in the response plan.
- Emergency response professionals would like to see a more grid-like system of Tier 1 routes that balances route distribution between urban and rural Metro communities. This would build in route redundancy and decrease the risk of communities becoming “islands” without access to emergency resources.
- Portland’s 12 bridges introduce complications into the planning of emergency routes, as many may not withstand an extreme seismic event. There was a lack of consensus on how to address bridges in this plan because they require a larger, more detailed conversation between stakeholders.

Project Work Group Meeting #4

The fourth project work group meeting was held in September 2025. The goal of this meeting was for group members to continue to share input on updates to the project web map and the draft prioritization methodology.

The web map updates had featured requests to:

- Add/amend routes and key points of interest
- Address connections to WSDOT priority routes and their emergency routes
- Increase connections to isolated communities
- Reconcile differences in prioritization related to bridges
- Address tiering consistency along high priority corridors.

Stakeholders described preferring consistency along corridors, meaning a similar tiering throughout connected routes, versus granularity, where a route may be continuous but changes tier several times based on adjacent prioritization criteria.

Ultimately, the team decided to remove bridges from the scoring criteria. Bridges would instead be mapped in a separate manner to provide a supplement to the methodology. The work group also discussed the importance of compiling medical clinic data across all five counties, updating the general prioritization methodology, and strategies regarding updates implemented to the routes and data regionally over time.

This meeting formalized the prioritization evaluation steps for determining tiering of regional emergency transportation routes, which included:

1. Score Routes
2. Apply automatic criteria
3. Review of social vulnerability index
4. Review population density
5. Confirm connectivity

Questions focused on whether there was criteria outside of Hospitals and Portland International Airport that would cause an "automatic" criteria upgrade of a route to Tier 1; whether any locations were missing that needed Tier 1 access based on census block groups highlighted among the top third of the Social Vulnerability Index; whether mapping changes captured dense communities that need Tier 1 access; and how should communities with low density at-risk of isolation be accounted for.

Overall, the work group supported automatic tiering upgrades for hospitals and Portland International Airport. Another critical discussion was about the general process of upgrading routes and what that would mean for funding and general prioritization. The group agreed with the prioritization method changes but had questions on what the process would be for "downgrading" routes if additional routes were being upgraded.

Finally, the group discussed population density criteria and consideration of lowest density communities at risk of isolation in an emergency. The group discussed the balance between serving dense population areas (which also feature a denser collection of core services that require ETR connections) and serving rural areas which may have less features highlighted by the criteria (and in turn, increases their vulnerability). State Lifeline Routes were discussed as a way to address connections between rural areas and critical resources like hospitals which may not be in every county. Other concerns were traffic management, overall hazard exposures, and addressing large low-density areas without Tier 1 routes.

Technical Workshop #3

The third technical workshop was held in November 2025. This meeting shared results about updates to the RETR tiering methodology and map. The group members were joined into small, geographically focused breakout sessions to provide additional feedback prior to formalizing the tiering and maps. The general discussion group questions were:

- Does the RETR tiering in your jurisdiction align with your knowledge of local emergency response activities and needs?
- If you feel a roadway belongs in a different tier, what makes you think that?

There was a total of 5 groups as follows, who discussed the following:

1. Group 1 – Clackamas County: This group discussed several rural Clackamas County routes for consideration to be elevated to Tier 1. While no specific route was selected at the time, the group committed to future follow-up with County staff involved with maintenance and emergency operations. In addition, the group had conversations about data included in this phase and future phases, such as general considerations regarding distinguishing hospital types and the presence of county and city public works facilities. The group looked more closely at the Meridian hospital in Tualatin and proposed adding new access there via a new Tier 1 route.
2. Group 2 – Columbia/Washington County: This group talked about key transportation routes near the Hillsboro airport and which routes to adjust further. This group brought up the importance of connectivity to hospitals and other emergency services and highlighted which parallel routes would best provide access to these services. The group also talked about the importance of cross-county connections, such as between Columbia and Washington County, the rural Southwest side of the county, and between Hillsboro and Beaverton.
3. Group 3 – Multnomah County: This group wanted to make sure there were no gaps within the county in Tier 1 emergency routes. This group also provided further route tier upgrade recommendations, such as for airport access and access to vulnerable populations. Regarding methodologies, the group talked about general confusion regarding alternative route tiering, the methods behind the spacing analysis, how emergency responders will use this data, funding opportunities, and future elements of this project.
4. Group 4 – Virtual Group A: This group was one of two Virtual Groups. This group included representatives from Multnomah, Clackamas, Washington, Troutdale, Fairview, Tigard, Street Trust. This group provided insight regarding specific tiers across different counties. This group also discussed methodology questions about distinguishing T2, T3, and alternative routes, the importance of multi-modal transportation, debris management and mass care.
5. Group 5 – Virtual Group B (Clark County and Washington County): This group discussed the significance of key infrastructure, especially the I-5 and I-205 bridges, which are vital for

commercial, emergency, and daily connectivity between Oregon and Washington. There was consensus on emphasizing these bridges in policy documents for preservation and maintenance funding. This group also talked about access into Vancouver, especially along the Lewis and Clark Bridge. Much of this coordination will also occur through additional planning efforts in Washington. This extended into a discussion regarding the importance of sharing criteria between Southwest RTC, Metro, the ODOT and WSDOT. This group also talked about the importance of access to airports, like the Hillsboro Airport, through segments like Brookwood. Other areas discussed include Cedar Hills and Murray Boulevard.

CBO Workshop #3

The third (and final) community workshop occurred in October of 2025 and featured 13 participants from 12 CBOs. Participants shared their support for the qualitative methods used in the project to help address social vulnerability and equity. They emphasized that rural areas have unique considerations that should be accounted for, e.g., typically have one main street to get in and out, which is difficult to navigate during extreme weather.

They encouraged a “systematic outreach” process during extreme weather disasters. They recommended considering infrastructure for public-facing resources during extreme weather to ensure people are safe, have food and receive referrals (e.g., resilience hubs, shelters). They also shared interest in utilizing the mapping systems related to ETRs and adding additional layers.

Project Work Group Meeting #5

The fifth project work group meeting was held in December 2025. The goal of this meeting was to review feedback received throughout the technical and CBO workshops, share final suggested updates from the gathered feedback, and gather input on direction for policy and planning recommendations. During the meeting, the project management team presented the notes and map comments captured from Technical Workshop #3 and discussed some tiering changes that did not have direct resolutions. The PWG was asked to review the notes and map comments and provide follow-ups by email over the next two weeks.

The group also discussed a proposal to modify the Alternate Route designations established in Phase 1. For Phase 2, some Alternate Routes which had been identified as the closest connection to a hospital would be changed to a Primary Route. All other Alternate Routes would be removed from the formal ETR map but preserved as part of the overall dataset. Local jurisdictions would be recommended to designate these Alternate Routes as local ETRs. This decision-making was guided by previous Project Work Group Meetings and Technical Workshops, which highlighted concerns regarding decision-making, funding, and understanding of the alternative routes.

The team also presented a bridge table resource, which will provide jurisdictions with information about where bridges are located on RETRs to support future capital projects and funding considerations. The group discussed whether additional information would support future planning and additional feedback about any missing or incorrect bridges/data.

Finally, the team discussed policy recommendations to include in the final report and ways to ensure the project can be incorporated into local, regional, and state planning efforts. The team requested that clear direction be included to make it easier to communicate the overall report with elected

officials. The next, and last, work group meeting would be scheduled in March, with the draft report submitted for review in late February.

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)	3/7/2024	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 tying 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	5/28/2026	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
Hospitals	Phase 1 (RLIS, Oregon GEO, Washington Geospatial Open Data Portal)	In RLIS (link)
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.
 - o The route could only receive credit for one arterial classification.
 - o 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 Emergency 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 Emergency 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 Evaluated	
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 Emergency 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 Emergency 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
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	

Regional Emergency 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
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	MultitUse 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 Emergency 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	Burriss 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 Emergency 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 Emergency 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 Emergency 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
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 Emergency 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 Beaver Creek, 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-Beaver Creek_01; R-X-149-00-Beaver Creek_02	Beaver Creek 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 Beaver Creek route in rural Clackamas county appears to not be mapped correctly; Please fix route so that it stays on Beaver Creek and does not go along Kamrath Road. It should stay on Beaver Creek so that it connects to the fire station #10 located at 22310 S Beaver Creek Rd, Beaver Creek, OR 97004. https://clackamasfire.com/fire-stations/station-10-beaver-creek/	Map error fix	Fix error in linework	
4	Group 1: Clackamas County	Multiple	Redland Rd/Hwy 224/Springwater Rd/Hwy 211	Hwy 212 to Estacada	T2	NA	From Clackamas map and email thread. Hwy 224/Springwater Rd/Hwy 211 (Hwy 212 to Estacada) In Operations/Maintenance, we treat Beaver Creek, 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 Beaver Creek, 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-Beaver Creek_02; R-X-149-00-Beaver Creek_03	Beaver Creek Rd	From where current tier 1 designation ends at Carus Rd to Hwy 211	T3	Potential Upgrade	Beaver Creek Rd (from where current tier 1 designation ends at Carus Rd to Hwy 211) "In Operations/Maintenance, we treat Beaver Creek, 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 Molalla 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 307	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/amenities/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 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 rationale 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 treatment 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

Evaluation Steps		
1	Score Routes 	Split routes into three tiers based on cumulative score. <div style="background-color: #fff9c4; padding: 5px; font-size: 0.8em; margin-top: 5px;"> Scored based on proximity to <ul style="list-style-type: none"> <li style="width: 25%;">• Hospitals <li style="width: 25%;">• Principal Arterials & Highways <li style="width: 25%;">• Public Works Facilities & Water treatment & distribution sites <li style="width: 25%;">• Debris Management Sites <li style="width: 25%;">• Fire Stations <li style="width: 25%;">• Minor Arterials <li style="width: 25%;">• Airports <li style="width: 25%;">• Police Stations <li style="width: 25%;">• Fueling Centers <li style="width: 25%;">• Emergency Operation Centers <li style="width: 25%;">• Connections to SSLR </div>
2	Apply Automatic Criteria 	Some criteria override the scoring and routes are automatically assigned Tier 1. <div style="background-color: #fff9c4; padding: 5px; font-size: 0.8em; margin-top: 5px;"> Ensure Hospitals and the Portland Airport have one Tier 1 route serving them. </div>
3	Review Social Vulnerability Index and Population Density 	Utilize the Social Vulnerability Index (SVI) to identify areas with vulnerable populations and review areas of the region with high population density. <div style="background-color: #fff9c4; padding: 5px; font-size: 0.8em; margin-top: 5px;"> Identify Block Groups with the highest SVI scores and those with the highest population density. Note if they are served by a nearby Tier 1 route or if a route should be upgraded to Tier 1. Review the distribution of Tier 1 routes to more rural population centers. </div>
4	Confirm Connectivity 	Confirm that the Tier 1 and state priority routes create a connected network. <div style="background-color: #fff9c4; padding: 5px; font-size: 0.8em; margin-top: 5px;"> Upgrade Tier 2 or Tier 3 routes as needed. </div>

PRIORITY DISCREPANCIES

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)
164 th = Medium ranking	164 th = High ranking
192 nd = Low ranking	192 nd = High ranking
78 th St/Padden Pkwy (between I 5 and I 205) = Medium ranking	78 th St (between I 5 and I 205) = High ranking
HWY 99 (between 78 th and 134 th) = Medium ranking	HWY 99 (between 78 th and 134 th) = High ranking

SWRTC - Discrepancies	
Metro's RETR	Clark County's RETR
Evergreen Way = Alternate High*	Evergreen Way = High ranking
*Metro added an alternate layer. Only alternative route on our side of the river	
SE Mill Plain Blvd (I-205 to SE 164 th 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 267 th to SE Washougal River Rd)	■ Alternative E-W connection to NE Washougal River Rd	3 rd Tier
NW Bratton Rd/ NW 389 th St/ NE 399 th St/ NE Sorrenson Rd (NE Hayes Rd to NE 379 th St)	■ Direct connection to fire station	3 rd Tier
Cowlitz Way (NW 31 st to NW 41 st Ave)	■ Provides connection to tribal facilities	3 rd Tier
Cowlitz Bypass Rd	■ Provides emergency route to tribal facilities	3 rd Tier (Proposed New Connection)
Eaton Blvd/ NE 199 th St (SR 503 to Risto Rd)	■ Direct connection to several schools and Heye Meyer Substation	2 nd Tier
S Hillhurst Rd/NW 31 st Ave/ NW 209 th St/ NW 41 st Ave (Pioneer St to NW 199 th)	■ Provides additional N-S connection west of I-5 ■ Connects to multiple schools, fire station	2 nd Tier
NW La Center Rd (I-5 to NE Timmen Rd)	■ Provides connection to key population center	2 nd Tier

Additional Routes		
Route Name	Considerations	DRAFT Prioritization
NW Lake Rd (NE 192 nd Ave to SR 500/ NE Everett St)	<ul style="list-style-type: none"> 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 	2 nd Tier
W Mill Plain Blvd (NW 32 nd Ave to NW Lower River Rd)	<ul style="list-style-type: none"> Connection to CPU River Road Generation Plant, freight ports/ barge lines Clark County emergency transportation route 	Top Tier
SE Mill Plain Blvd (SE 164 th Ave to SE 192 nd Ave)	<ul style="list-style-type: none"> Completes E-W connection to Top Tier routes Connection to local streets that connect to schools, Vancouver Fire Dept Station 9 	2 nd Tier
Pioneer St (Port to I-5)	<ul style="list-style-type: none"> Direct connection to Ridgefield facilities including schools, emergency services, Port of Ridgefield (intermodal facility), public works facility on Railroad Ave 	2 nd Tier
NE Railroad Ave (NE Lucia Yacolt boundary to SR 503)	<ul style="list-style-type: none"> Key route to Yacolt community (emergency services, school) Direct connection to fire station 	2 nd Tier
N Royle Rd/ NW 31 st Ave (Pioneer St to Cowlitz Way)	<ul style="list-style-type: none"> Additional N-S route on the west side of I-5 	3 rd Tier
NE St James Rd (SR 500 to NE St Johns Rd)	<ul style="list-style-type: none"> Connects to school Additional N-S connection to County public works facilities, fuel stations 	2 nd Tier
NE St Johns Rd (SR 500 to NE 72 nd Ave)	<ul style="list-style-type: none"> Connects to school Additional N-S connection to County public works facilities, fuel stations 	2 nd Tier
NE Ward Rd/ NE 182 nd Ave (NE 172 nd Ave to NE Risto Rd)	<ul style="list-style-type: none"> 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) 	2 nd Tier
SE Washougal River Rd (Evergreen Way to east county boundary)	<ul style="list-style-type: none"> Connections to critical facilities outside of county boundary in Molfait Tracts Connections to services in Washougal Alternative E-W route connection to SR14 	3 rd Tier
NE 10 th Ave/ NE Timmen Rd (NE 179 th St to NW La Center Rd)	<ul style="list-style-type: none"> Direction connection to two substations Route alternative to I-5 to Lacerter 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 	2 nd Tier
E 18 th St (NE 65 th Ave to NE Andreson Rd)	<ul style="list-style-type: none"> Connection to C-TRAN maintenance facility 	Top Tier
NE 28 th St/ NE Burton Rd (NE Andreson Rd to NE 162 nd Ave)	<ul style="list-style-type: none"> Direct connections to schools, substation facilities 	2 nd Tier

Additional Routes		
Route Name	Considerations	DRAFT Prioritization
NE 29 th St/ 82 nd Ave/ NE Mason Creek Rd/ NE 102 nd Ave/ NE Gable Ave/ NE 359 th St (from NE 72 nd Ave to SR 503)	<ul style="list-style-type: none"> ■ 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 	3 rd Tier
NE 65 th Ave (NE Fourth Plain Blvd to E 18 th St)	<ul style="list-style-type: none"> ■ Connection to C-TRAN maintenance facility 	Top Tier
NE 72 nd Ave (NE 78 th to NE 259 th St)	<ul style="list-style-type: none"> ■ 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) 	2 nd Tier
NE 99 th St (NW Lakeshore Ave to NE St. Johns Rd)	<ul style="list-style-type: none"> ■ Connection to multiple sub stations and schools 	2 nd Tier
NE 112 th Ave (SE Mill Plain Blvd to SR 503)	<ul style="list-style-type: none"> ■ Direct connections to fire station, substation facilities 	2 nd Tier
NW 119 th St/ NW 117 th St (NW 39 th Ave to SR 503)	<ul style="list-style-type: none"> ■ Connection to schools and to substations east of SR 503 	3 rd Tier
NW 119 th St (SR 503 to NE 182 nd Ave)	<ul style="list-style-type: none"> ■ Direct connection to substations 	2 nd Tier
NE 119 th Ave (NE 379 th St to NE 359 th St)	<ul style="list-style-type: none"> ■ Direct connection to Clark County Fire District #10 	2 nd Tier
NE 139 th (NE 20 th Ave to I-5)	<ul style="list-style-type: none"> ■ C-TRAN Route (purple line) 	2 nd Tier
NE 139 th (I-5 to NE 23 rd Ave)	<ul style="list-style-type: none"> ■ Connection to Legacy Salmon Creek Medical Center 	Top Tier
NW 199 th St (NE 41 st Ave to SR 503)	<ul style="list-style-type: none"> ■ Direct connection to several schools ■ E-W route alternative to SR 502 	3 rd Tier
NE 152 nd Ave/ NE Lucia Falls Rd/ Railroad Ave (SR 503 to Yacolt boundary)	<ul style="list-style-type: none"> ■ 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 	3 rd Tier
NE 379 th St (NE Sorrenson Rd to NE 119 th Ave)	<ul style="list-style-type: none"> ■ Direct connection to substation 	2 nd Tier

DATA RESOURCE MAPS

Figure 2. Clark County Hazard Mitigation Plan - Critical Facilities & Infrastructure

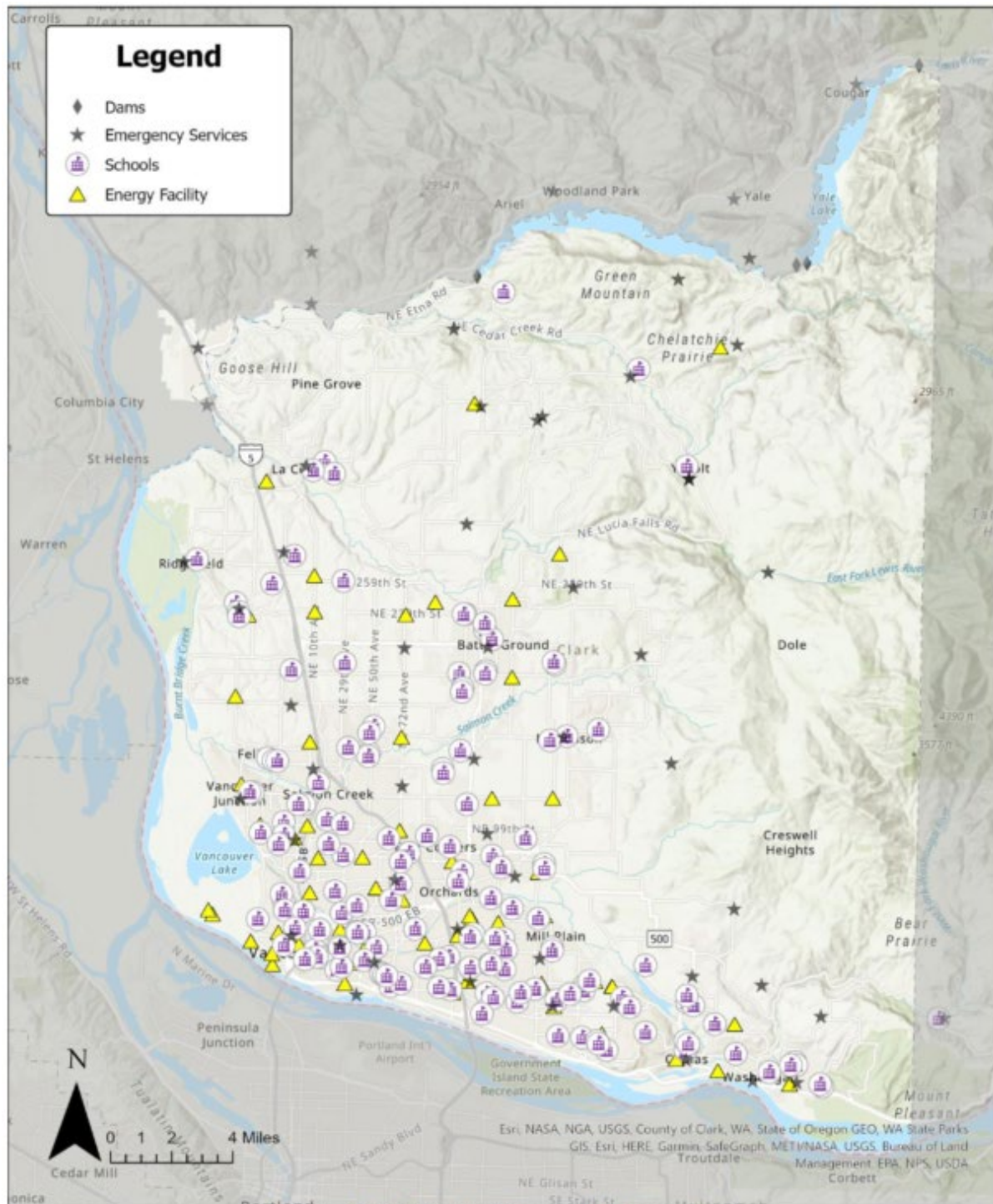


Figure 4-2. Critical Facilities and Infrastructure

Figure 3. Regional Emergency Transportation Routes Update - Critical Infrastructure and Essential Facilities

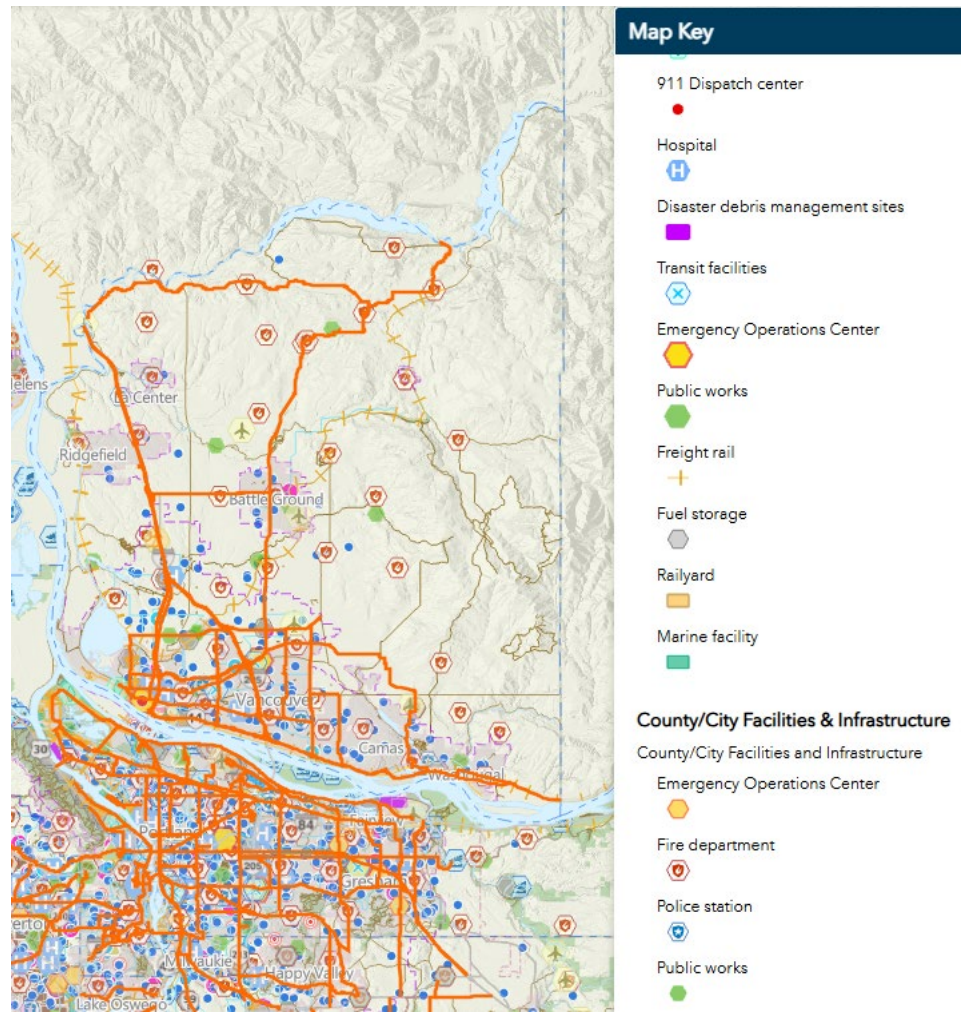


Figure 4. Metro ETR Phase 2 Draft 1 - Critical Infrastructure

Metro Metro ETR Phase 2 Tier Draft 1

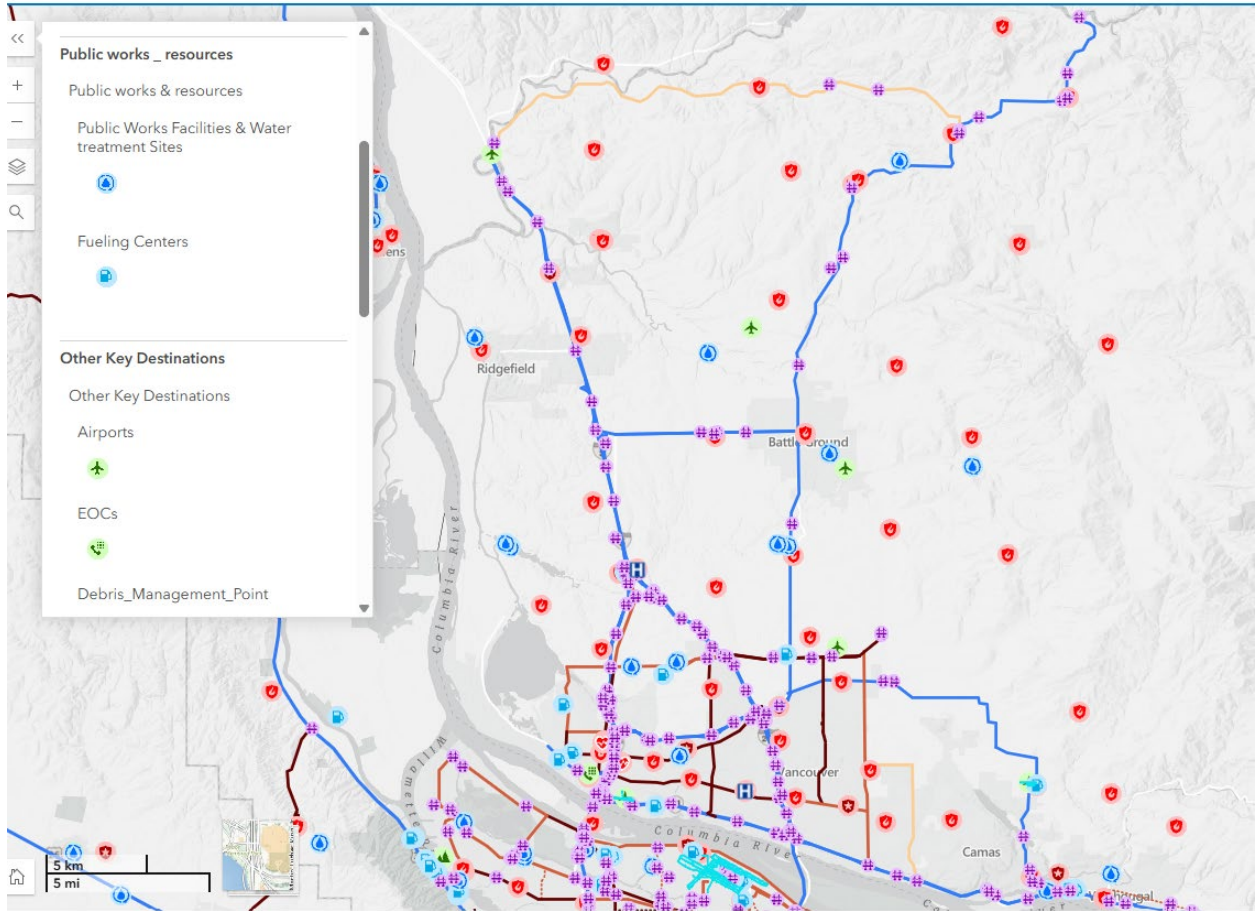
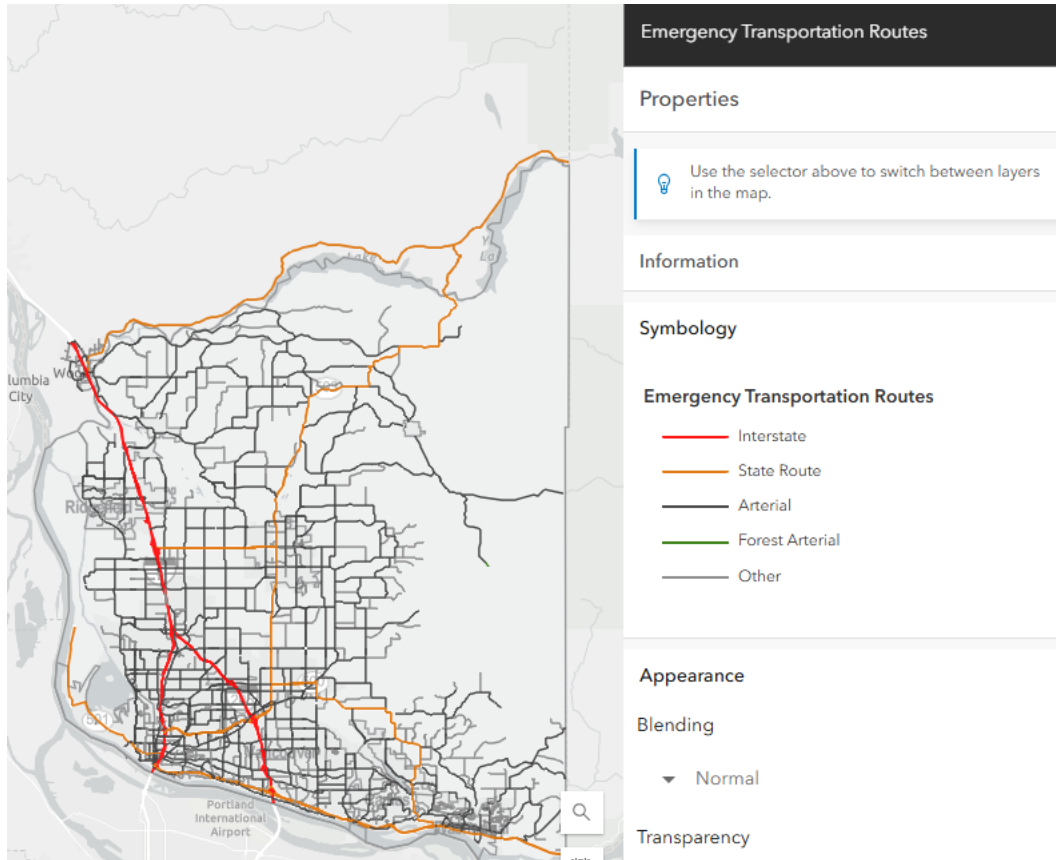


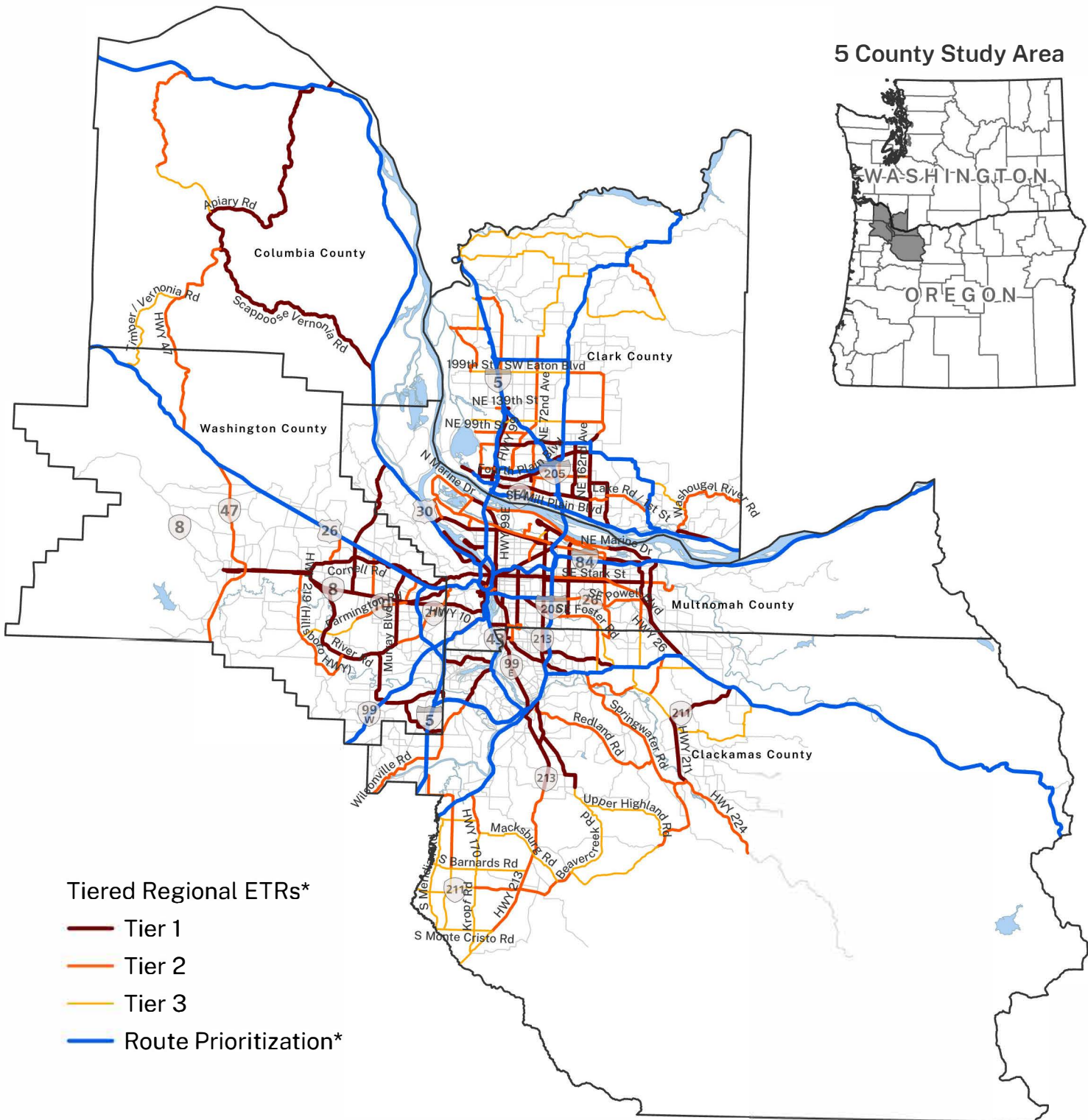
Figure 5. Clark County Emergency Transportation Routes



Appendix G. Additional Maps

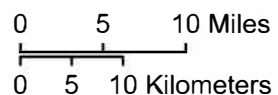
Regional Emergency Transportation Routes

5 County Study Area



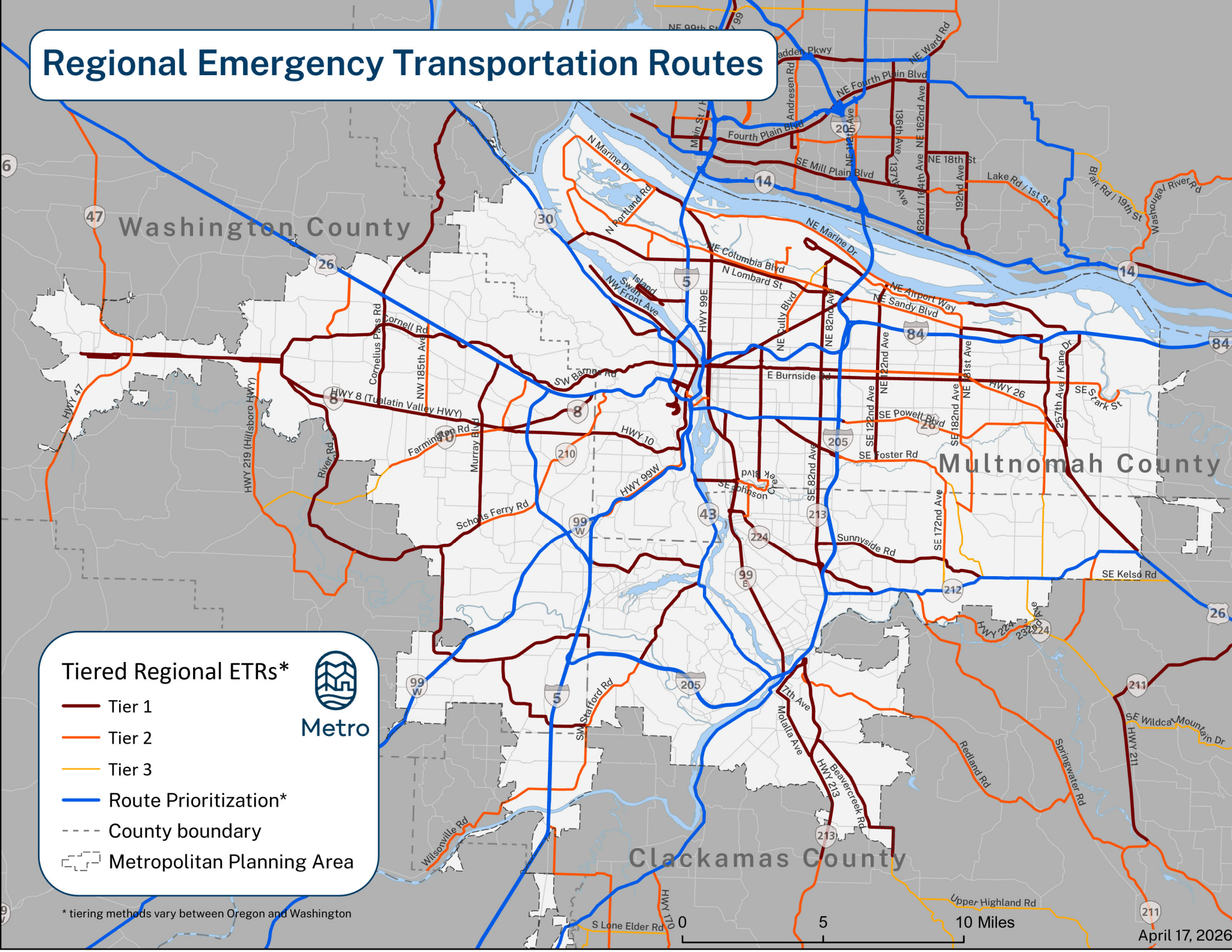
Tiered Regional ETRs*

- Tier 1
- Tier 2
- Tier 3
- Route Prioritization*




* tiering methods vary between Oregon and Washington

Regional Emergency Transportation Routes



Tiered Regional ETRs*

- Tier 1
- Tier 2
- Tier 3
- Route Prioritization*
- County boundary
- Metropolitan Planning Area

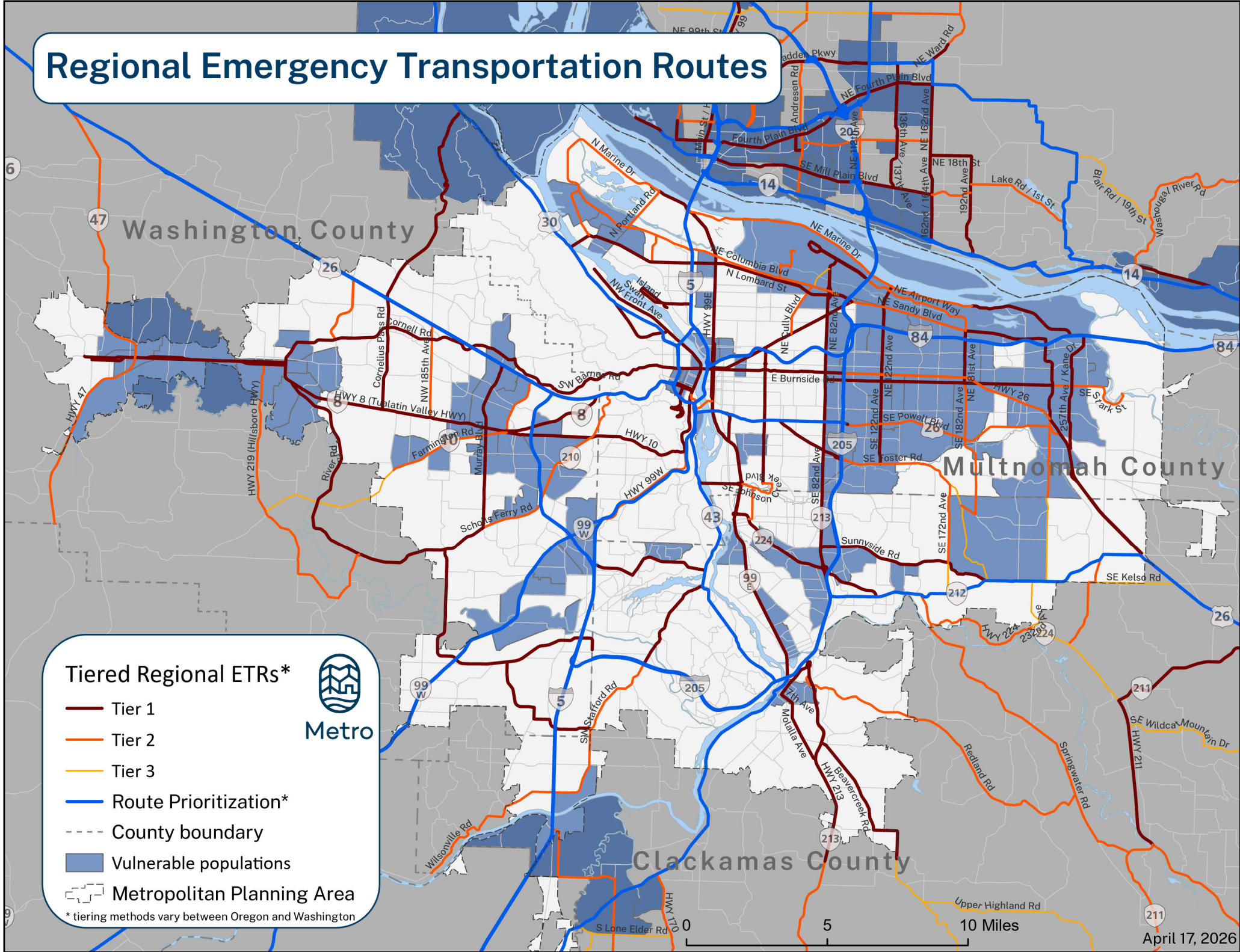


Metro

* tiering methods vary between Oregon and Washington



Regional Emergency Transportation Routes



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

0 5 10 Miles

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.

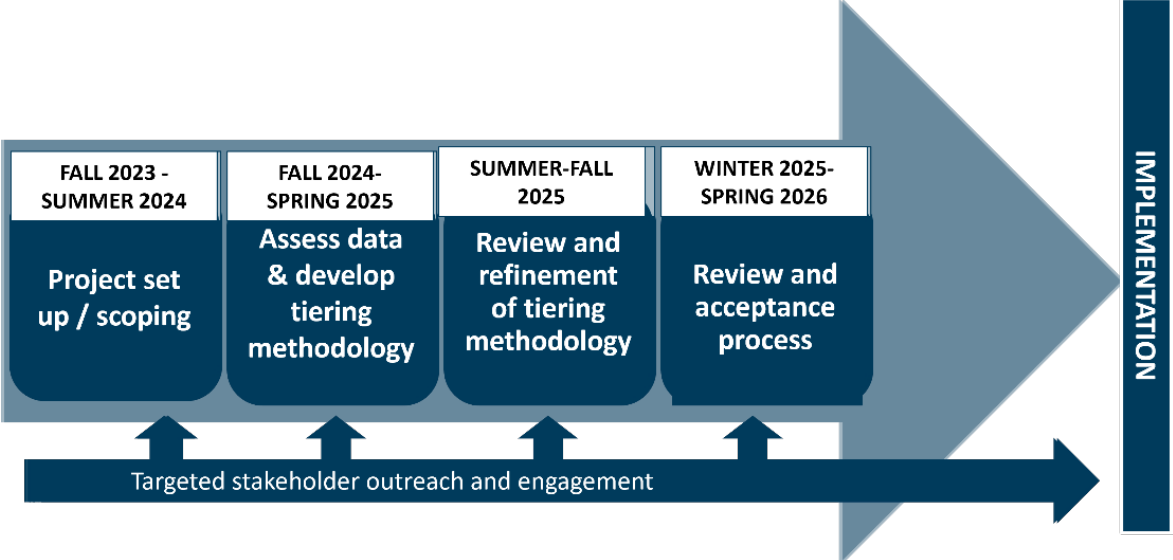
On April 3, 2026 TPAC unanimously recommended that JPACT approve the final report, recommendations and updated maps by consent at the May 21, 2026 JPACT meeting. On March 20, 2026, the Regional Technical Advisory Committee (RTAC) unanimously recommended that the Southwest Washington Regional Transportation 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 network¹** 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 work²** 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.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 3.3

File #: RES 26-5559

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

BEFORE THE METRO COUNCIL

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

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
82 nd 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

<p>Regional Transportation Plan (RTP)</p>	<p>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.</p>
<p>Regional Transportation Functional Plan (RTFP)</p>	<p>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.</p>
<p>Metropolitan Transportation Improvement Program (MTIP)</p>	<p>Four-year program of regionally significant transportation investments in the Metro region. Updated every three years and amended monthly.</p>
<p>Unified Planning Work Program (UPWP)</p>	<p>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.</p>

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)

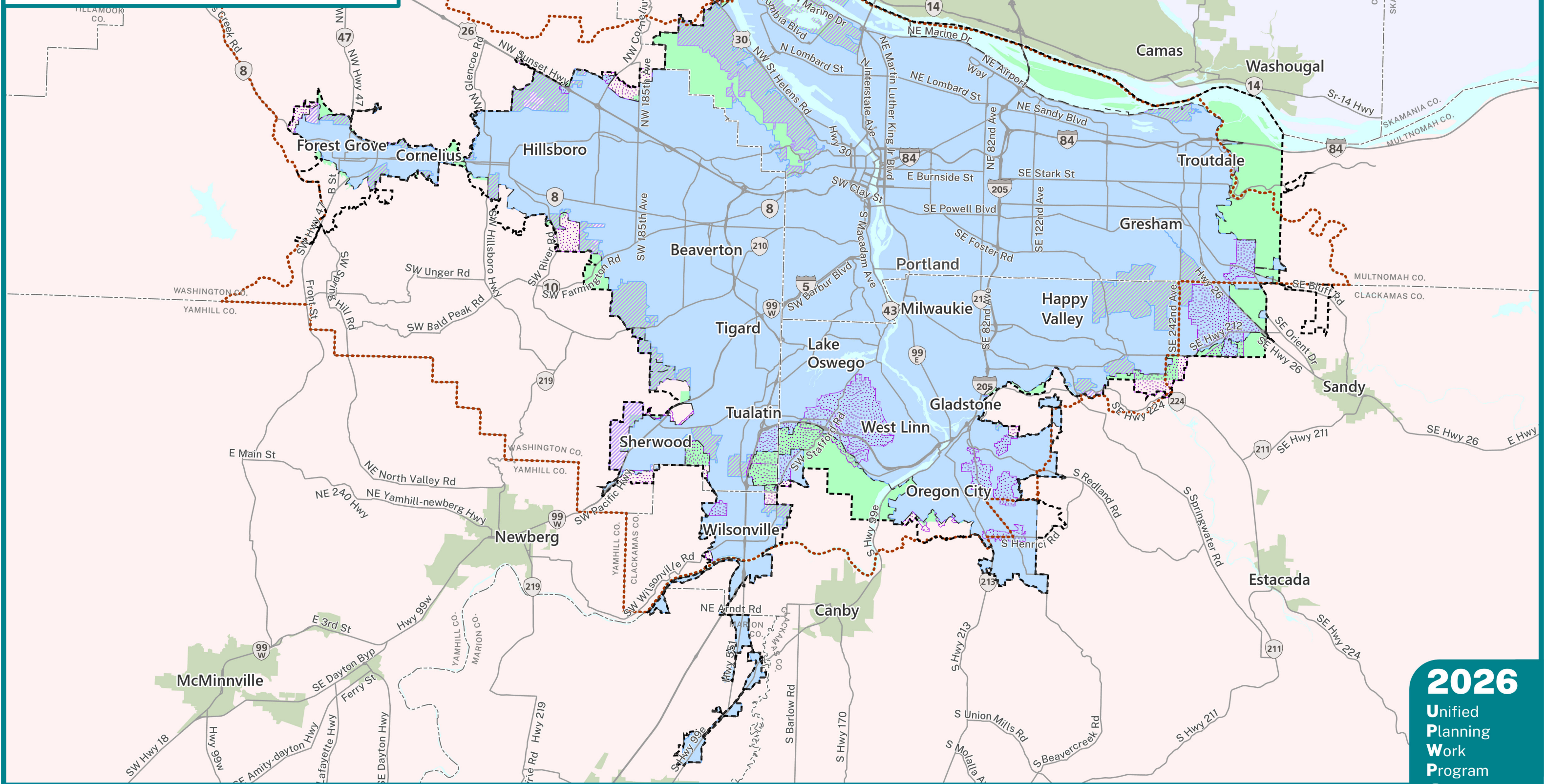
First, Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. This boundary represents the Metro district as established by the voters in the region.

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



Source: Metro, US Census



2026
 Unified
 Planning
 Work
 Program

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 for growth.

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)

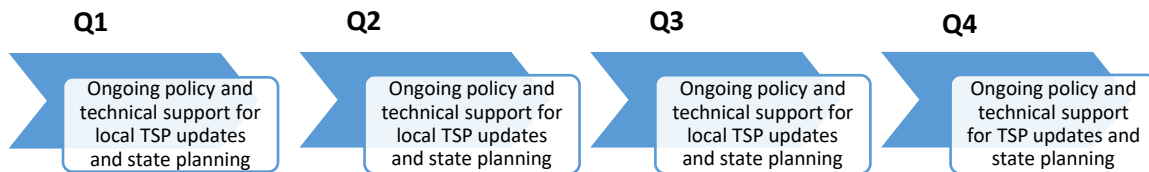
In addition to supporting local governments on transportation planning efforts, Metro's transportation planning program involves ongoing, close coordination with the Oregon Department of Transportation (ODOT), SMART and TriMet, our major state and regional partners in transportation related to implementation 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	\$ 38,283
Transportation	
Academy (ODOT Grant)	
Community	\$ 4,382
Transportation	
Academy (ODOT Grant)	
Match (Metro)	
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:

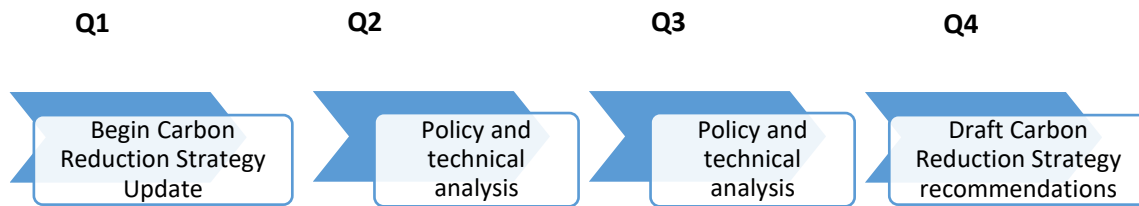
- Provided technical and policy support for carbon reduction and monitoring at the local, regional and state levels, including:
 - o participation in DLCD review of OAR Division 44;
 - o coordination with the statewide CFEC Program implementation; and
 - o submission of annual CFEC implementation report 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:
 - o participation in internal task force to identify opportunities for coordination of carbon reduction and resilience work across Metro departments;
 - o completion of the Cooling Corridors Study to identify areas of heat risk in the region and potential strategies to address extreme heat; and
 - o 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:

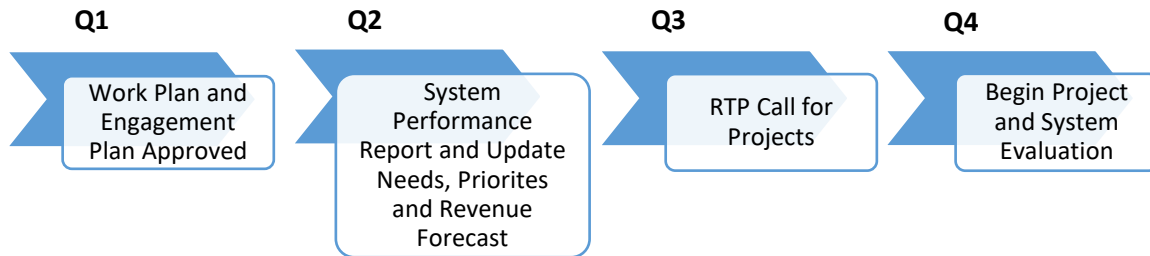
- Initiated scoping activities for the 2028 RTP update, including:
 - prepared regional data/models/tools
 - identified key trends, challenges, opportunities, and priorities to be the focus of the update
 - conducted consultation and engagement activities
 - refined project-level and system evaluation 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).

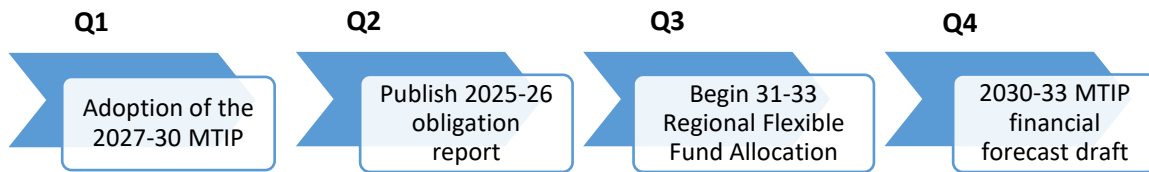
- *Adoption of the 2027-30 MTIP.* Metro Council is scheduled to consider taking action to adopt the 2027-30 MTIP in July 2026. Upon approval, Metro will transmit the adopted 2027-30 MTIP to the Governor for inclusion without change in the 2027-30 MTIP.
- *Kickoff of the 2031-33 RFFA process.* Metro will 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
<hr/>		<hr/>	
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:

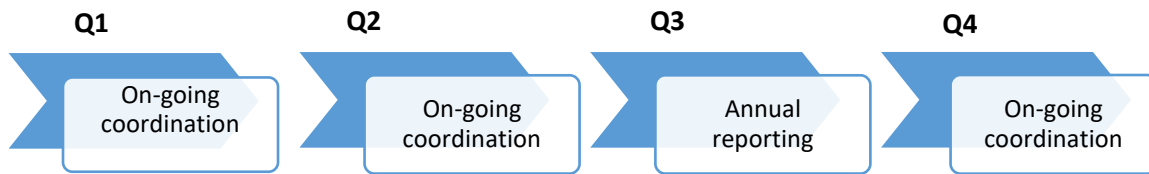
- Participation in quarterly U.S. EPA Region 10 transportation conformity meetings.
- Participation in the annual Oregon statewide transportation conformity meeting.
- Implementation of MOVES4.
- Providing Oregon DEQ an annual update on the region's vehicle miles traveled per capita per required SIP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

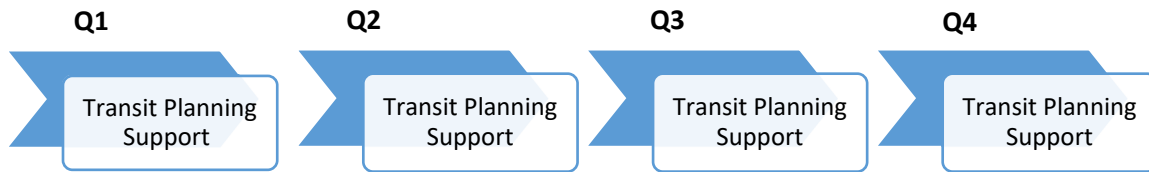
FY 2026-27 Unified Planning Work Program

- 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:

Personnel Services	\$ 79,626
Indirect Costs	\$ 56,136

Resources:

PL	\$ 57,554
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.

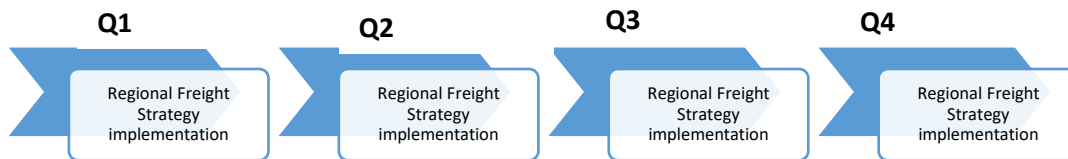
Work completed in FY 2025-26:

- 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.

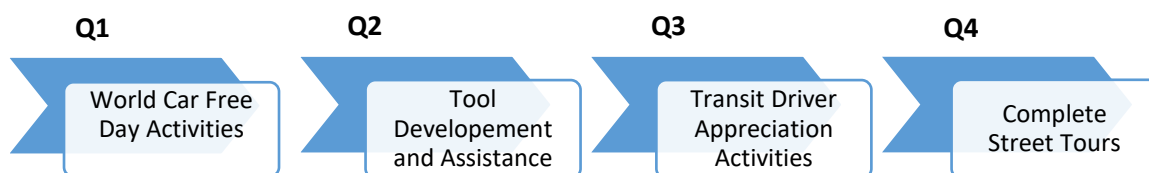
In FY 2025–26, program activities focused on maintaining regional resources, providing targeted technical assistance, and ensuring alignment between Metro’s design guidance and local planning efforts. Activities included:

- 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:

Personnel Services	\$ 173,672
Materials & Services	\$ 4,000
Indirect Costs	\$ 122,439

Resources:

PL	\$ 127,226
PL Match (ODOT)	\$ 8,675
PL Match (Metro)	\$ 5,887
PL Set Aside ¹	\$ 133,934
Metro Local Funds	\$ 24,389

TOTAL \$ 300,111

TOTAL \$ 300,111

¹ The IJJAL § 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.

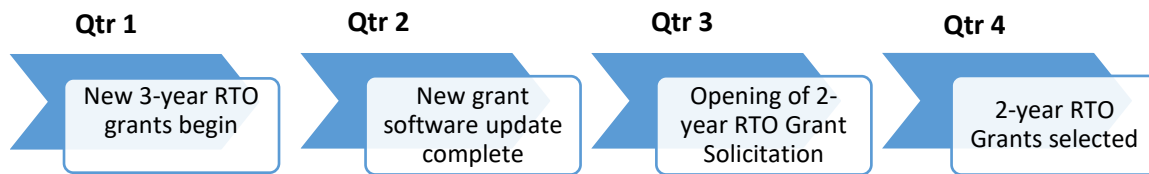
Highlights of work completed in FY2025-26 (July 2025 - June 2026):

- 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 Match 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:

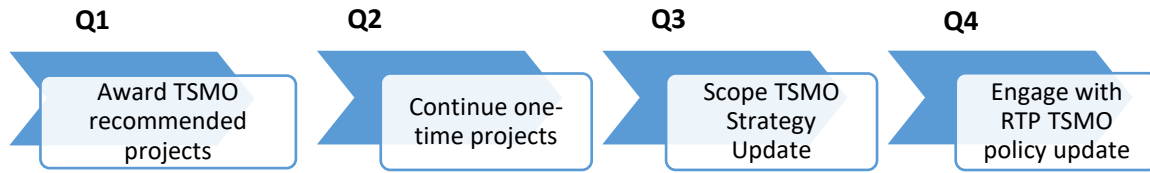
- Engage planners and operators through TransPort as agencies, administer TSMO-funded partner-led projects.
- Support federally-funded TSMO projects until each project kicks-off and is on track to implement the 2021 TSMO Strategy (e.g., deploying Intelligent Transportation Systems (ITS), Mobility on 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

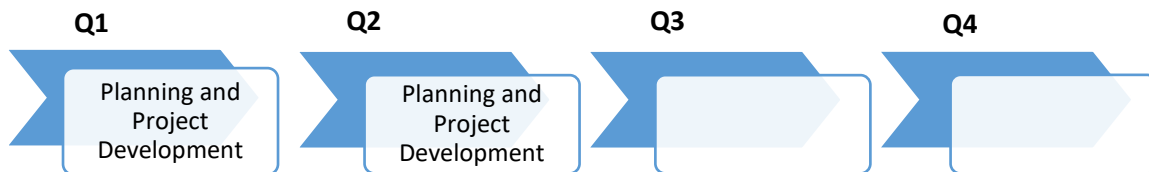
Description

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:

Personnel Services \$ 69,675

Materials & Services \$ 0¹

Indirect Costs \$ 49,121

TOTAL \$ 118,796

Resources:

Metro Local Funds \$ 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:

Personnel Services	\$ 19,907
Materials & Services ¹	\$ 100,000
Indirect Costs	\$ 14,034

Resources:

PL	\$ 14,389
PL Match (ODOT)	\$ 981
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.

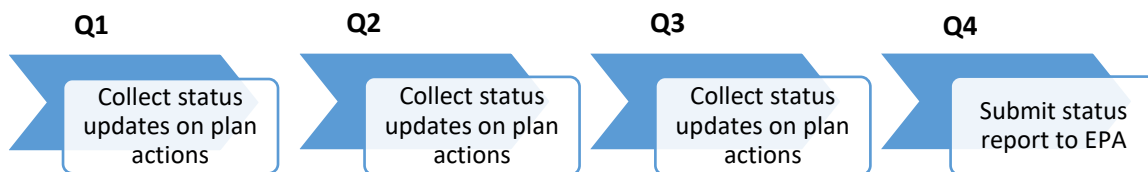
This work involves three deliverables:

- 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:

Personnel Services \$ 27,429
Indirect Costs \$ 19,337

TOTAL \$ 46,766

Resources:

STBG¹ \$ 41,964
STBG Match (Metro) \$ 4,803

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

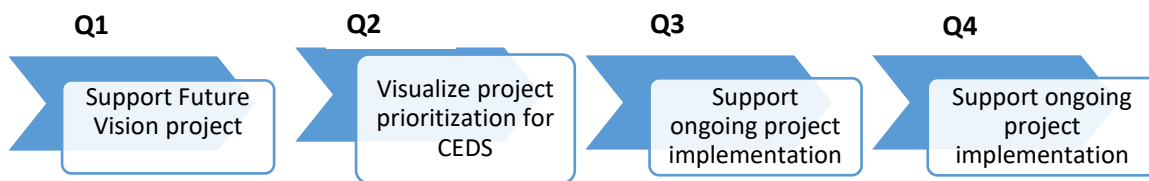
Description

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
<hr/> TOTAL \$ 87,107		<hr/> TOTAL \$ 87,107	



Metro-Led Corridor/Area Planning

Investment Areas (Corridor Refinement and Project Development)

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

Description

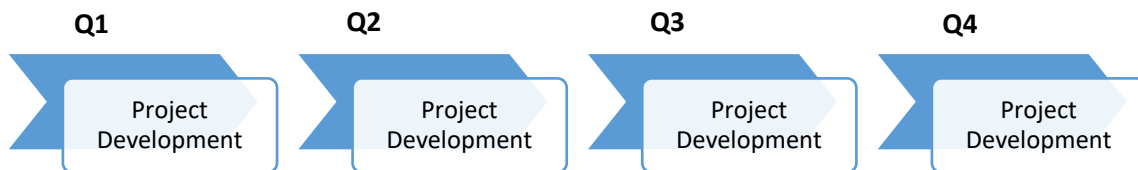
Metro’s Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region’s 2040 Growth Concept. Projects include supporting compact, transit-oriented 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:

Personnel Services	\$ 453,039
Materials & Services	\$ 26,350
Indirect Costs	\$ 319,392

Resources:

STBG	\$ 506,144
STBG Match (Metro)	\$ 57,930
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.

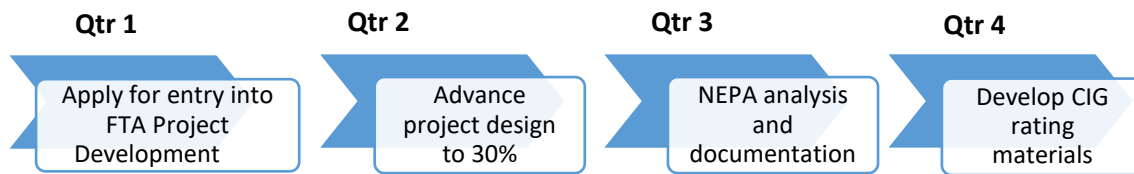
The project team applied for entry into FTA CIG Small Starts Project Development in September 2025 and received approval in October 2025. Upon entry the project team will begin early scoping in the NEPA process, advance design, and work on materials for the FTA funding process. The project team will 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:

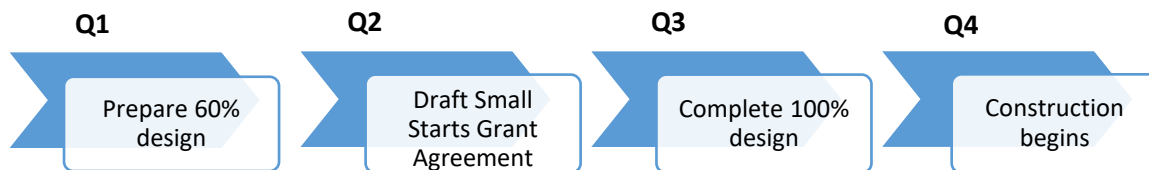
- Supported the adoption of the Locally Preferred Alternative (LPA) into the fiscally-constrained RTP by MPAC, JPACT, and Metro Council
- Completed environmental analysis and NEPA documentation
- Advanced the project through 60% design

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:

Personnel Services \$ 431,160

Materials & Services² \$ 528,000

Indirect Costs \$ 303,968

TOTAL \$ 1,263,128

Resources:

82nd Ave (FTA Grant – Flex Transfer) \$ 1,135,128 ¹

Metro Local Funds \$ 128,000

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

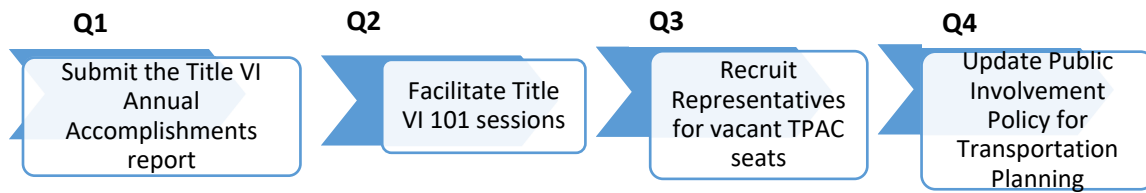
In FY2026-27, Metro will:

- 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

FY 2026-27 Unified Planning Work Program

- 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

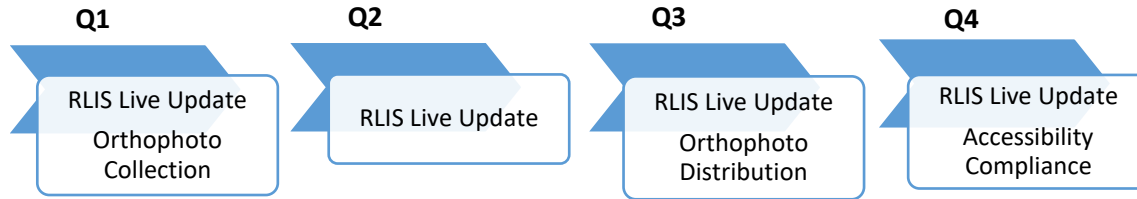
Metro’s Data Resource Center (DRC) provides technical services that support Metro and regional partners. These services include data management, visualization, analysis, application development, and systems administration. The DRC works with Metro programs to advance planning, modeling, forecasting, 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:

Personnel Services	\$ 1,214,488
Materials & Services ¹	\$ 531,719
Indirect Costs	\$ 856,214

Resources:

STBG	\$ 978,893
STBG Match (Metro)	\$ 88,931
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):

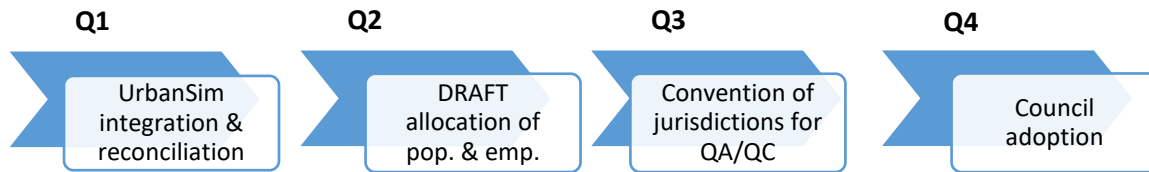
- For the purposes of creating estimation bundles for the activity-based transportation model under parallel development, forecast household demographics at the census-block level and post-processed results to align with county-level trends and 2024 ACS
- Programmed a procedure to reshape regional economic 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):

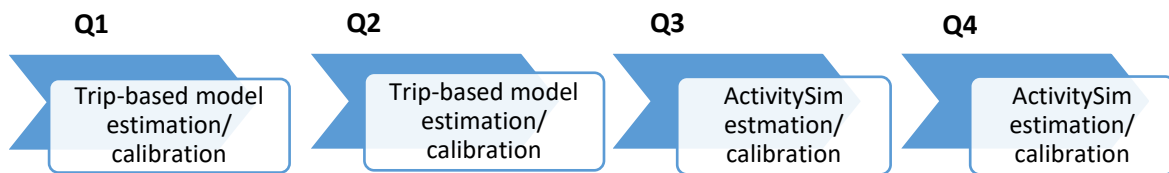
- Trip-based Travel Demand Model (i.e., Lenny)
 - Complete initial estimation using Oregon Travel Study survey results

- 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:

Personnel Services	\$ 801,733
Materials & Services ¹	\$ 312,450
Indirect Costs	\$ 565,222

Resources:

5303	\$ 269,849
5303 Match (Metro)	\$ 30,885
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

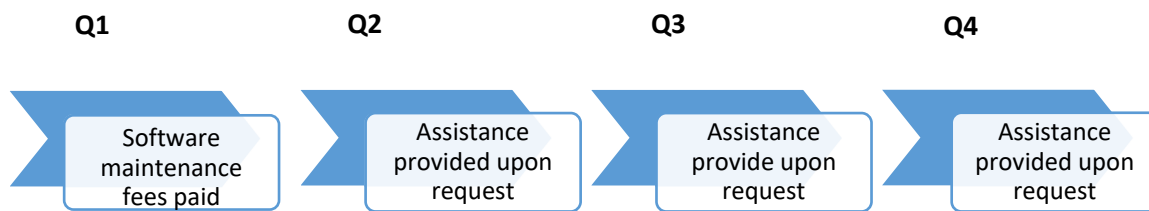
US Department of Transportation protocols and procedures require the preparation of future year regional travel forecasts to analyze project alternatives. The Technical Assistance Program provides transportation data and travel modeling services to support system planning and project development by partner 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

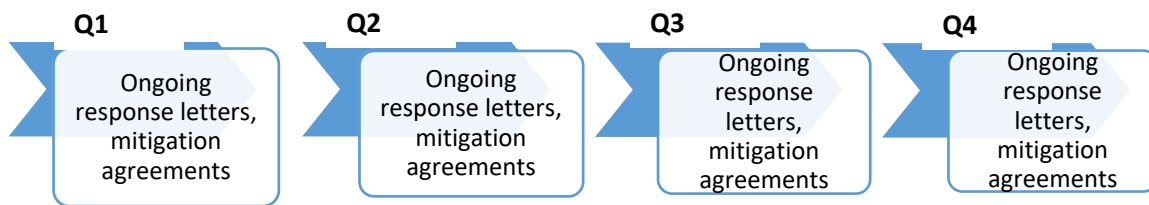
Staff Contact: Neelam Dorman, Neelam.Dorman@ODOT.Oregon.gov

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

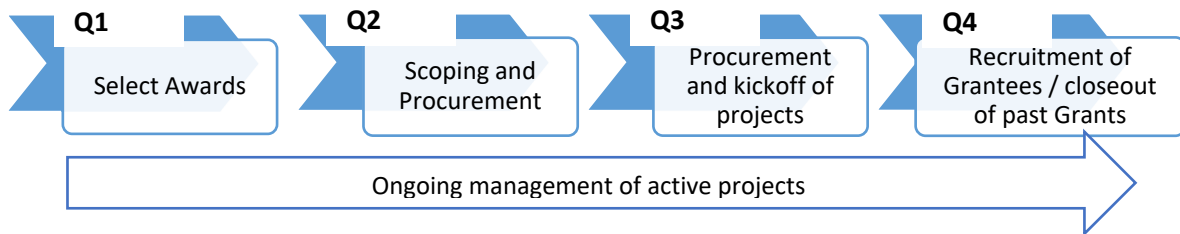
Description

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:

Personnel Services \$ 115,000
 Materials & Services \$ 110,000

TOTAL \$ 225,000

Resources:

Federal grant \$ 201,893
 Local Match \$ 23,108

TOTAL \$ 225,000

ODOT - Region 1 Planning for Operations

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

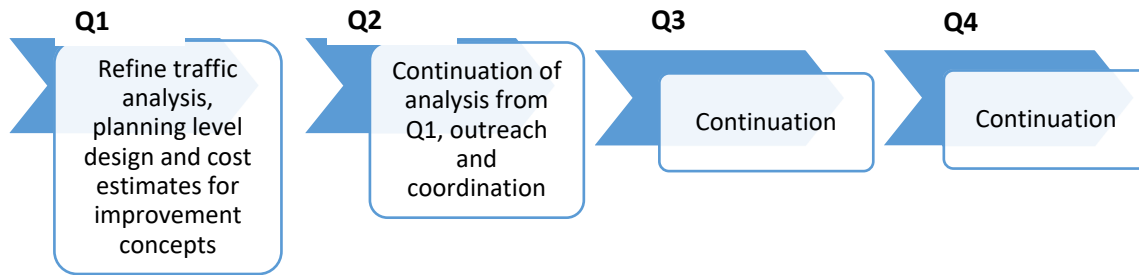
Description

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

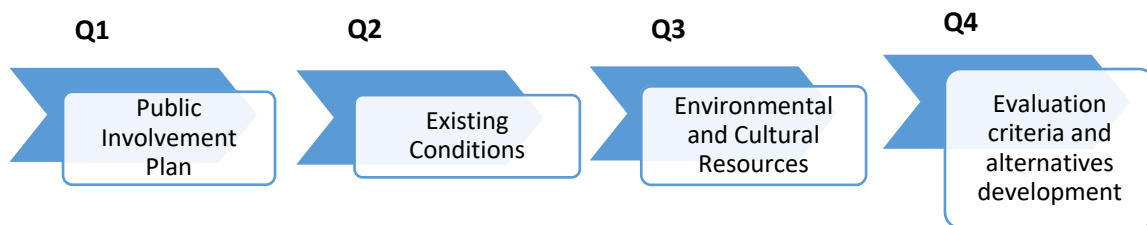
The I-205 Multiuse Path (205 MUP) provides a near continuous off-street pedestrian and bicycle facility from Vancouver, Washington to Gladstone with the exception of a one-mile gap between Hwy. 212 and Hwy. 224 in Clackamas County. The *I-205 Multi-Use Path Gap Alternatives Analysis* project will develop 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

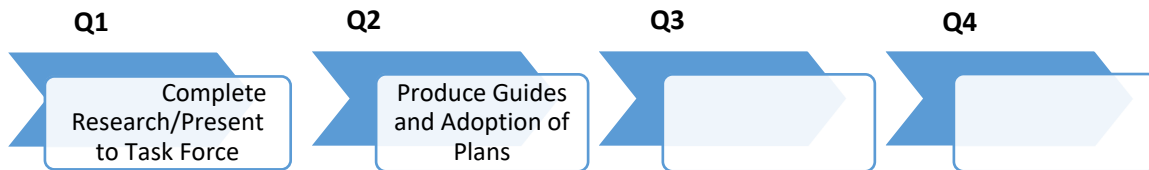
Clackamas County is undertaking a two-year comprehensive planning project centered on integrating the Safe Systems approach to traffic safety, access and community engagement into its transportation planning and engineering work. The work is funded by the Oregon Department of Transportation and the Safe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

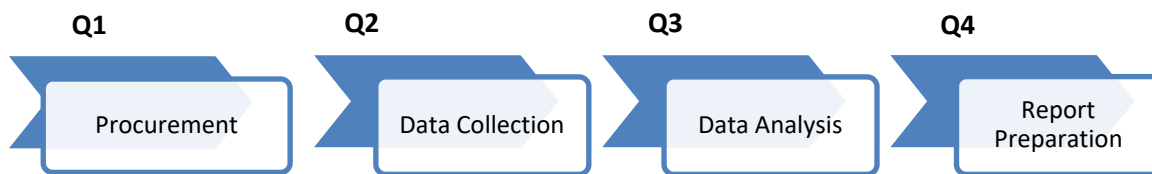
The goal of this project is to identify crash hotspots and contributing factors along the Harrison Street corridor and connecting into King Road. The study area includes King Road from 43rd Ave to 42nd Ave and then along Harrison Street from 42nd Avenue to McLoughlin Boulevard in Milwaukie Oregon, one 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

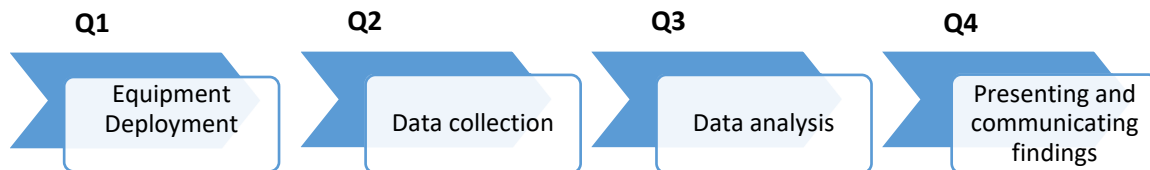
Description

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

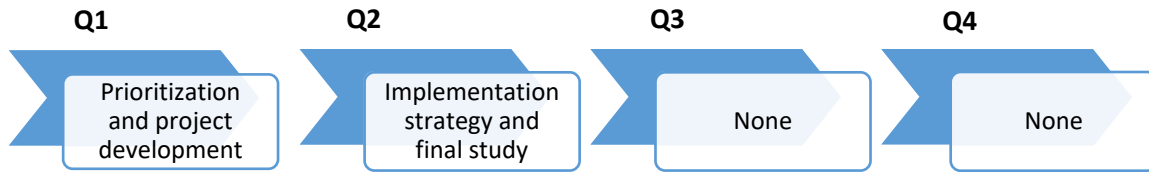
The work expected in FY 2026-27 includes:

- 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.

FY 2026-27 Unified Planning Work Program

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:

Personnel Services \$ 375,000
Materials & Services \$ 15,000

TOTAL \$ 390,000

Resources:

Federal grant \$ 300,000
Local Match \$ 90,000

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

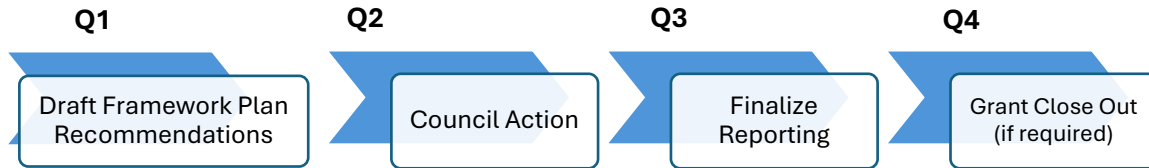
The project will finalize the recommended street framework plan, develop the resultant transportation projects and related TSP classification updates. This project will include clear next steps and recommendations for the necessary land-use, development, urban design, and public realm actions with clear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

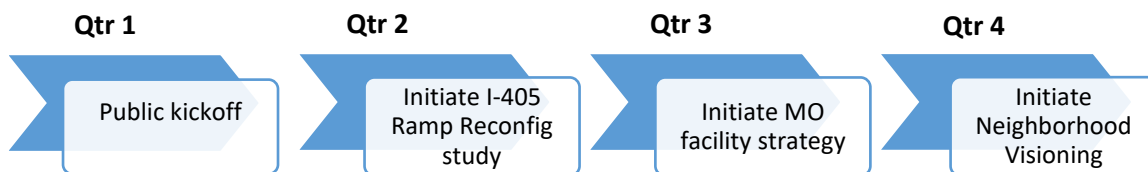
In FY 2025-26, the Reconnect Boise-Eliot project:

- 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:

Personnel Services \$ 625,000
Materials & Services \$ 0

Resources:

Federal grant \$ 500,000
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

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

²The IJJA/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.

³The 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)

⁴ODOT 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.



4TH FLOOR, SUITE A-430
1601 E FOURTH PLAIN BLVD, BLDG. 17
VANCOUVER WA 98660
TELEPHONE: 564-397-6067
RELAY SERVICE: #711 OR (800) 833-6388
WWW.RTC.WA.GOV



Title VI Nondiscrimination Notice

RTC operates its programs without regard to race, color, and national origin in accordance with applicable laws, including Title VI of the Civil Rights Act of 1964 and related statutes. To request additional information on RTC's Title VI nondiscrimination requirements, or if any person believes they have been aggrieved by an unlawful discriminatory practice under Title VI or other applicable law and would like to file a complaint, contact RTC at 564-397-6067 (TTY 711) or email TitleVI@rtc.wa.gov.

Persons who do not speak or read English well may request at no cost, language assistance, oral interpretation and/or written translation. Contact RTC at 564-397-6067 (TTY 711) or email info@rtc.wa.gov.

American with Disabilities Act (ADA) Notice

RTC will ensure that no qualified disabled individual shall, solely on the basis of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any of its programs, services, or activities as provided by Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 (ADA).

Individuals requiring reasonable accommodations may request written materials at no cost, in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting RTC at 564-397-6067 (TTY 711) or email info@rtc.wa.gov, with two days advance notice.

Aviso de no discriminación del Título VI

RTC opera sus programas sin considerar raza, color y origen nacional, de acuerdo con las leyes aplicables, incluyendo el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos relacionados. Para solicitar información adicional de los requisitos de no discriminación de RTC Título VI, o si cualquier persona cree que ha sido perjudicada por una práctica discriminatoria ilegal bajo el Título VI u otra ley aplicable y desearía presentar una reclamación, comuníquese con RTC al 564-397-6067 (TTY 711) o por correo electrónico a TitleVI@rtc.wa.gov.

Las personas que no hablan o leen inglés bien pueden solicitar asistencia con el idioma, interpretación oral y/o traducción escrita, sin costo alguno. Comuníquese con RTC al 564-397-6067 (TTY 711) o por correo electrónico a info@rtc.wa.gov.

Aviso de la Ley de Estadounidenses con Discapacidades (ADA)

RTC se asegurará de que ninguna persona discapacitada calificada, únicamente por su discapacidad, sea excluida de la participación, se le nieguen los beneficios o sea sometida a discriminación en cualquiera de sus programas, servicios o actividades según lo dispuesto por la Sección 504 de la Ley de Rehabilitación de 1973 y la Ley de Estadounidenses con Discapacidades de 1990 (ADA).

Las personas que requieran adaptaciones razonables pueden solicitar materiales escritos sin costo, en formatos alternativos, intérpretes de lenguaje de señas, adaptaciones de accesibilidad física u otras adaptaciones razonables comunicándose con RTC al

564-397-6067 (TTY 711) o enviando un correo electrónico a info@rtc.wa.gov, con dos días de antelación.

Раздел VI Уведомление о недискриминации

RTC предоставляет участие в своих программах независимо от расы, цвета кожи и национального происхождения, в соответствии с применимыми законами, включая раздел VI Закона о гражданских правах 1964 года и связанные с ним законодательные акты. Чтобы запросить дополнительную информацию о требованиях RTC по разделу VI о запрете дискриминации, или подать жалобу, если какое-либо лицо считает, что оно пострадало от незаконной дискриминационной практики, запрещённой разделом VI или другим применимым законодательством, свяжитесь с RTC по телефону 564-397-6067 (TTY 711) или электронной почте TitleVI@rtc.wa.gov.

Лица, которые плохо говорят или читают по-английски, могут бесплатно запросить помощь устного и письменного переводчика. Позвоните в RTC 564-397-6067 (TTY 711) или отправьте сообщение по эл. почте на адрес info@rtc.wa.gov.

Уведомление о Законе об американцах-инвалидах (ADA)

RTC будет гарантировать, что ни один квалифицированный инвалид не будет исключен из участия, лишен льгот или подвергнут дискриминации в рамках любой из его программ, услуг или мероприятий, как это предусмотрено,

исключительно на основании его или ее инвалидности. разделом 504 Закона о реабилитации 1973 года и Законом об американцах-инвалидах 1990 года (ADA).

Лица, которым требуются разумные приспособления, могут бесплатно запросить письменные материалы в альтернативных форматах, услуги сурдопереводчиков, приспособления для физической доступности или другие разумные приспособления, связавшись с RTC по телефону 564-397-6067 (TTY 711) или по электронной почте info@rtc.wa.gov, с предварительным уведомлением за два дня.

第六章 非歧视通知

根据适用法律（包括 1964 年《民权法案》第六章和相关法规

· RTC 不以种族、肤色和国籍为由拒绝您参加其运营的项目。
如需索取有关 RTC 第六章非歧视要求的进一步信息，或者如果任何人认为其因第六章或其他适用法律下的非法歧视行为而受到侵害并希望提交申诉，请致电 RTC 564-397-6067（文字电话 711）联系我们或发送电子邮件至 TitleVI@rtc.wa.gov。

英语不佳人士可以免费请求语言帮助、口译和/或书面翻译。
请致电 564-397-606（文字电话 711）或发送电子邮件至 info@rtc.wa.gov 联系 RTC。

美國殘疾人法案 (ADA) 通知

RTC 将确保任何合格的残疾人不得仅因其残疾而被排除在其提供的任何计划、服务或活动之外、被剥夺其福利或受到歧视 1973 年康复法案第 504 条和 1990 年美国残疾人法案 (ADA)。

需要合理便利的個人可以透過致電 564-397-6067 (TTY 711) 或發送電子郵件至 info@rtc.wa.gov 聯繫 RTC。免費索取替代格式、手語翻譯、無障礙設施或其他合理便利的書面資料。

Tiêu đề VI Thông báo không phân biệt đối xử

RTC điều hành các chương trình của mình mà không phân biệt chủng tộc, màu da và nguồn gốc quốc gia theo luật hiện hành, bao gồm cả Đề Mục VI của Đạo Luật Dân Quyền năm 1964 và các luật có liên quan. Để yêu cầu thông tin bổ sung về các quy định không phân biệt đối xử theo Đề Mục VI của RTC hoặc nếu bất kỳ người nào cho rằng mình bị ngược đãi bởi hành vi phân biệt đối xử trái pháp luật theo Đề Mục VI hoặc luật hiện hành khác và muốn nộp đơn than phiền, hãy liên hệ với RTC theo số 564-397-6067 (TTY 711) hoặc email TitleVI@rtc.wa.gov.

Những người không nói hoặc đọc Tiếng Anh trôi chảy có thể yêu cầu dịch vụ hỗ trợ ngôn ngữ, thông dịch và/hoặc biên dịch miễn phí. Hãy liên hệ với RTC theo số 564-397-6067 (TTY 711) hoặc email info@rtc.wa.gov.

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 Counties 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.

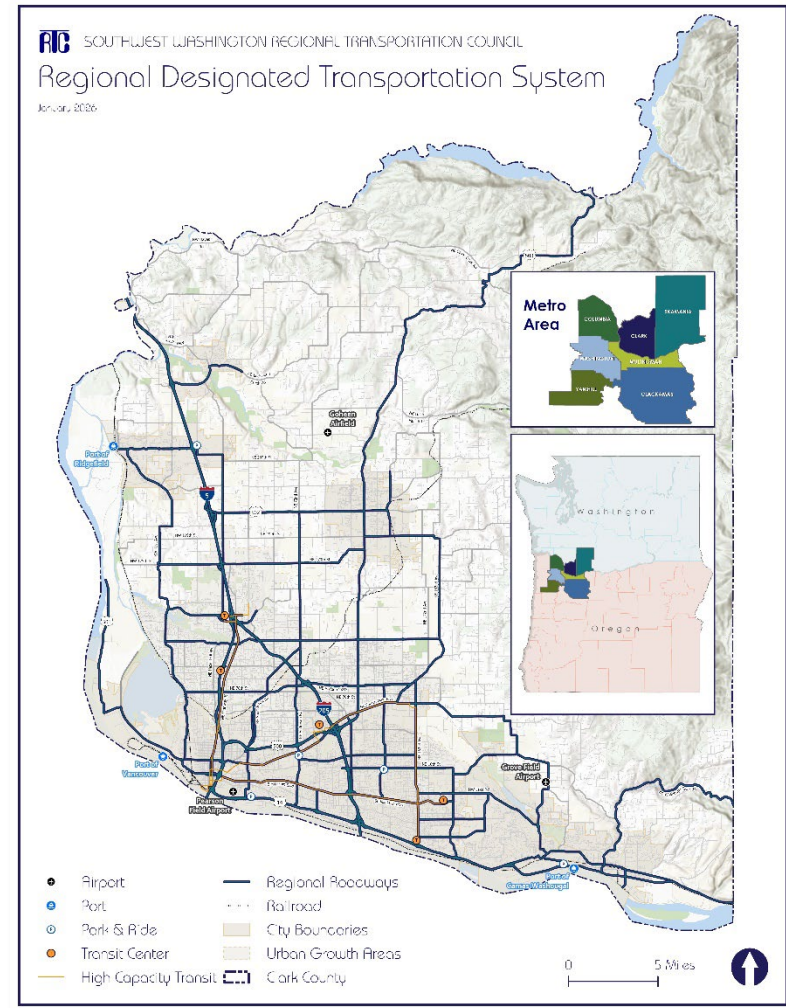
The UPWP focuses on transportation planning tasks that are priorities for federal and state transportation agencies, as well as local jurisdictions. The tasks identified in the UPWP are consistent with the regional transportation goals and objectives. The development and implementation of the UPWP is 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

coordinates and guides the regional transportation planning program in accordance with RTC Board policy.

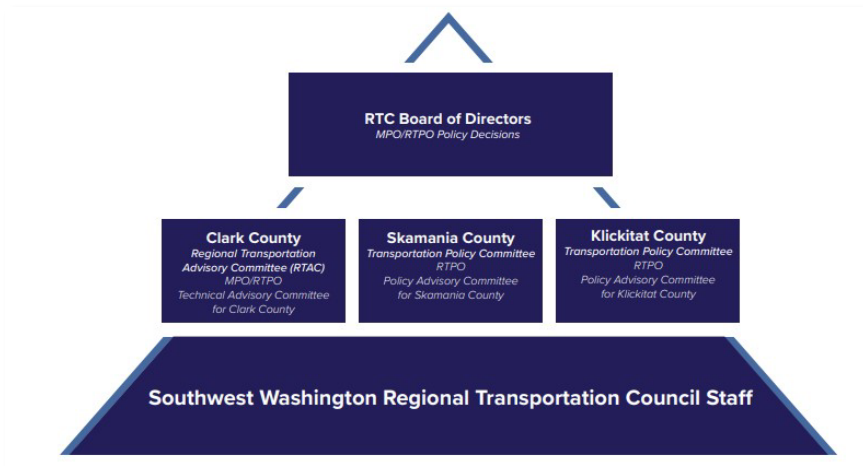


Figure 3: Southwest Washington Regional Transportation Council

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



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.



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.

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,



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.

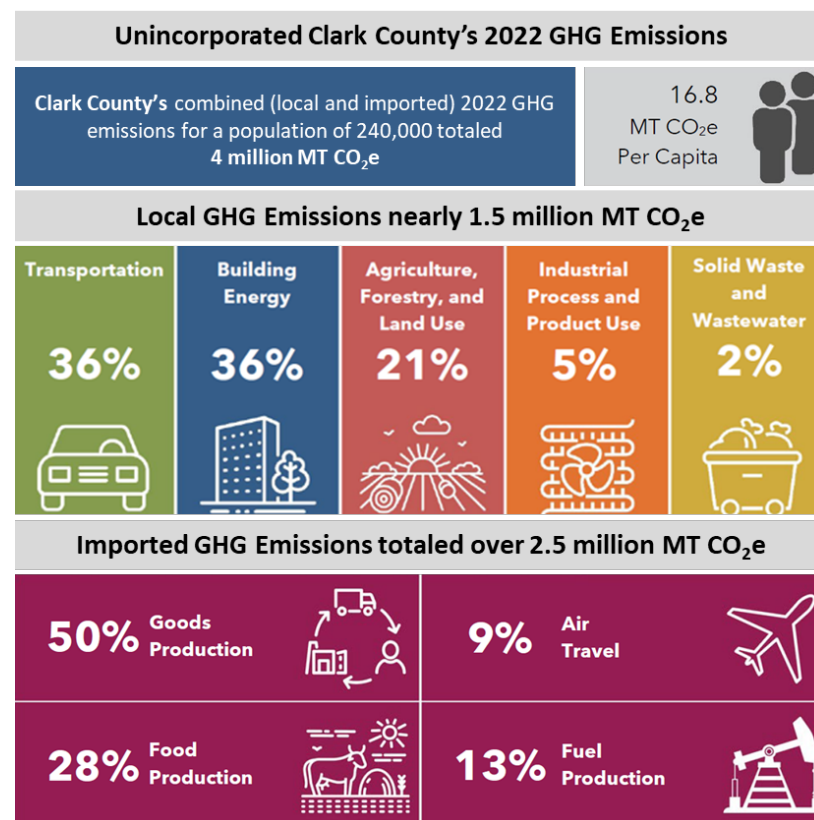
CLIMATE CHANGE

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

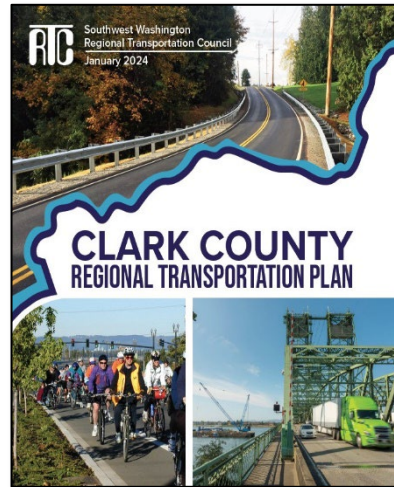
The Regional Transportation Plan ([RTP](#)) for Clark County is the region’s long-range transportation plan. The of the plan is to promote and guide development of a multimodal transportation system for the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. 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)

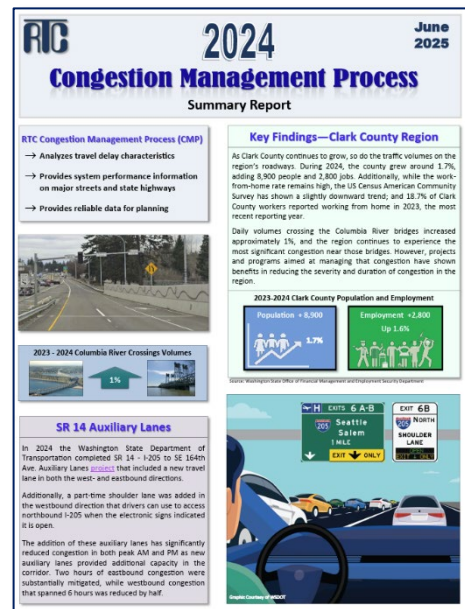
C. CONGESTION MANAGEMENT PROCESS

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.
- 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)

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)

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

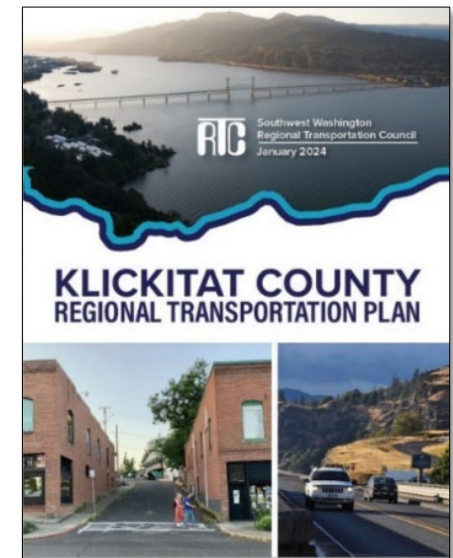
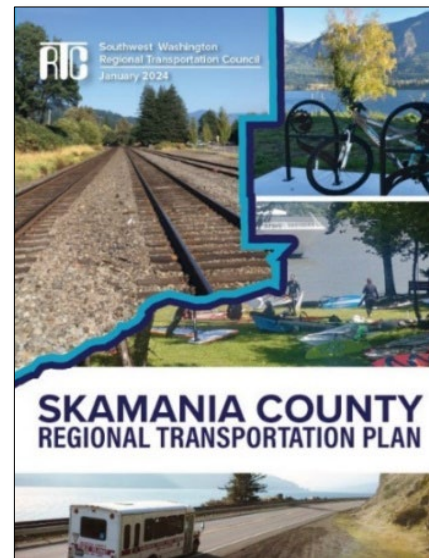
- Coordinate all VAST activities within Clark County and with Oregon. Provide a forum to host periodic VAST program events to promote regional discussion and education on TSMO and transportation technology issues. (Ongoing)
- Address regional ITS goals and policies for the Clark County region and for 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 roadway 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	\$40,000
		RTC	\$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 through 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:

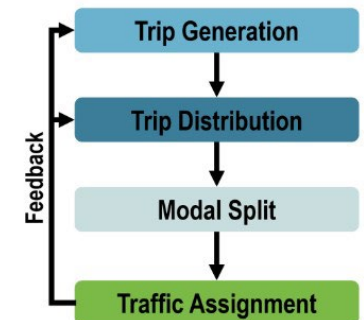
- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote 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 RTC's 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 through Cambridge Systematics, a TomTom partner, include Traffic Stats and O/D Analysis.

- TomTom Traffic Stats and O/D Analysis products are 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 CTVV 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
I.H.	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	\$516,800	\$227,200				\$16,200			\$760,200
B	\$295,700	\$130,000				\$9,400			\$435,100
C	\$63,800	\$28,100				\$2,000			\$93,900
D	\$61,700	\$27,100				\$1,900			\$90,700
E	\$342,400	\$150,500				\$10,800			\$503,700
F						\$50,000			\$50,000
G							\$40,000		\$40,000
H					\$60,000				\$60,000
I				\$20,000				\$5,000	\$25,000
J			\$50,000						\$50,000
K	\$12,800	\$5,600				\$700	\$10,000		\$29,100
L			\$100,000						\$100,000
M								\$50,000	\$50,000
	Subtotal	\$1,293,200	\$568,500	\$150,000	\$20,000	\$60,000	\$91,000	\$50,000	\$2,287,700
II DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES									
A	\$514,643	\$226,200				\$16,019			\$756,862
B			\$75,000						\$75,000
	Subtotal	\$514,643	\$226,200	\$75,000		\$16,019			\$831,862
III TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT									
A	\$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 SFT 2027 Expenditures	New Grant Revenue for SFT 2027	Estimated Carry-Forward from SFT 2026	Total Grant Revenue Available	Est. Carry Forward to SFT 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 STBGUPWP 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 SFT 2027 Expenditures	New Grant Revenue for SFT 2027	Estimated Carry-Forward from SFT 2026	Total Grant Revenue Available	Est. Carry Forward to SFT 2028
RTPO	\$91,000	\$16,019	\$10,100	\$117,119	\$117,119	\$0	\$117,119	\$0
WSDOTIBR	\$40,000	\$0	\$0	\$40,000	\$0	\$40,000	\$40,000	\$0
WSDOTHSTP	\$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 SFT 2027 Expenditures	New Grant Revenue for SFT 2027	Estimated Carry-Forward from SFT 2026	Total Grant Revenue Available	Est. Carry Forward to SFT 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)
GCC 1192	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
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/KI 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-Wahkiakum 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 with 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 TRANSPORTATION

- 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's 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.

Stay in touch with news, stories and things to do. oregonmetro.gov/news

Follow oregonmetro



Metro Councilors

Ashton Simpson, District 1

Christine Lewis, District 2

Gerritt Rosenthal, District 3

Juan Carlos González, District 4

Mary Nolan, District 5

Duncan Hwang, Acting Council President, District 6

Auditor

Brian Evans
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

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 **resiliency 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	<ul style="list-style-type: none"> • 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, <i>Get There Portland Metro</i> 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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)
	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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)
	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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)
	<p>activities across the region, consistent with the TSMO Strategic Plan and the region’s adopted ITS Architecture plan.</p> <ul style="list-style-type: none"> • 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.
<p>7. Efficient Management & Operations</p>	<ul style="list-style-type: none"> • 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.
<p>8. System Preservation</p>	<ul style="list-style-type: none"> • 2023 RTP projects include major roadway preservation projects.

Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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)
	<ul style="list-style-type: none"> • 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. Federal Transportation Performance Management Reporting

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, Metro 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 Act³ (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 Act⁴ 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



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 3.4

File #: RES 26-5604

Agenda Date: 5/21/2026

Resolution No. 26-5604 For the Purpose of Appointing Members to the Metro Committee on Racial Equity

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING) RESOLUTION NO. 26-5604
APPOINTMENTS TO THE METRO)
COMMITTEE ON RACIAL EQUITY) Introduced by Acting Council President
) Duncan Hwang

WHEREAS, in accordance with Metro’s Strategic Plan to Advance Racial Equity, Diversity and Inclusion (“Strategic Plan”) the Metro Council created the Committee on Racial Equity (“CORE”), approved its charter, and confirmed the appointment of its two founding co-chairs on March 16, 2017; and

WHEREAS, the CORE is a Metro Advisory Committee under Metro Code Chapter 2.19.270; and

WHEREAS, by a fair and open process, Metro has recruited applicants for CORE and the Metro Council President has appointed selected applicants consisting of members of the public who have a commitment to advancing racial equity and the skills, knowledge, and lived experience to assist Metro Council and staff on the implementation and evaluation of the Strategic Plan; and

WHEREAS, Metro Code Chapter 2.19.030(b)(1) requires that the Metro Council confirm appointments and reappointments made by the Council President to Metro’s Advisory Committees; and

WHEREAS, the Acting Council President has appointed Lisa Kwon and Lyanna Hoang to CORE and the Metro Council wishes to confirm these appointments; now therefore

BE IT RESOLVED that the appointments of Lisa Kwon and Lyanna Hoang by the Acting Council President to CORE are hereby confirmed by Metro Council to serve two-year terms, effective immediately.

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

Duncan Hwang, Acting Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

IN CONSIDERATION OF RESOLUTION NO. 26-5604 FOR THE PURPOSE OF CONFIRMING THE APPOINTMENT OF MEMBERS TO THE METRO COMMITTEE ON RACIAL EQUITY (CORE)

Date: Tuesday, May 5, 2025
Department: Diversity, Equity, and Inclusion

Prepared by: Amy Trieu
Meeting Date: May 21, 2026

ISSUE STATEMENT

Resolution No. 26-5604 requests the confirmation of the appointment of two members to Metro’s Committee on Racial Equity (CORE) by the Acting Council President. The appointments contribute to a fully seated committee and its ability to fulfill its advisory role to Metro Council and staff.

ACTION REQUESTED

The Metro Council confirm the Acting Metro Council President’s appointment of two members to Metro’s Committee on Racial Equity for two-year terms.

IDENTIFIED POLICY OUTCOMES

This action supports CORE’s representation of individuals from the public who have commitment to advancing racial equity and the skills, knowledge and lived experience to assist Metro Council and staff on the implementation and evaluation of the Strategic Plan.

STAFF RECOMMENDATIONS

Staff recommends that the Metro Council confirm the Action Metro Council President’s appointments of the following community members to Metro’s Committee on Racial Equity:

Name	County	End of term
Lisa Kwon	Multnomah	May 2028
Lyanna Hoang	Multnomah	May 2028

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The Committee on Racial Equity (CORE) is a committee that was created and chartered by the Metro Council in 2017 to advise the Council and staff in advancing racial equity to fulfill the purpose of good government, which is to serve all people effectively and create greater opportunities for people of color

and other marginalized communities to thrive in the region. Further, CORE was added to Metro Code as a permanent advisory committee in 2020. CORE's purpose is to:

- Advise Metro Council on the implementation of the [Strategic Plan to Advance Racial, Equity, Diversity, and Inclusion](#) and other racial equity strategies and initiatives,
- Provide the opportunity to meaningfully engage powerful community advocates,
- Maintain relationships and build trust with communities of color,
- Provide a concrete mechanism for keeping Metro accountable to its racial equity goals, and
- Play a critical advisory role in fulfilling the agency's commitments to racial equity.

BACKGROUND

In May 2025, DEI staff conducted an outreach process to recruit community members across the region, and a month later, received sixteen applications. Both CORE co-chairs and four Metro staff reviewed and evaluated the applications received using the criteria in the CORE bylaws and charter. As two CORE seats became vacant in 2026, DEI staff leveraged the previous year's process to reconnect with previous applicants and invite them to interview for the current vacancies.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 3.5

File #: 26-6586

Agenda Date: 5/7/2026

Consideration of the May 7, 2026 Council Meeting Minutes

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, May 7, 2026

10:00 AM

**Metro Regional Center, Council chamber;
<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
253-205-0468 (toll free), [https://www.youtube.com/watch?
v=0FQnk8-Wrfc](https://www.youtube.com/watch?v=0FQnk8-Wrfc)**

Council meeting

1. Call to Order and Roll Call

Acting Council President Hwang called the meeting to order at 10:03 a.m.

Present: 6 - Acting Council President Duncan Hwang, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Juan Carlos Gonzalez, Councilor Christine Lewis, and Councilor Ashton Simpson

2. Public Communication

Dick Schouten, former Washington County Commissioner, advocated for more acreage for Cooper Mountain.

Susan Hartnett, Oregon Zoo Bond Oversight Committee member, expressed concern about the recent zoo bond audit. She shared her confidence in the organization's plans to implement upcoming projects, based on her career experience and previous service.

Nicholas Primm advocated for public investment in the Lloyd Center, describing the site as a similar size to the OMSI district, transit-rich and currently lacking government support. Matt Henderson, Save Lloyd, asked Metro to engage in discussions about using a portion of Lloyd Center for a reuse mall.

3. Consent Agenda**3.1 Resolution No. 26-5609 For the Purpose of Changing Certain Council Committee Assignments for 2026**

Attachments: [Resolution No. 26-5609](#)
[Staff Report](#)

3.2 Resolution No. 26-5610 For the Purpose of Appointing Jody Carson and Chelsy Vicente Xiloj to the Future Vision Commission

Attachments: [Resolution No. 26-5610](#)
[Staff Report](#)

3.3 Consideration of the April 30, 2026 Council Meeting Minutes

Attachments: [April 30, 2026 Council Meeting Minutes](#)

A motion was made by Councilor Gonzalez, seconded by Councilor Simpson, to adopt items on the consent agenda. The motion carried unanimously.

4. Presentations

4.1 2026 Economic Development Activities Roadmap

Presenter(s): Eryn Kehe, Urban Policy and Development Manager, Planning, Development and Research
Anneliese Koehler, Legislative Affairs Manager, Government Affairs and Policy Development
David Tetrick (he/him), Economic Development Planner, Planning, Development and Research
Jaye Cromwell, Strategic Initiatives Policy Advisor, Planning, Development and Research

Attachments: [Staff Report](#)
[Attachment 1 - 2026 Job Ready Lands Workplan](#)

Staff from Planning, Development and Research and Government Affairs and Policy Development reviewed past Council direction to support economic development efforts in the region and laid out a proposed roadmap for engagement and actions for the coming months.

Staff clarified that Greater Portland Economic Development District (GPEDD) is the board that approves the Comprehensive Economic Development Strategy (CEDS) and includes Metro representation and that Greater Portland, Inc. (GPI) markets shovel-ready lands to possible companies.

Councilor González referred to a recent Westside Economic Alliance presentation about industrial land readiness and staff emphasized upcoming efforts to sort available land by specific characteristics, including proximity to amenities, size and other categories.

Councilor Rosenthal asked whether upcoming research will identify whether land in excess of 100 acres is necessary, citing limited industrial types that could use such large parcels. He also asked whether Metro would support a statewide apprenticeship program. Staff affirmed that no industry type would be automatically ruled out and that workforce development opportunities would guide decisions about industry types to pursue.

Councilor Lewis addressed the mismatch between the existing job ready lands inventory and industry needs. Staff described the inventory as a starting place to understand this delta and identified potential investments in available land to make parcels shovel ready. Councilor Lewis cautioned against creating a tool that will be deployed in the private sector without meaningful input.

Councilor Nolan asked the selection process for target industries and the planned strategies for over-reliance on tax abatement strategies. Staff highlighted engagement with public and private regional stakeholders and spoke to a breadth of industry partners represented on existing Metro committees. They referenced past economic development conversations that leveraged regional values, like a focus on climate technology.

Acting Council President Hwang shared his difficulty articulating a universal goal for the program; he asked staff to define a guiding principle and to see develop a stronger nexus to targeted universalism. He also asked staff to address in upcoming educational engagements the rhetoric that expanding the urban growth boundary limits investment in the central region.

Councilor Rosenthal argued that the Willamette River should command attention as the region's center when planning for the

future. He commented that the region should assess its success in manufacturing to identify new opportunities, and he noted that certain industries may not be appropriate for all parts of the state.

Councilor Lewis noted that the process to develop the next CEDS is shorter than the previous process and more robust. Staff explained that while the CEDS is a federally compliant document, additional opportunities will follow.

5. Resolutions

5.1 Resolution No. 26-5608 For the Purpose of Adopting the Metro Investment Policy for Fiscal Year 2025-2026

Presenter(s): Brian Kennedy (he/him), Chief Financial Officer

Attachments: [Resolution No. 26-5608](#)
[Exhibit A](#)
[Staff Report](#)

Staff explained the benefits of adopting a financial policy that allows for investments held longer than 18 months. There was no additional discussion.

A motion was made by Councilor Gonzalez, seconded by Councilor Lewis, that this item be adopted. The motion passed by the following vote:

Aye: 5 - Acting Council President Hwang, Councilor Nolan, Councilor Rosenthal, Councilor Gonzalez, and Councilor Lewis

Excused: 1 - Councilor Simpson

6. Ordinances

6.1 Ordinance No. 26-1542 For the Purpose of Amending Metro Code Section 7.05.150 (Deficiencies and Refunds) to Extend Tax Refund Filing Deadlines for Tax Years 2021 and 2022 Under Certain Circumstances

Presenter(s): Justin Laubscher (he/him), Tax Compliance Program Manager

Attachments: [Ordinance No. 26-1542](#)
[Exhibit A](#)
[Staff Report](#)

Staff described the limited extension for claiming refunds for supportive housing services tax paid.

Staff clarified for Councilor Lewis staff that Metro approves correspondence to taxpayers sent by its contractor, the City of Portland.

6.1.1 Public Hearing on Ordinance No. 26-1542

No testimony.

7. Chief Operating Officer Communication

7.1 RWAC Update (Marta McGuire, Director, Waste Prevention and Environmental Services)

Marta McGuire, Waste Prevention and Environmental Services Director, shared recent takeaways from the Regional Waste Advisory Committee meeting, whose comments aligned with Metro's recommendation for solid waste fees. Councilor Nolan thanked staff for following-up with committee members on non-monetary recommendations made.

Councilor González noted that funds from the new Recycling Modernization Act are directed exclusively to cities; staff confirmed this allocation reflects the collection duties the cities each perform.

Councilor Lewis shared the committee's discussion about changes to Metro Central and Metro's Employee Resource Project.

7.2 MERC Update (Craig Stroud, General Manager, Visitor Venues)

Craig Stroud, General Manager of Visitor Venues, provided an overview of quarterly convention sales, the state of sports tourism, safety improvements, and recommendations for Expo

from the Memorialization Committee.

8. Councilor Communication

None.

9. Adjourn

At 11:52 a.m., Acting Council President Hwang adjourned the meeting into an executive session, held pursuant to ORS 192.660(2)(e) to conduct deliberations with persons designated by the governing body to negotiate real property transactions.



Anne Buzzini, Council Legislative Advisor
May 18, 2026



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 4.1

File #: ORD 26-1543

Agenda Date: 5/14/2026

Ordinance No. 26-1543 For the Purpose of Annexing to the Metro Boundary Approximately 10 Acres in North Bethany Along Northwest Kaiser Road

Glen Hamburg (he/him), Senior Regional Planner

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE) ORDINANCE NO. 26-1543
METRO BOUNDARY APPROXIMATELY 10)
ACRES IN NORTH BETHANY ALONG) Introduced by Chief Operating Officer
NORTHWEST KAISER ROAD) Marissa Madrigal with the Concurrence of
) Acting Council President Duncan Hwang

WHEREAS, Otak, Inc. has submitted a complete application for annexation of approximately 10 acres of unincorporated Washington County (“the territory”) to the Metro service district boundary (the “Metro boundary”); and

WHEREAS, the Metro Council added the territory to the urban growth boundary (UGB) by Ordinance No. 02-987A adopted on December 12, 2002; and

WHEREAS, Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan requires annexation to the Metro boundary prior to application of land use regulations intended to allow urbanization of the territory; and

WHEREAS, Metro has received consent to the annexation from the owners of the land in the territory; and

WHEREAS, the proposed annexation complies with Metro Code 3.09.070; and

WHEREAS, the Council held a public hearing on the proposed amendment on May 14, 2026; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- 1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
- 2. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated May 6, 2026, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this ___ day of _____ 2026.

Duncan Hwang, Acting Council President

Attest:

Approved as to form:

Georgia Langer, Recording Secretary

Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 26-1543, FOR THE PURPOSE OF ANNEXING TO THE METRO BOUNDARY APPROXIMATELY 10 ACRES IN NORTH BETHANY ALONG NORTHWEST KAISER ROAD

Date: May 6, 2026
Department: Planning, Development & Research

Prepared by: Glen Hamburg
Senior Regional Planner

BACKGROUND

CASE: AN0226, Annexation to Metro Boundary

PETITIONER: Otak, Inc.
808 SW Third Ave., Ste. 800
Portland, OR 97204

PROPOSAL: The petitioner requests annexation of territory in Washington County to Metro's service district boundary (the "Metro boundary").

LOCATION: The subject territory, totaling approximately 10 acres in area, is located in unincorporated Washington County on the east side of Northwest Kaiser Road, south of Northwest Raywood Lane. The subject territory can be seen as the cross-hatched area in Attachment 1.

ZONING: Separate portions of the subject territory are zoned by Washington County as follows: R-6 North Bethany District (R-6 NB); R-9 North Bethany District (R-9 NB); R-15 North Bethany District (R-15 NB); R-24 North Bethany District (R-24 NB); and R-25+ North Bethany District (R-25+ NB).

The subject territory was added to the urban growth boundary (UGB) in 2002. The territory must be annexed into the Metro boundary for urbanization to occur.

APPLICABLE REVIEW CRITERIA

The criteria for annexation to the Metro boundary are contained in Metro Code section 3.09.070.

3.09.070 Changes to the Metro Boundary

(e) The following criteria apply in lieu of the criteria set forth in section 3.09.050(d). The Metro Council's final decision on a boundary change must include findings and conclusions to demonstrate that:

- 1. The affected territory lies within the UGB;*

Staff Response:

The subject territory was brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-987A. Publicly available online maps, including Metro's MetroMap service, also identify the territory as within the UGB. No parties have contested that the property is within the UGB. Because the territory is in fact within the UGB, the application meets the criteria of section 3.09.070(e)(1).

- 2. The territory is subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services; and*

Staff Response:

The subject territory is already zoned R-6 NB, R-9 NB, R-15 NB, R-24 NB, and R-25+ NB, each of which are urban residential zoning districts of Washington County. The territory is also already in the Tualatin Valley Fire District and the TriMet transit service district. However, the territory cannot be developed with urban uses until it is also annexed to the Metro district, as well as certain other service districts. Washington County staff have confirmed that section 501-10.2 of Washington County's Community Development Code provides the following: "...an application for development approval within the North Bethany Subarea Plan shall be denied unless the applicant demonstrates that: (A) The property(ies) has been annexed to the following jurisdictions: Clean Water Services, Metro, Tualatin Hills Park & Recreation District, Tualatin Valley Fire and Rescue, Tualatin Valley Water District, Enhanced Sheriff's Patrol District, and Urban Road Maintenance District." The territory is in the County's North Bethany Subarea Plan and is therefore subject to measures that prevent its urbanization until it is annexed to service districts that will provide necessary urban services. The application meets the criteria in section 3.09.070(e)(2).

- 3. The proposed change is consistent with any applicable cooperative or urban service agreements adopted pursuant to ORS Chapter 195 and any concept plan.*

Staff Response:

The subject territory is already within the UGB and has been planned and zoned for urban residential land uses; it is therefore not subject to any urban reserve concept plan. The territory is specifically in the North Bethany Subarea of Washington County's "Comprehensive Framework Plan for the Urban Area." Chapter 390-8 of the Community Development Code of Washington County states that the various residential zones that apply to the subject territory generally allow for between six and 25 dwelling units per acre. As noted above, the territory is already in the Tualatin Valley Fire District and TriMet's transit service district. Notice of this application was provided to Washington County and to urban service providers; neither the County nor any service provider has asserted that the proposal to annex the territory to the Metro boundary is inconsistent with any adopted cooperative or urban service agreement. The Tualatin Valley Water District (TVWD) submitted a copy of TVWD Board Resolution 05-12 endorsing annexation of the subject territory to the TVWD service area. The application meets the criteria in section 3.09.070(e)(3).

ANALYSIS/INFORMATION

Known Opposition: Notice of this annexation application was mailed to nearly 300 nearby property owners and other interested parties. One party submitted written testimony in opposition to the application on May 4, 2026; their testimony is included in the record.

Legal Antecedents: Metro Code section 3.09.070 allows for annexation to the Metro boundary.

Anticipated Effects: This amendment will add approximately 10 acres to the Metro boundary. The land is currently within the UGB and approval of this request will allow for the urbanization of the land to occur consistent with the Washington County Comprehensive Framework Plan for the Urban Area.

Budget Impacts: The only resources expended for this request are for associated staff time and for routine printing and postage for required public notices, which are already in the approved budget. Territories annexed to the Metro boundary are subject to relevant Metro tax requirements.

RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 26-1543.

From: Metro
To: [Legislative Coordinator](#)
Subject: New online testimony for Metro Council
Date: Monday, May 4, 2026 1:20:39 AM

Submitted on Mon, 05/04/2026 - 01:20

Submitted by: Anonymous

Submitted values are:

Name

Alexander Ko

Email

akakak88@gmail.com

Address

15109 NW Orchid St.
Portland, Oregon. 97229

Your testimony

ORDINANCE NO. 26-1543

Proposal No. AN0226 — Karas / KB Trees, LLC Annexation

TESTIMONY IN OPPOSITION

Summary of Position

I respectfully request that the Metro Council DENY Ordinance No. 26-1543, or in the alternative CONTINUE the matter, on the following grounds:

- The applicant's narrative addresses Metro Code § 3.09.050(D), which is the County's framework. This hearing, however, is governed by Metro Code § 3.09.070(e), and need to see applicant supplying findings under that section.
- Criterion (e)(2) — that the territory is subject to measures preventing urbanization until annexed — is not addressed at all in the applicant's submission.
- Criterion (e)(3) — consistency with applicable cooperative or urban service agreements and any concept plan — is contradicted by Washington County's own Notice of Incomplete Application dated September 24, 2025 (Tracking #S2500199), which identifies multiple unresolved consistency items under the North Bethany Subarea Plan.
- The applicant's narrative does not address Metro Title 13 (Nature in Neighborhoods) or Statewide Planning Goal 5, despite the wildlife use and drainage corridor I have personally observed and photographed on the parcel.
- The acreage of the territory described in the petition is internally inconsistent across the application materials (variously cited as 9.63, 9.94, 2.62, and 2.48 acres versus the ~10 acres in the public notice), undermining a precise finding under Criterion (e)(1).

Attach a file

{Empty}

Is your testimony related to an item on an upcoming agenda?

Yes

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: May 13, 2026
To: Acting Council President Hwang and Metro Councilors
From: Glen Hamburg, Senior Regional Planner
Subject: Staff response to submitted testimony in opposition to Ordinance No. 26-1543

The Metro Council is scheduled to hold a public hearing on Ordinance No. 26-1543 on May 14, 2026. The ordinance, if approved, would annex approximately 10 acres in the North Bethany area of urban unincorporated Washington County to Metro's service district boundary (a.k.a., the "Metro boundary"). Annexation to the Metro boundary is necessary for future development of the subject territory under Washington County's jurisdiction. The territory is generally described as Tax Lot 1N117A000600 with situs address 7250 NW Kaiser Road, and is located on the east side of NW Kaiser Road south of NW Raywood Lane. The owner of the territory has consented to the requested annexation.

Metro mailed notice of the May 14 public hearing to nearly 300 nearby property owners and other interested parties. To date, Metro staff have received written opposition to the proposed annexation from just one party, a resident of 15109 NW Orchid Street, who submitted testimony on May 4 outlining certain concerns.

Since this testimony was submitted, Metro staff have had the opportunity to communicate directly with the commenter as well as with Washington County staff to confirm that some of the stated concerns are more specifically with *other* land-use-related applications, including other annexations and development proposals involving the same property, that are being considered by the County, rather than by Metro. Metro staff have also helped to clarify for the commenter Metro boundary related criteria.

To ensure the Metro Council and the record for Ordinance No. 26-1543 also have clarification, this memo further responds to the concerns raised in the May 4 testimony.

Concern #1: *"The applicant's narrative addresses Metro Code § 3.09.050(D), which is the County's framework. This hearing, however, is governed by Metro Code § 3.09.070(e), and need to see applicant supplying findings under that section."*

Metro staff understand that there may have been confusion between the Metro boundary annexation application to be decided on by the Metro Council and other service district annexation applications to be considered separately by Washington County. Metro does not require a narrative for applications for annexation to the Metro boundary, nor was one submitted by the applicant (Otak, Inc.) with their application for annexation to the Metro boundary.

It is correct that changes (e.g., annexations) to the Metro boundary are subject to the criteria in Metro Code subsection 3.07.070(e) and not subsection 3.09.050(d). As with all Metro boundary annexation applications, Metro staff prepare a staff report that includes findings on the proposal's

consistency with subsection 3.07.070(e); if the Metro Council agrees with those findings, they adopt the staff report with and as an attachment to the ordinance. The applicant has not addressed, and does not need to address, either subsections 3.09.050(d) or 3.09.070(e) themselves with written findings in order for their application to be complete and for the ordinance to be approved by the Metro Council as recommended by Metro staff in the staff report.

Concern #2: “Criterion (e)(2) — that the territory is subject to measures preventing urbanization until annexed — is not addressed at all in the applicant's submission.”

Metro Code subsection 3.09.070(e), paragraph (2) requires that, for a territory to be annexed to the Metro boundary, it be “*subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services.*” However, applicants are not required to make that determination in their application. Rather, as explained above, Metro staff make findings in response to this and other criteria in the staff report. The Metro Council then considers those staff findings and, if they agree, adopt them with the ordinance.

The subject territory is not proposed for annexation to any city. After annexation to the Metro boundary, it may be urbanized under Washington County’s land use jurisdiction according to the County’s land use plans and implementing regulations for the area. As noted in the staff report dated May 6, 2026, the territory is already in the Tualatin Valley Fire District and TriMet’s transit service district. The territory also cannot be developed with urban uses until it is also annexed to the Metro district, as well as to Clean Water Services for sanitary sewer service and the Tualatin Valley Water District for water service.

Per Washington County, the County does have measures that will prevent urbanization of the territory until it is annexed to the service districts that will provide necessary urban services. Specifically, section 501-10.2 of Washington County’s Community Development Code provides the following:

“...an application for development approval within the North Bethany Subarea Plan shall be denied unless the applicant demonstrates that:

- A. The property(ies) has been annexed to the following jurisdictions: Clean Water Services, Metro, Tualatin Hills Park & Recreation District, Tualatin Valley Fire and Rescue, Tualatin Valley Water District, Enhanced Sheriff’s Patrol District, and Urban Road Maintenance District.”*

The subject territory is in the County’s North Bethany Subarea Plan and is therefore subject to measures that prevent its urbanization until it is annexed to service districts that will provide necessary urban services. The criteria in Metro Code section 3.09.070(e)(2) are met.

Concern #3: “Criterion (e)(3) — consistency with applicable cooperative or urban service agreements and any concept plan — is contradicted by Washington County's own Notice of Incomplete Application dated September 24, 2025 (Tracking #S2500199), which identifies multiple unresolved consistency items under the North Bethany Subarea Plan.”

The May 4 testimony did not include a copy of the referenced Washington County notice. Nonetheless, Metro staff understand the County notice relates to a separate and pending County development application, not the application for annexation of the subject territory to the Metro boundary to be considered by the Metro Council. The County does not send notices of incomplete

Metro boundary annexation applications, and no incomplete application notice was ever sent by Metro for annexation of subject property to the Metro boundary.

Page 6 of the May 4 testimony states, “*the application packet contains a [Tualatin Valley Water District (TVWD)] water Service Provider Letter and a [Clean Water Services (CWS)] sanitary sewer letter dated in 2025; the fire-district line on at least one Service Provider Letter form is blank, and the [Tualatin Hills Parks and Recreation District (THPRD)] documentation responds to a 2.62-acre footprint, not the full ~10 acres being annexed.*” Metro staff understand the commenter is actually referring here to the record for County application, not the Metro annexation application. The Metro annexation application and wider record does not include any service provider letters. Metro Code does not require service provider letters to be submitted and there is not a basis in Metro Code to deny the application for lack of service provider letters.

Metro Code section 3.09.070(e)(3) does require that a change to the Metro boundary be “*consistent with any applicable cooperative or urban service agreement adopted pursuant to ORS chapter 195 and any concept plan.*” The section does not require that any particular future development of the subject territory reviewed under another agency’s (e.g., the County’s) separate criteria be determined in advance by service providers to be serviceable by them (e.g., with water or sewer service); serviceability would be determined later by the local jurisdiction, after annexation to relevant districts, depending on the particular development ultimately proposed.

It is appropriate and required for the territory to be annexed to the Metro boundary and to other service districts *before* the County approves a development of the property with a determination that there are sufficient urban services to accommodate that development. Mere annexation of the territory to the Metro boundary would not authorize development and the record for this Metro boundary annexation application does not include evidence that such annexation runs contrary to any cooperative or urban service agreement.

Indeed, Metro provided notice of this Metro boundary annexation application to Washington County, Clean Water Services, Tualatin Valley Water District, Tualatin Hills Parks and Recreation District, Tualatin Valley Fire and Rescue, and the Beaverton School District. None of these entities have raised concerns of the proposed Metro boundary annexation, and the Tualatin Valley Water District proactively provided written documentation (attached) demonstrating its board’s endorsement of annexing the subject territory and the wider North Bethany Subarea to its service district if and when there is a request.

As noted above, Metro Code subsection 3.09.070(e), paragraph (3) requires annexation of a territory to be consistent with any concept plan. A “concept plan” is a high-level plan for future development of urban reserve areas outside of the urban growth boundary (UGB) and may guide the composition of more detailed comprehensive/community plans for the area once it is added to the UGB. The subject territory is already in the UGB and part of an adopted comprehensive/community plan with implementing County land use regulations, so there is no issue of consistency with a concept plan to be evaluated.

Concern #4: “*The applicant’s narrative does not address Metro Title 13 (Nature in Neighborhoods) or Statewide Planning Goal 5, despite the wildlife use and drainage corridor I have personally observed and photographed on the parcel.*”

Title 13, *Nature in Neighborhoods*, is one title of Metro Code chapter 3.07, *the Urban Growth Management Functional Plan*. Title 13 doesn’t directly regulate any particular development. Instead,

Title 13 has regional requirements and recommendations for local land use plans and regulations related to protection and restoration riparian and upland wildlife habitat, and Metro has already formally determined that Washington County's land use plans and regulations comply with Title 13. The application to annex the subject territory to the Metro boundary would not change the County's land use plans or regulations, so there is no justification for findings under Title 13. Metro Code section 3.09.070, which has the criteria for annexations to the Metro boundary, does not have any Title 13 related requirements; therefore, there would be no basis for denying the annexation application according to provisions in Title 13. Washington County – not Metro – is responsible for assessing whether any future development of the subject territory satisfies the County's Title 13 compliant habitat protection/restoration program.

Similarly, Statewide Planning Goal 5, *Natural Resources, Scenic and Historic Areas, and Open Spaces*, and its implementing administrative rules have requirements for local land use plans and regulations related to certain resources, including wildlife habitat. Again, the application to annex the subject territory to the Metro boundary would not change the County's land use plans or regulations, and there is no provision in the Metro Code annexation criteria warranting Goal 5 related findings.

While not relevant to the Metro district annexation application before the Metro Council, it may be worth noting that neither Title 13 nor Goal 5 prohibit local land use plans and regulations from allowing all development in or near wildlife habitat or drainage corridors. It's also the case that land divisions (e.g., subdivisions) approved by a local government may result in additional protection of habitat areas with local requirements for dedication of defined open space tracts on properties where they do not yet currently exist.

Metro staff have recommended the commenter to connect directly with Washington County to raise their concerns/ideas about habitat protection on the subject property.

Concern #4: “The acreage of the territory described in the petition is internally inconsistent across the application materials (variously cited as 9.63, 9.94, 2.62, and 2.48 acres versus the ~10 acres in the public notice), undermining a precise finding under Criterion (e)(1).”

“Criterion (e)(1)” presumably refers to Metro Code subsection 3.09.070(e), paragraph (1), which requires a territory to be in the UGB in order to be annexed to the Metro boundary. There is no dispute that the subject territory, which is more than 1,600 feet (nearly a third of a mile) from the UGB at its closest point, is inside the UGB. The commenter themselves attests to the subject territory meeting the criterion in subsection 3.09.070(e), paragraph (1), noting on Page 4 of their testimony that the territory “was added to the UGB in 2002.” The publicly available “MetroMap” tool¹ also identifies the territory as “Inside the Portland Metro urban growth boundary”.

There also is no inconsistency in references to the subject territory's size in the Metro boundary annexation record. Nothing in the Metro boundary annexation application materials include references to the subject territory being fewer than 9+ acres. The Metro boundary annexation application does include a Washington County tax map identifying a 9.65-acre area. The territory

¹ The subject territory is identified on MetroMap here, with the UGB shown as a red line roughly a third of a mile to the north and east: [https://gis.oregonmetro.gov/metromap/?center=45.57390460717195%2C-122.83736249753521&datatab=layers&layers=Taxlots%2C1%2CTaxlot%20Additional%20Records%2C1%2CCities%2C0.3%2CMetro%20District%20Boundary%2C0.5%2CUrban%20Growth%20Boundary%20\(UGB\)%2C1&search=click%7C45.57255%2C%20-122.83588&zoom=15](https://gis.oregonmetro.gov/metromap/?center=45.57390460717195%2C-122.83736249753521&datatab=layers&layers=Taxlots%2C1%2CTaxlot%20Additional%20Records%2C1%2CCities%2C0.3%2CMetro%20District%20Boundary%2C0.5%2CUrban%20Growth%20Boundary%20(UGB)%2C1&search=click%7C45.57255%2C%20-122.83588&zoom=15)

was appropriately described in the public notice for annexation as “approximately 10 acres”, with an accompanying map. The references in the testimony to other acreages may be with other applications submitted to and being reviewed by Washington County for separate purposes.

The testimony asks the Metro Council to “*require the applicant to identify the precise legal description, acreage, and survey closure of the territory before adopting any finding under [Metro Code paragraph 3.07.070](e)(1).*” The annexation application already includes the attached legal description and map certified as accurate by a cartographer with Washington County Assessment & Taxation. A survey of the property is not required by Metro Code section 3.09.070, nor is it necessary to further verify that the property is well within the UGB. Metro staff believe that lack of a survey in the record would not be an appropriate basis for denying the Metro boundary annexation application.

ATTACHMENTS

1. Testimony from Alexander Ko submitted May 4, 2026
2. Tualatin Valley Water District Resolution 05-12
3. Washington County Assessment & Taxation cartographer certification of legal description and map of the subject property

Attachment 1

Testimony of Alexander Ko — Ord. 26-1543 / AN0226

**BEFORE THE METRO COUNCIL
OF THE METRO REGIONAL GOVERNMENT**

In the Matter of:

ORDINANCE NO. 26-1543

Proposal No. AN0226 — Karas / KB Trees, LLC Annexation

TESTIMONY IN OPPOSITION

Submitted by:

Alexander Ko

15109 NW Orchid Street

Public Hearing: Thursday, May 14, 2026, 10:00 a.m.

Metro Regional Center, 600 NE Grand Avenue, Portland, Oregon

Subject Property: Tax Lot 1N117A000600 (~10 acres), east side of NW Kaiser Rd, south of NW Raywood Lane, North Bethany Subarea

Attachment 1

Testimony of Alexander Ko — Ord. 26-1543 / AN0226

CONTENTS

Part I. Cover Sheet & Statement of Standing

Part II. Written Objection

Part III. Oral Testimony — Statement at Hearing

Part IV. Exhibit A — Photograph of Drainage Corridor on Subject Property (Aug. 25, 2025)

Part V. Exhibit B — Photograph of Wildlife on Subject Property (Oct. 10, 2024)

Part VI. Issue Preservation Statement (ORS 197.797 / 197.830)

Attachment 1

Testimony of Alexander Ko — Ord. 26-1543 / AN0226

PART I — COVER SHEET & STATEMENT OF STANDING

TO: Metro Council, c/o Council Clerk, Metro Regional Center, 600 NE Grand Avenue, Portland, OR 97232

FROM: Alexander Ko, 15109 NW Orchid Street, Portland, OR

RE: Ordinance No. 26-1543 / Proposal AN0226 (KB Trees, LLC / Otak, Inc. — Karas Bethany Subdivision Annexation)

DATE OF HEARING: May 14, 2026, 10:00 a.m.

FILED: May 4, 2026, — submitted into the record both in writing and in oral testimony at the hearing.

Statement of Standing

I, Alexander Ko, reside at 15109 NW Orchid Street, in unincorporated Washington County. My residence directly overlooks Tax Lot 1N117A000600, the property that is the subject of Ordinance 26-1543. I have personally observed the subject property over a multi-year period and am directly and adversely affected by the proposed boundary change. By raising the issues set forth herein with sufficient specificity, I preserve all such issues for appeal to the Oregon Land Use Board of Appeals (LUBA) under ORS 197.830.

Summary of Position

I respectfully request that the Metro Council DENY Ordinance No. 26-1543, or in the alternative CONTINUE the matter, on the following grounds:

- The applicant's narrative addresses Metro Code § 3.09.050(D), which is the County's framework. This hearing, however, is governed by Metro Code § 3.09.070(e), and need to see applicant supplying findings under that section.
- Criterion (e)(2) — that the territory is subject to measures preventing urbanization until annexed — is not addressed at all in the applicant's submission.
- Criterion (e)(3) — consistency with applicable cooperative or urban service agreements and any concept plan — is contradicted by Washington County's own Notice of Incomplete Application dated September 24, 2025 (Tracking #S2500199), which identifies multiple unresolved consistency items under the North Bethany Subarea Plan.
- The applicant's narrative does not address Metro Title 13 (Nature in Neighborhoods) or Statewide Planning Goal 5, despite the wildlife use and drainage corridor I have personally observed and photographed on the parcel.
- The acreage of the territory described in the petition is internally inconsistent across the application materials (variously cited as 9.63, 9.94, 2.62, and 2.48 acres versus the ~10 acres in the public notice), undermining a precise finding under Criterion (e)(1).

PART II — WRITTEN OBJECTION

1. The Criteria the Council Must Apply

The hearing notice for Ordinance 26-1543 identifies Metro Code chapter 3.09, section 3.09.070, and reproduces subsection (e) as the criteria the Metro Council must apply. Subsection (e) provides that the Council's final decision "must include findings and conclusions to demonstrate that":

- (1) the affected territory lies within the UGB;
- (2) the territory is subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services; and
- (3) the proposed change is consistent with any applicable cooperative or urban service agreements adopted pursuant to ORS Chapter 195 and any concept plan.

These criteria apply "in lieu of" the criteria in § 3.09.050(d). Findings on each must be supported by substantial evidence in the record. The record before the Council does not currently support findings on Criteria (e)(2) or (e)(3).

2. The Applicant Need to Address the Right Code Section

The applicant's "Boundary Change (Service District Annexation) Narrative," prepared by Otak, Inc. and dated January 21, 2026, is structured almost entirely around Metro Code § 3.09.050(D)(1) and (2). That is the County's framework under ORS 198.850 for service-district annexations. It is not the framework the Metro Council applies to a change to the Metro service district boundary, which is governed by § 3.09.070(e).

The two frameworks are not the same. The (e)(2) anti-urbanization criterion has no analog in the applicant's analysis. The (e)(3) criterion is narrower than § 3.09.050(D)'s six-part list and elevates concept-plan consistency to a stand-alone, mandatory finding. Because the applicant has not briefed (e)(2) at all, and has only conclusorily addressed (e)(3), the Council cannot lawfully adopt findings under those subsections on this record.

3. Criterion (e)(1) — UGB Status

I do not contest that Tax Lot 1N117A000600 is located within the Metro Urban Growth Boundary. The North Bethany Subarea was added to the UGB in 2002 by Metro Ordinance No. 02-987A. I do, however, note that the public notice describes the territory as "approximately 10 acres," while the applicant's own materials variously describe the site as 9.63, 9.94, 2.62, and 2.48 acres. The Council should require the applicant to identify the precise legal description, acreage, and survey closure of the territory before adopting any finding under (e)(1).

4. Criterion (e)(2) — Measures That Prevent Urbanization

This is the central legal failure of the application. To make the (e)(2) finding, the Council must identify on the record the specific measure that legally prevents urbanization of the affected territory until annexation

Attachment 1

Testimony of Alexander Ko — Ord. 26-1543 / AN0226

occurs. Such measures typically take the form of an interim zoning overlay, a deed restriction, a comprehensive plan provision conditioning urban use on annexation, or a similar concrete legal restraint.

The applicant's narrative does not identify any such measure. Its citation to Washington County CDC § 501-8.3 — which conditions land-use approval on annexation — is not a measure preventing urbanization of the territory itself. It is a procedural condition on a future development approval. The (e)(2) criterion asks whether the territory is subject to measures that prevent urbanization, not whether annexation is a prerequisite for a particular subdivision approval.

Without record evidence identifying the specific anti-urbanization measure, the (e)(2) finding cannot be made.

5. Criterion (e)(3) — Consistency with Concept Plan and Service Agreements

The North Bethany Subarea Plan is the applicable concept plan. It establishes the land use framework, infrastructure systems, service-provider responsibilities, Subarea Design Elements, and Areas of Special Concern that constrain urban development within the Subarea. Consistency with that plan — at the parcel level — is the test (e)(3) imposes.

The record demonstrates the underlying development is not currently consistent with the Subarea Plan. Washington County issued a Notice of Incomplete Application on September 24, 2025 (Tracking #S2500199) identifying multiple unresolved consistency items, including:

- Failure to comply with minimum residential density requirements in the R-9 NB and R-15 NB districts on a gross-acreage basis under CDC § 300-2 (the application as proposed "does not meet the minimum residential requirements");
- Absence of a written narrative addressing North Bethany Subarea Design Elements 5, 6, 10, 11, 12, 13, 14, 16, 17, and 20;
- Absence of a narrative addressing Areas of Special Concern 6A and 12;
- Absence of a narrative addressing the Northeast Neighborhood provisions of the North Bethany Subarea Plan;
- Absence of a narrative and illustrations demonstrating compliance with Building Design and Variety requirements under § 390-20;
- Absence of an overall land use designation map of the entire development site, including tax lot 600, with existing and proposed designation boundaries and acreages.

The local jurisdiction administering the concept plan has thus expressly determined that the application is incomplete on consistency grounds. The Metro Council cannot find consistency with a concept plan when the plan's administering jurisdiction has formally determined the application does not yet demonstrate consistency. The (e)(3) finding is unsupported on this record.

The cooperative-/urban-service-agreement prong of (e)(3) is also unsupported. The applicant references "adopted service frameworks" and "intergovernmental planning agreements" generically, but does not identify any agreement by name, date, or signatory, and does not place them in the record. The Council cannot find consistency with agreements that are not identified.

Attachment 1

Testimony of Alexander Ko — Ord. 26-1543 / AN0226

6. Annexation Should Not Be Used to Bypass an Incomplete-Application Determination

Washington County has formally determined that the underlying development application does not yet demonstrate compliance with the North Bethany Subarea Plan. Approving annexation before that compliance is demonstrated allows the boundary change — a Metro decision — to proceed on a record the local jurisdiction administering the concept plan has expressly found insufficient.

The proper sequence is: complete application first, consistency finding second, annexation third. The applicant asks the Council to invert that sequence and grant urban-service status before the underlying land-use application has cleared even the County's threshold completeness review. That precedent would invite future applicants to use Metro annexation as a workaround for unresolved local-jurisdiction findings, undermining the cooperative framework that ORS Chapter 195 and Metro Code § 3.09.070(e) exist to protect.

7. Metro Title 13 and Statewide Planning Goal 5

Metro Title 13 of the Urban Growth Management Functional Plan requires the protection of regionally significant fish and wildlife habitat. Statewide Planning Goal 5 protects natural resources, including riparian corridors, wetlands, and wildlife habitat. The North Bethany Subarea Plan implements Goal 5 in part through its Areas of Special Concern.

Photographs I took from my residence at 15109 NW Orchid Street, submitted as Exhibits A and B, document (a) a defined drainage corridor on the subject property containing mature riparian vegetation in August 2025, and (b) two deer foraging on the property in October 2024. The applicant's narrative does not mention Title 13, Goal 5, the drainage corridor, or any wildlife resources. The County's own Incomplete Application letter independently flagged Areas of Special Concern 6A and 12 as unaddressed. The Council cannot make an (e)(3) consistency finding while these resource issues remain unanalyzed.

8. Scope of Annexation Exceeds Scope of Concept-Plan-Consistent Development

The applicant proposes to annex the entire ~10-acre tax lot but seeks land use approval only for a 2.48-acre portion ("Adjusted Property B"). The remaining ~7.46 acres ("Adjusted Property A") has no current development application, no concept-plan-consistent layout, and no service-provider letters tied to a specific development. Annexing the full tax lot bootstraps urban-service status for territory whose concept-plan consistency has not been demonstrated. The applicant's "avoids fragmentation" argument is one of administrative convenience, not a finding under (e)(3).

9. Service Provider Record Is Incomplete and Mismatched in Scope

The application packet contains a TVWD water Service Provider Letter and a CWS sanitary sewer letter dated in 2025; the fire-district line on at least one Service Provider Letter form is blank, and the THPRD documentation responds to a 2.62-acre footprint, not the full ~10 acres being annexed. The County's own Incomplete Application letter requires that Service Provider Letters be no more than 90 days old. The Council's (e)(3) consistency finding rests in part on these letters; their currency, completeness, and scope are at issue.

Attachment 1

Testimony of Alexander Ko — Ord. 26-1543 / AN0226

10. Requested Disposition

For the foregoing reasons, I respectfully request that the Metro Council:

- DENY Ordinance 26-1543 without prejudice; or, in the alternative,
- CONTINUE this matter until (a) current Service Provider Letters scoped to the full annexation area are placed in the record; and (b) the applicant identifies any anti-urbanization measure relied upon for Criterion (e)(2), (e)(3) and addresses Metro Title 13 and Goal 5.

Respectfully submitted this May, 4, 2026.

Alexander Ko

15109 NW Orchid Street

Akakak88@gmail.com

PART III — EXHIBIT A

Photograph: Drainage Corridor on Subject Property

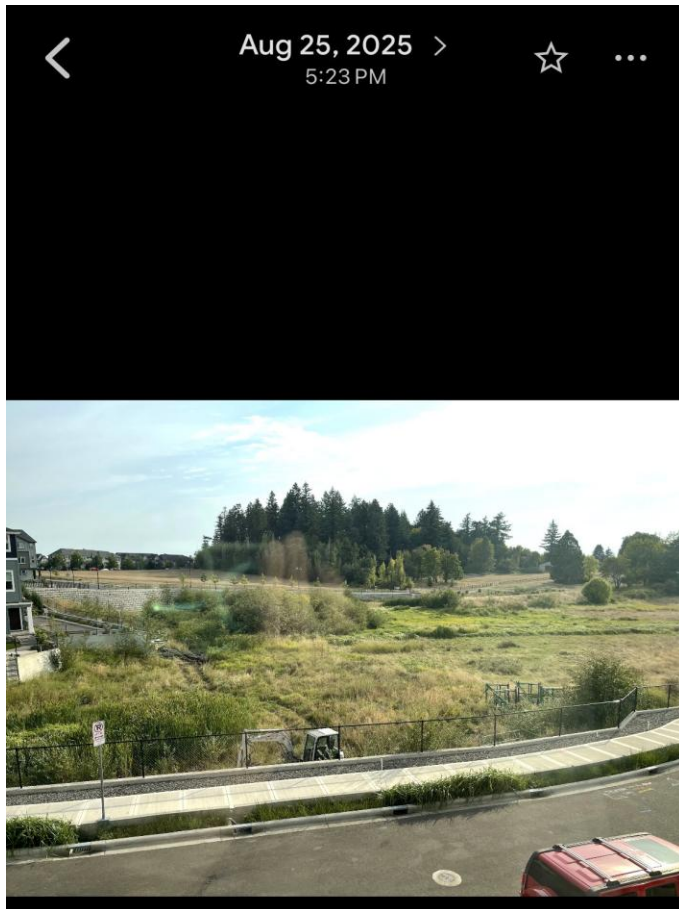
Date taken: August 25, 2025, at 5:23 p.m.

Location: Tax Lot 1N117A000600, viewed from 15109 NW Orchid Street.

Photographer: Alexander Ko (the undersigned).

Description: A defined drainage corridor with mature willows and other riparian vegetation crossing the subject property. A small excavator is visible on adjacent ground; existing residential development appears at left.

Relevance: Documents the presence of a drainage corridor / riparian feature on the affected territory that the applicant's narrative does not identify or analyze. Supports issues raised under Metro Code § 3.09.070(e)(3) (concept-plan consistency), Metro Title 13, Goal 5, Clean Water Services Vegetated Corridor requirements, and the North Bethany Subarea Plan's Areas of Special Concern. Also bears on the scope of any accurate "developable area" analysis.



Attachment 1

Testimony of Alexander Ko — Ord. 26-1543 / AN0226

PART IV — EXHIBIT B

Photograph: Wildlife on Subject Property

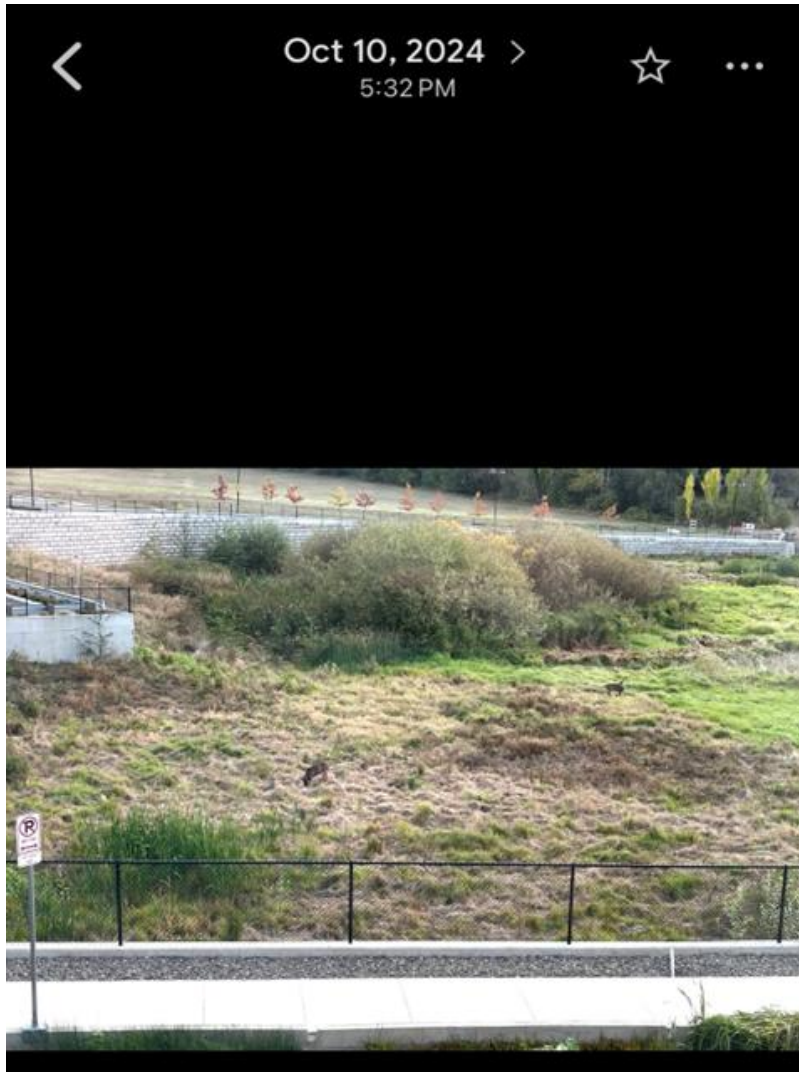
Date taken: October 10, 2024, at 5:32 p.m.

Location: Tax Lot 1N117A000600, viewed from 15109 NW Orchid Street.

Photographer: Alexander Ko (the undersigned).

Description: Two deer foraging on the subject property. Riparian vegetation (willow thickets, emergent grasses, cattails) is visible across the central portion of the parcel, with a defined low area consistent with a drainage corridor.

Relevance: Documents active wildlife use of the affected territory, supporting issues raised under Metro Code § 3.09.070(e)(3) (concept-plan consistency), Metro Title 13 (Nature in Neighborhoods), Statewide Planning Goal 5, and the North Bethany Subarea Plan's Areas of Special Concern 6A and 12.



PART VI — ISSUE PRESERVATION STATEMENT

Pursuant to ORS 197.797 and ORS 197.830, I hereby raise — both in writing through this submission and orally at the public hearing on May 14, 2026 — each of the following issues with sufficient specificity to afford the Metro Council an opportunity to respond and to preserve each issue for review by the Land Use Board of Appeals:

- Failure of the applicant to address the criteria of Metro Code § 3.09.070(e), the criteria identified in the public notice as the criteria the Council must apply.
- Failure of the record to identify any "measure that prevents urbanization" of the affected territory, as required by Metro Code § 3.09.070(e)(2).
- Failure of the record to demonstrate consistency between the proposed annexation and the North Bethany Subarea Plan (the applicable concept plan), as required by Metro Code § 3.09.070(e)(3), in light of the Washington County Notice of Incomplete Application dated September 24, 2025 (Tracking #S2500199).
- Failure of the applicant to identify any cooperative or urban service agreement adopted under ORS Chapter 195 by name, date, or signatory, as required for the Council's consistency finding under § 3.09.070(e)(3).
- Failure of the applicant or the record to address Metro Title 13 (Nature in Neighborhoods) and Statewide Planning Goal 5 with respect to documented wildlife habitat and a drainage corridor on the affected territory.
- Failure of the applicant to address Areas of Special Concern 6A and 12, Subarea Design Elements 5, 6, 10, 11, 12, 13, 14, 16, 17, and 20, the Northeast Neighborhood provisions, minimum density (CDC § 300-2), and Building Design and Variety (§ 390-20) — all flagged by the County as unresolved.
- Internal inconsistency in the legal description and acreage of the territory proposed for annexation across the application materials (variously cited as 9.63, 9.94, 2.62, 2.48 acres versus the ~10 acres in the public notice).
- Mismatch between the scope of the annexation (~10 acres) and the scope of any submitted, concept-plan-consistent development application (2.48 acres).
- Inadequacy and currency of Service Provider Letters in the record, including the absence of a complete fire-district letter and the limitation of the THPRD letter to a 2.62-acre footprint.

Each is supported by reference to specific items in the record before the Council, and by the photographic exhibits submitted herewith.

Alexander Ko

15109 NW Orchid Street

Date: 5/4/2026

Attachment 2

Tualatin Valley Water District



RESOLUTION 05-12

A RESOLUTION ENDORSING ANNEXATION OF THE NORTH BETHANY SUBAREA

WHEREAS, this matter has come before the Board of Commissioners of the Tualatin Valley Water District, hereinafter referred as the Board; and

WHEREAS, the Washington County Department of Land Use and Transportation (DLUT) has been preparing the North Bethany Subarea Plan (Plan) as shown on Exhibit A, attached hereto and incorporated by reference; and

WHEREAS, the District in cooperation with DLUT, and other local and regional stakeholders, have engaged in development of the Plan and that TVWD is designated to provide water service in the Plan area; and

WHEREAS, the Board has been requested by the Washington County Department of Land Use & Transportation to provide a general endorsement of the annexation of the land within the North Bethany Subarea Plan into the TVWD service area in anticipation of future development within the Plan area; and

WHEREAS, the Board typically under ORS 198.850 endorses property for annexation as each Parcel is proposed therefore, but believes this master resolution for the entire Plan area is more economic and efficient and being fully advised,

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE TUALATIN VALLEY WATER DISTRICT AS FOLLOWS:

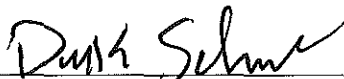
Section 1: That in accordance with ORS 198.850, the Board by this Resolution endorses the proposed annexation of multiple tax lots with the boundaries of the North Bethany Subarea Plan as defined by Washington County and as shown in attached Exhibit A that depicts the area to be annexed, if and when there is a request for annexation; and

Section 2: That the Secretary of the Board or Chief Executive Officer of the District is hereby directed to file this Resolution with the Washington County Board.

INTRODUCED AND ADOPTED THIS 15th DAY OF FEBRUARY 2012.

TUALATIN VALLEY WATER DISTRICT

BY



Dick Schmidt, President

BY



James Duggan, Secretary

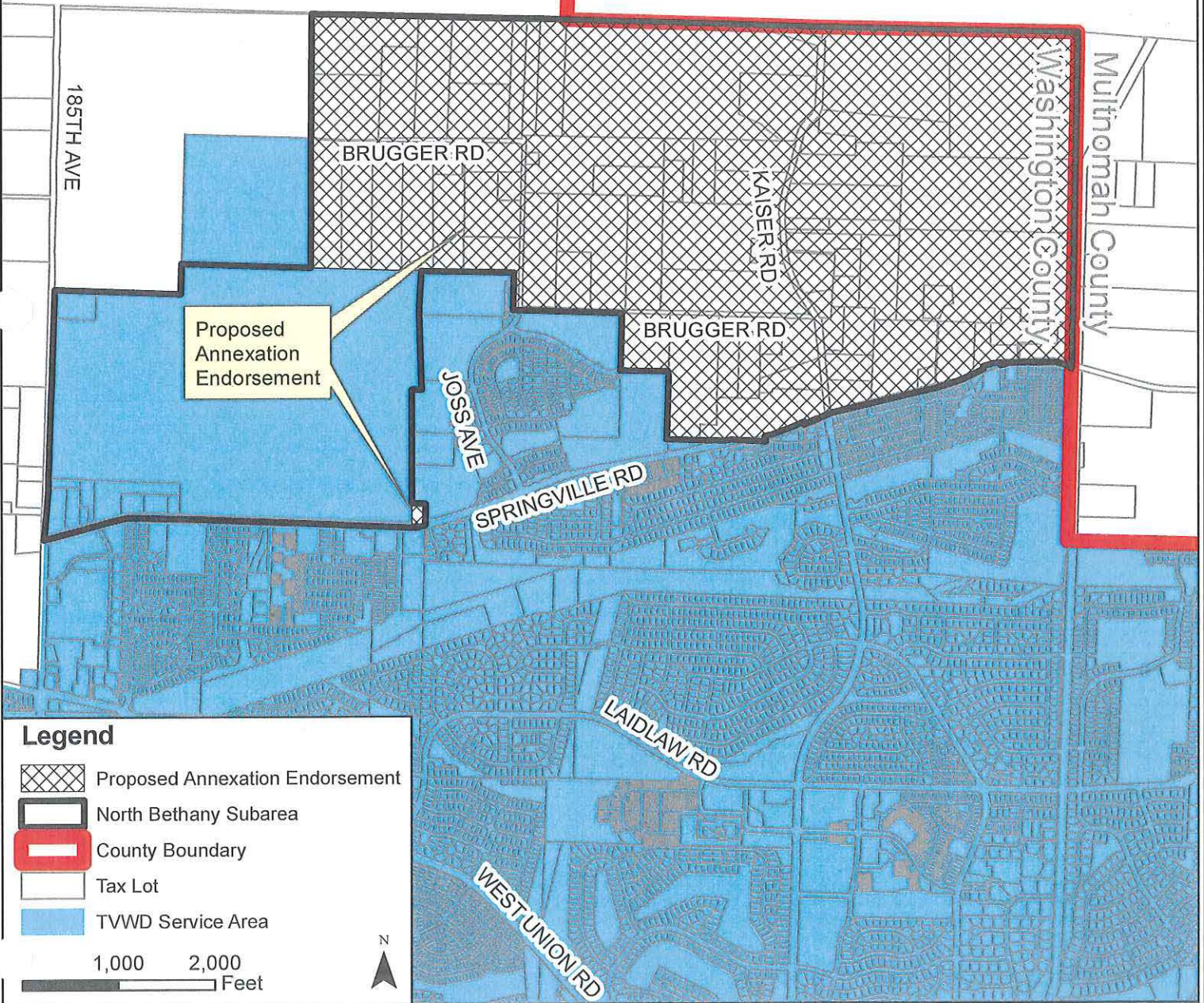
Acting

James L. Drane

Attachment 2

Exhibit A
Resolution 05-12

Washington County
Multnomah County



Legend

- Proposed Annexation Endorsement
- North Bethany Subarea
- County Boundary
- Tax Lot
- TVWD Service Area

1,000 2,000
Feet



2/7/2012

Tualatin Valley Water District



Proposed North Bethany Annexation Endorsement

Attachment 3



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Assessor Certification of Legal Descriptions and Exhibit Maps

To be completed by the county tax assessor's office, certifying the accuracy of the legal descriptions and exhibit maps included with the application for annexation to the Metro District Boundary


"I hereby certify that the descriptions of the property included within the attached petition have been checked by me and that they are true and exact descriptions of the property under consideration. I hereby also certify that the descriptions correspond to the attached maps."

Name: TED FOSTER

Title: GIS TECH

Department: CARTOGRAPHY

County: WASHINGTON

Signature: 

Date: 4/9/26

ANNEXATION CERTIFIED

BY 

APR 09 2026

**WASHINGTON COUNTY A & T
CARTOGRAPHY**

Attachment 3

**EXHIBIT A
LEGAL DESCRIPTION
KARAS PROPERTY LINE ADJUSTMENT
"Original Property A"**

October 23, 2024 (Otak #21774.100)

Lot 33, BRUGGER TRACT, Washington County Plat Records, in the northeast quarter Section 17, Township 1 North, Range 1 West, Willamette Meridian, Washington County, Oregon.

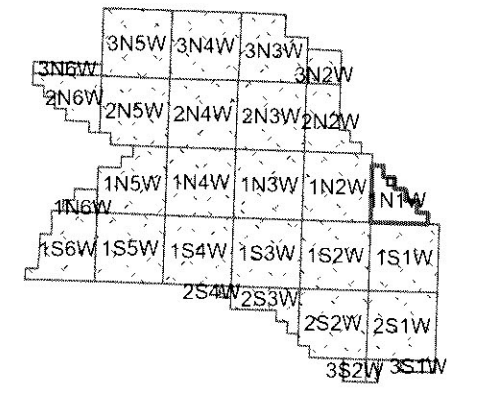
ANNEXATION CERTIFIED

BY TF

JAN 21 2026

**WASHINGTON COUNTY A & T
CARTOGRAPHY**

WASHINGTON COUNTY OREGON
NE 1/4 SECTION 17 T1N R1W
SCALE 1"= 200'

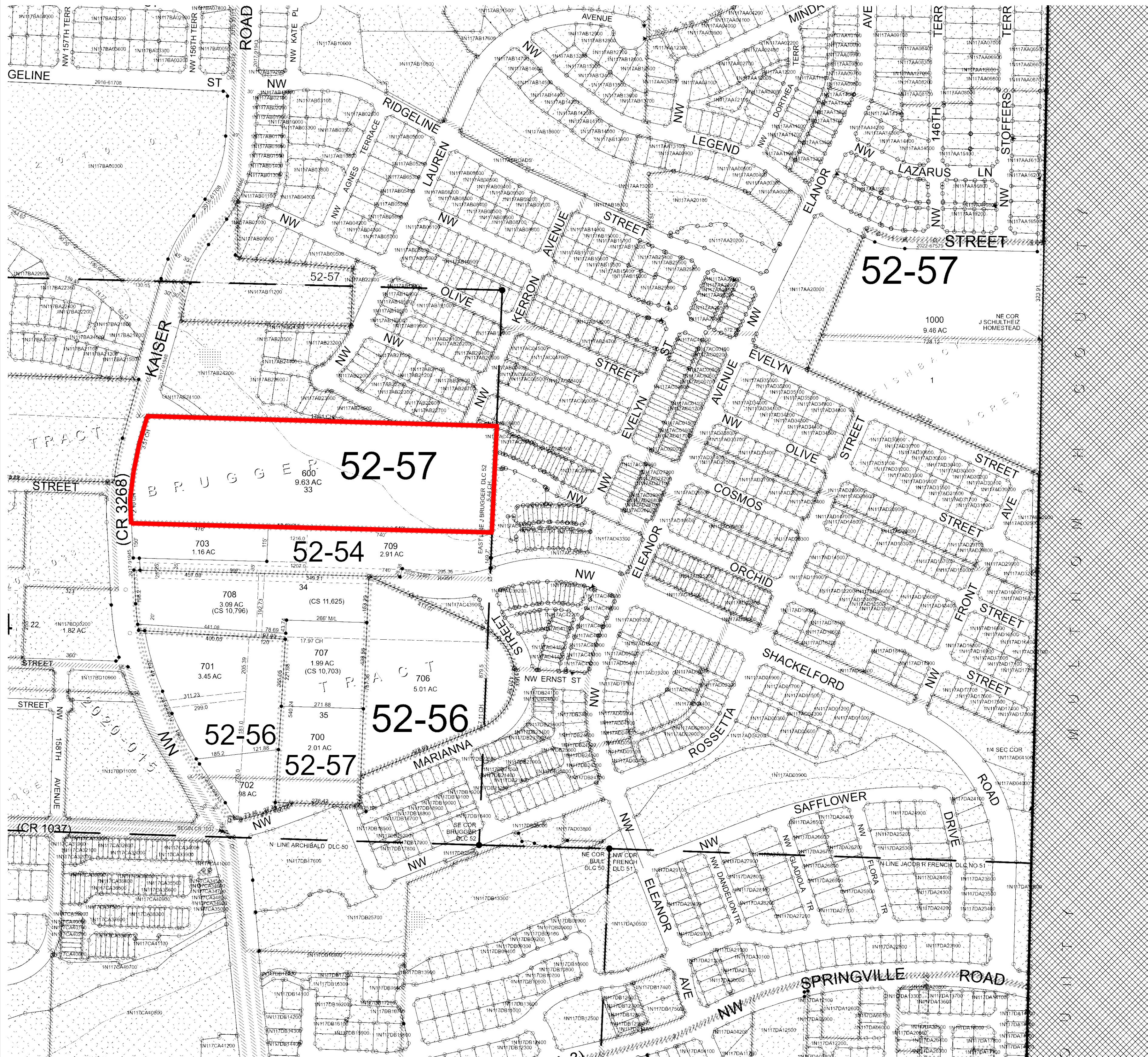


36	31	32	33	34	35	36	31
1	6	5	4	3	2	1	6
12	7	8	9	10	11	12	7
13	18	17	16	15	14	13	18
24	19	20	21	22	23	24	19
25	30	29	28	27	26	25	30
36	31	32	33	34	35	36	31
1	6	5	4	3	2	1	6

BB	BA	AB	AA
B	B	A	A
BC	BD	AC	AD
C	C	D	D
CB	CA	DB	DA
C	C	D	D
CC	CD	DC	DD
C	C	D	D

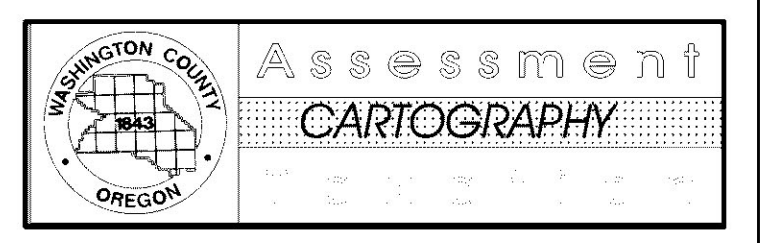
SECTION 17

FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT
www.washingtoncountyor.gov/gis



Cancelled Taxlots For: 1N117A
710, 704, 900, 201, 801, 705, 800, 501, 802, 500, 1300, 1100, 803, 1200, 1400,
100, 101, 200, 202, 300, 400, 1500, 1600

ANNEXATION CERTIFIED BY
WASHINGTON COUNTY
CARTOGRAPHY
1/21/2026



PLOT DATE: 3/14/2025
FOR ASSESSMENT PURPOSES
ONLY - DO NOT RELY ON
FOR OTHER USE

Map areas delineated by either gray shading or a cross-hatched pattern
are for reference only and may not indicate the most current property boundaries.
Please consult the appropriate map for the most current information.

Georgia Langer

From: Mia Kling <miavkling@gmail.com>
Sent: Wednesday, May 13, 2026 8:44 PM
To: Glen Hamburg
Subject: [External sender]TESTIMONY: Concerns about Proposal No. AN0226

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi Glen,

As discussed, here is my testimony to be submitted to the record before tomorrow's hearing.

My name is Mia V. Kling. I live right next to the 10-acre lot being considered for annexation tomorrow.

I'm asking the Council to deny this boundary change because it feels like we're getting ahead of ourselves. Moving a service boundary is a big deal, and it should only happen when the land is actually ready for it.

Here are the two main reasons I don't think this is ready:

- **The site isn't "serviceable" yet (Criterion 2):** Washington County staff already recommended denial for this property because their experts found the site can't currently meet safety standards for things like drainage and grading. If the County's own planners are saying the land isn't ready to handle basic services safely, I don't think Metro should be moving the boundary line yet.
- **It doesn't fit the North Bethany Plan (Criterion 3):** The plan for our area is supposed to protect natural resources and ensure an orderly transition. Below are a few photos of the lot as it stands today. You can see the active wildlife and the dense overgrowth -highlighting the physical reality of this land that hasn't been addressed. Bringing this into the service district before these environmental and safety issues are solved just doesn't align with the North Bethany Concept Plan.



I know it may seem the applicant's request for annexation is a simple formality, but moving the boundary is a major commitment. Since the County's own professionals have already flagged that, I'm asking Metro to respect those findings and deny the change as premature.

Thanks for making sure the Councilors see this.

Best,

Mia V. Kling