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

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, April 16, 2026 **7:30 AM** **Metro Regional Center, Council chamber; https://zoom.us/j/91720995437 Webinar ID: 917 2099 5437 or +1 669 444 9171 (toll free)**

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

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

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

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

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

3. JPACT Chair Updates (7:35 AM)

3.1	Fatal Crash Report		COM 25-1001
3.2	Transit Minute		COM 25-1002
	Attachments:	Transit Minute	
3.3	Regional Emergency Transportation Routes		COM 26-1057
	Attachments:	Regional Emergency Transportation Routes Memo	
3.4	Future Vision: Future 50		COM 26-1074
	Attachments:	Future 50 Survey Flyer Future 50 Toolkit	

4. Consent Agenda (7:45 AM)

4.1 Consideration of the March 19, 2026 JPACT Minutes 26-6553

Attachments: March 19, 2026 JPACT Minutes

5. Action Items (7:50 AM)

5.1 Travel Demand Management Strategy Adoption COM 26-1072

Presenter(s): Noel Mickelberry, Metro

Attachments: JPACT Worksheet
Resolution no. 26-5563
Exhibit A: Regional TDM Strategy Adoption Draft
Exhibit B: Summary of 2028 RTP Updates

8:00 AM

5.2 Consideration of 2023 Regional Transportation Plan Amendments to Include LPAs for Three Transit Projects COM 26-1073

Presenter(s): Ally Holmqvist, Senior Transportation Planner, Metro

Attachments: JPACT Worksheet
Ordinance 26-1536- 82nd Avenue RTP Amendment with Exhibit
RTP 82nd Ave LPA Staff Report
Ordinance 26-1537- TV Hwy RTP Amendment with Exhibit
RTP TV Hwy LPA Staff Report
Ordinance 26-1538- Montgomery Park RTP Amendment with Exhibit
RTP MPSC LPA Staff Report

6. Information/Discussion Items (8:10 AM)

6.1 Unified Planning Work Program COM 26-1069

Presenter(s): John Mermin, Metro

Attachments: JPACT Worksheet
Draft Resolution no. 26-5559
Exhibit A to Resolution no. 26-5559
Exhibit B to Resolution no. 26-5559

8:30 AM

6.2 Federal Reauthorization Status update COM 26-1070

Presenter(s): Betsy Emery, Federal Affairs Advisor, Metro

Attachments: JPACT Worksheet
Attachment 1
Attachment 2

8:45 AM

6.3 Update on the Earthquake Ready Burnside Bridge Project COM 26-1081

Presenter(s): Taylor Steenblock, Strategic Initiatives Manager, Multnomah County Department of Community Services
Emily Miletich, Engineering Services Manager, Multnomah County Transportation Division

Attachments: JPACT Worksheet

7. Committee Member Communication (9:15 AM)

8. Adjourn (9:30 AM)

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ: សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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January 2021

2026 JPACT Work Program

As of 4/9/26

Items in italics are tentative

March 19, 2026-online	**April 16, 2026- in person**

• Chair Updates (Fatal crash report will be provided by Anthony Cabadas)
  o Annual Compliance Report (comment from the chair; report in packet; Glen Hamburg, Metro)
  o Travel Demand Management strategy (Memo and comment from the chair)
• MTIP Amendment (consent)
• Minutes (consent)
 	
• 2027-30 Metropolitan Transportation Improvement Program (MTIP) Public Review Draft Summary and Public Hearing (Grace Morris, 5 min) (**I/D item**)
  o Public Hearing
 	
• Interstate Bridge Replacement Project Update (Carley Francis, Brent Baker, Alan Keizur, IBR Program; 45 min) (**I/D item**)
• State Legislative Session Recap (Anneliese Koehler, Metro; Carly Slyvia-Gabrielson, Washington County; Tom Powers, Multnomah County; Lindsey Tenes, TriMet; and Derek Bradley, Portland - 15 min) (**I/D item**)
• 2028 Regional Transportation Plan Work Plan: Scoping Kick-off (André Lightsey-Walker and Kim Ellis, Metro; 30 min) (**I/D item**)
	• Chair Updates
	  o Regional Emergency Transportation Routes memo (John Mermin)
	  o Future 50 update (memo added)
	• Travel Demand Management strategy adoption (Noel Mickelberry, Metro) **(action)**
	• 2023 Regional Transportation Plan Amendments (Ally Holmqvist, Metro) **(action)**
	• Unified Planning Work Program (John Mermin, Metro; 20 min)
	• Federal Reauthorization Status update (Betsy Emery, Metro; 15 min)
	• Earthquake Ready Burnside Bridge presentation (Taylor Steenblock and Megan Neil, Multnomah County, 30 min)

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

• Chair Updates
  o Vanpool Strategy Memo (Marne Duke)
  o Community Connector Transit Study: Readiness (Ally Holmqvist, Metro)
• Unified Planning Work Program (John Mermin, Metro consent) **(consent)**
• Regional Emergency Transportation Routes (John Mermin, Metro) **(action)**
• IBR MTIP amendment: discussion (Carley Francis, Brent Baker, Alan Keizur, IBR Program; 45 min) **(I/D item)**
• TriMet Service Cuts and Budget shortfalls (TriMet; 30 min) **(I/D item)**
	• 27-30 MTIP Recommendation and adoption **(action)**
	• Regional Vanpool Study (Marne Duke, Metro; 15 min) **(action)**
	• IBR MTIP Amendment **(action)**
	• JPACT Trip Prep (Betsy Emery, Metro; 15 min)
	• 2028 Regional Transportation Plan Work Plan (André Lightsey-Walker and Kim Ellis, Metro; 30 min)
	• RQ MTIP Amendment: discussion (Jean Senechal Biggs and Blake Perez, Metro and ODOT staff; 30 min)

July 16, 2026 -online	**August- cancelled**
• 2028 Regional Transportation Plan Work Plan: Adoption **(action)** • Rose Quarter MTIP Amendment **(action)** • JPACT Facilitated Transit Discussion report out and recommendations (Ted Leybold and Allison Brown; 20 min) • JPACT DC trip prep (Betsy Emery, Metro; 20 min) • Future Vision update (Jess Zdeb, Metro; 30 min)	
September 17, 2026 - in person	**October 15, 2026 – online**
• JPACT trip overview (Betsy Emery, Metro; 30 min) • Community Connector Transit Study: Report and Recommendations (Ally Holmqvist, Metro; 30 min) • HOLD for 2028 RTP update *JPACT DC trip September 21st -24th*	• Community Connector Transit Study: Report Acceptance **(action)**
November 19, 2026- in person	**December 17, 2026**
• HOLD for Future Vision update • HOLD for 2028 RTP update	• Annual Safe streets update

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Holding Tank

Expected Items with unknown timelines:

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

Possible items:

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

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Metro

Agenda #: 3.2

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

Transit Minute

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Agenda #: 3.3

File #: COM 26-1057 **Agenda Date:**4/16/2026

Regional Emergency Transportation Routes

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Memo

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

Date: April 3, 2026
To: Joint Policy Advisory Committee on Transportation (JPACT)
From: John Mermin, Senior Transportation Planner
Carol Chang, Senior Planning Coordinator, Regional Disaster Preparedness Organization (RDPO)
Subject: Regional Emergency Transportation Routes (RETR) Phase 2– Final Report

Purpose

This memo shares the RETR Phase 2 draft final report (Exhibit C of Resolution No. 26-5564) and other draft legislative materials that JPACT will be asked to consider for approval at the May 21 JPACT meeting. There is broad regional agreement supporting the routes and tiering identified in the Final report (and shown in Exhibits A and B.)

This work will come back to JPACT through:
- Planning, policy and investment priorities in the 2028 Regional Transportation Plan update
- Ongoing efforts to improve the region's resilience and developing funding strategies to make these routes more resilient.

Action Requested

Review the Resolution and Staff report in advance of the May 21 JPACT meeting. JPACT will be requested to approve Resolution No. 26-5564 (by consent) at that meeting. On April 3, TPAC unanimously recommended that JPACT and Metro Council approve Resolution No. 26-5564.

Background

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. A multi-disciplinary work group of emergency management, transportation, and public works staff, supported the project. The primary outcome of Phase 1 was the addition of 89 new routes (305 miles) to the regional network, updated data, and recommendations for future work.

As outlined in the 2023 Regional Transportation Plan (RTP) implementation chapter (Chapter 8), Phase 2 of the RETR project began in 2024. Building on Phase 1, this phase developed a framework and methodology to tier the routes, prioritizing which RETRs should be evaluated, cleared, and opened first during a regional emergency. The project also incorporated changes recommended in Southwest Washington Regional Transportation Council's (SW RTC) Resiliency Assessment Plan. The tiering will guide future planning and on-going maintenance and capital investments to ensure top tier routes are increasingly resilient.

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.

Overview of the Draft Final Report and Appendices
The report includes an executive summary followed by sections describing background information, engagement, methodology, tiering results, and recommendations for future work. The report also includes supporting appendices covering best practices, project engagement, technical methods, a listing of bridges located on RETRs (with owner, maintainer, crossing type, RETR tiering, condition, and seismic vulnerability), the methodology for the SW RTC's Resiliency Assessment Plan, and additional maps.

Remaining Schedule for Acceptance of Final Report

Metro Council work session	4/16/2026	**Discussion**: Final report with project findings and recommendations
JPACT	4/16/2026	**Comments from Chair** / memo sharing the final report with project findings and recommendations
JPACT	5/21/2026	**Action**: Consider acceptance (by consent) of final report with project findings and recommendations
Metro Council	5/21/2026	**Action**: Consider acceptance (by consent) of final report with project findings and recommendations

Please email john.mermin@oregonmetro.gov if you have any questions,

Attachments

- Draft Resolution No. 26-5564
- Exhibit A to Resolution No. 26-5564 – RETRs for the metropolitan planning area (MPA) boundary
- Exhibit B to Resolution No. 26-5564 – RETRs for the five-county Portland-Vancouver region
- Exhibit C to Resolution No. 26-5564 – RETR Project Phase 2 Report
- Draft Staff Report to Resolution No. 26-5564
- Powerpoint slides for 4/16 Metro Council briefing

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE FINDINGS AND RECOMMENDATIONS IN THE REGIONAL EMERGENCY TRANSPORTATION ROUTES UPDATE PHASE TWO REPORT	)))))	RESOLUTION NO. 26-5564 Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Acting Council President Duncan Hwang

WHEREAS, our region's infrastructure systems need to be resilient and prepared for multiple natural hazards, which include earthquakes, extreme heat, wildfires, landslides, floods, severe weather and volcanic events, and the increasing impacts of climate change; and

WHEREAS, emergency management planning will help mitigate the risks these hazards pose to the public health and safety of communities and the region's economic prosperity; and

WHEREAS, research and experience demonstrate that climate change and natural hazards have a disproportionately impact on marginalized communities, including Black, Indigenous and people of color (BIPOC), people with limited English proficiency, people with low income, youth, seniors, and people with disabilities, who typically have fewer resources and more exposure to environmental hazards, and are, therefore, the most vulnerable to displacement, adverse health effects, job loss, property damage and other effects; and

WHEREAS the Regional Disaster Preparedness Organization (RDPO) was created by intergovernmental agreement in 2015 as a partnership of government agencies, non-governmental organizations, and private-sector stakeholders in the Portland-Vancouver metropolitan region collaborating to build upon and unify various regional preparedness efforts and increase the region's resilience to disasters; and

WHEREAS, as a member of the RDPO Metro plays an important role in transportation and emergency management planning related to regional functions, such as data and mapping, disaster debris management and emergency transportation route designations to improve disaster response coordination and help reduce loss of life, injury and property damage during disasters; and

WHEREAS, the Regional Emergency Transportation Routes (ETR) Phase 1 project was completed from 2019 to 2021 as a joint planning effort between the Regional Disaster Preparedness Organization (RDPO) and Metro, and updated the regional emergency network and recommended a Phase 2 to prioritize the routes; and

WHEREAS, the 2023 Regional Transportation Plan (RTP) identified the need for the Phase 2 project to be completed prior to the 2028 RTP to support future planning, policy-making and investment related to regional emergency management, transportation recovery and resiliency; and

WHEREAS, Regional ETRs were first designated within the Metro jurisdictional boundary in 1996 by the Regional Emergency Management Group (REMG) at the recommendation of the Regional Emergency Transportation Route Task Force facilitated by Metro, as priority routes targeted for rapid damage assessment and debris removal during a major regional emergency or disaster and used to transport emergency resources and materials, including first responders (e.g., police, fire and emergency medical services), essential supplies, debris, equipment, patients and personnel; and

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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;

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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

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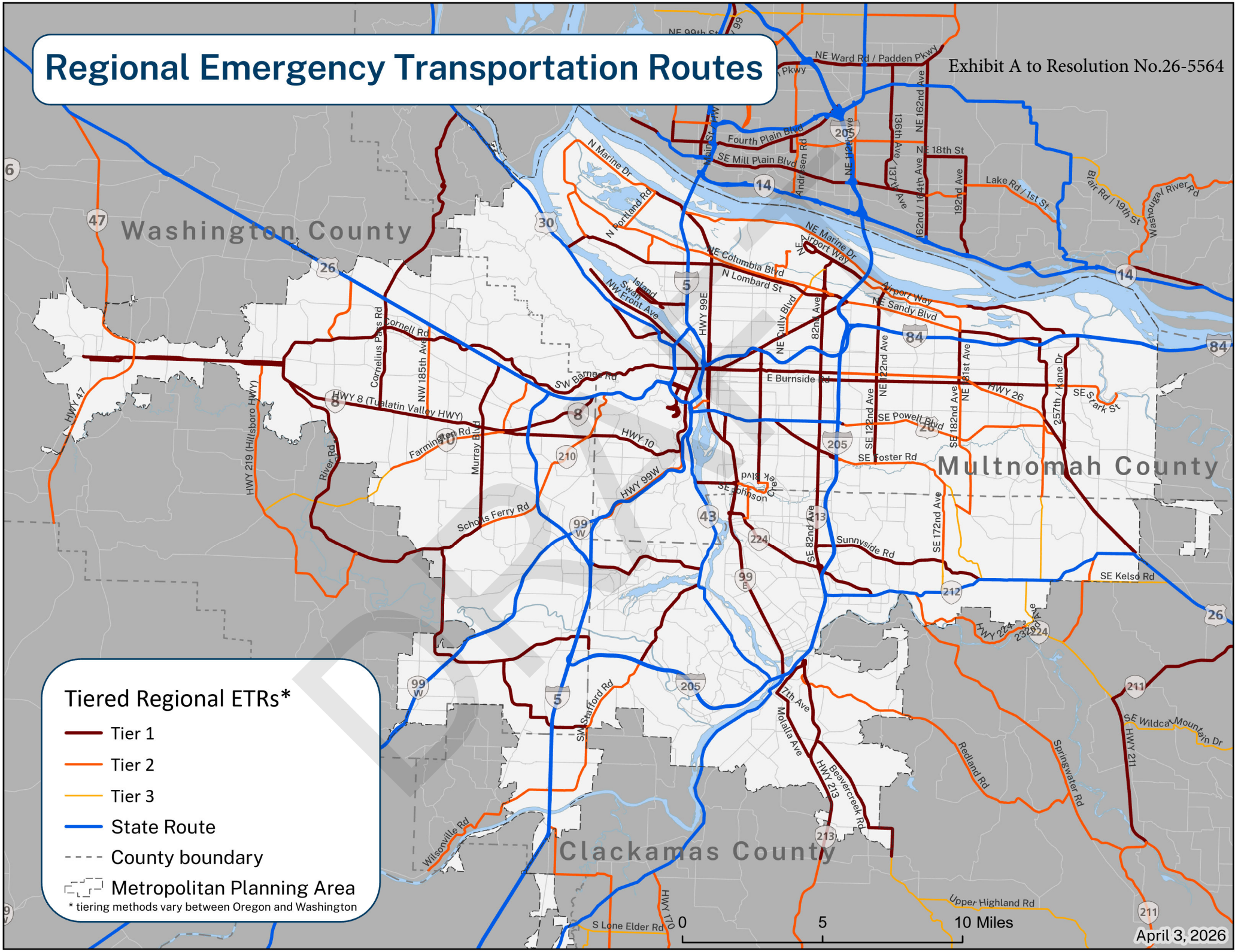
Regional Emergency Transportation Routes

Exhibit A to Resolution No.26-5564



Regional Emergency Transportation Routes

Exhibit B to Resolution No.26-5564

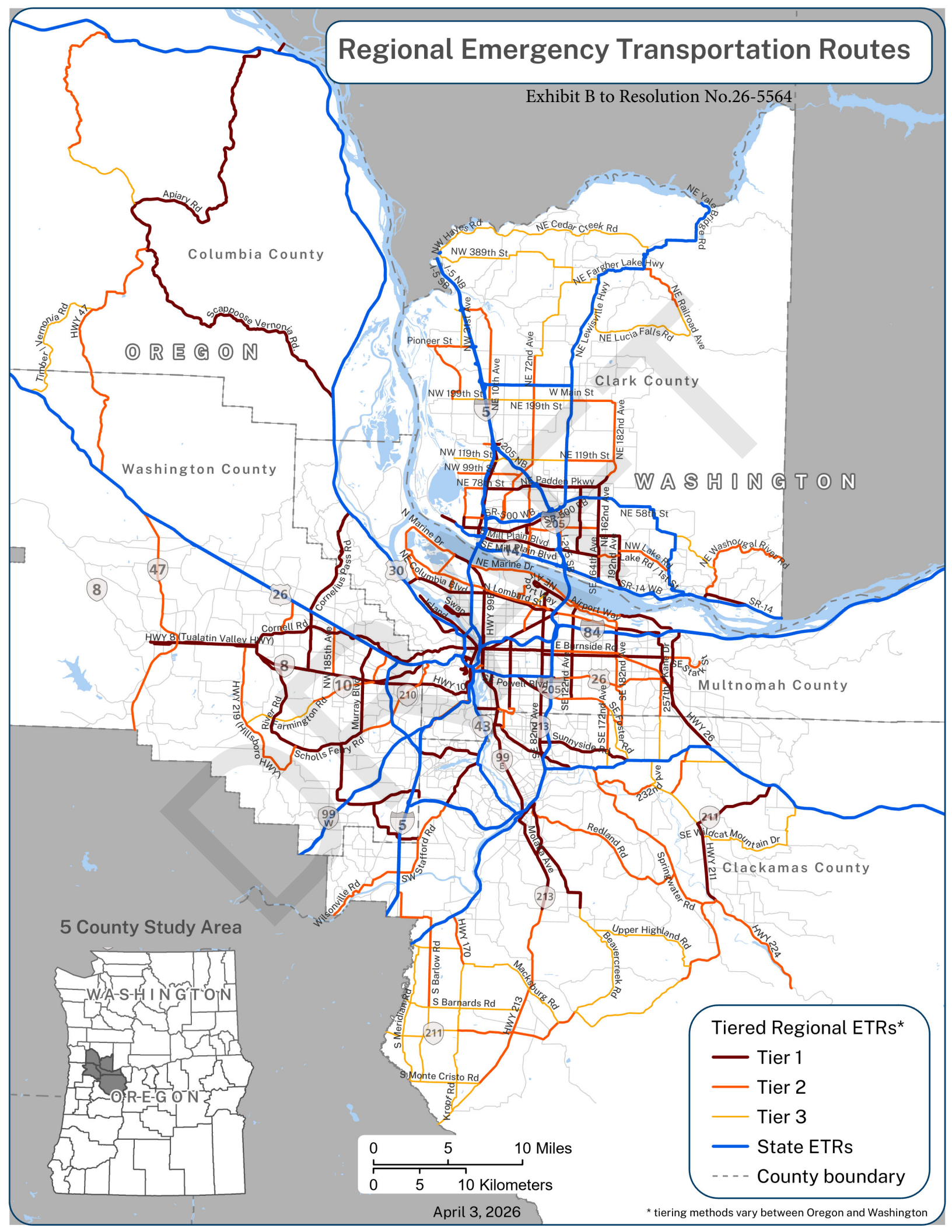


Exhibit C to Resolution No.26-5564

Regional Emergency Transportation Routes Phase 2

Final Report

DRAFT

Prepared for:

Regional Disaster Preparedness Organization **April 3, 2026**

Metro

Fehr & Peers

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Regional Emergency Transportation Routes (RETR)

Disasters, both natural and human-caused, can happen anytime, and the transportation system needs to be prepared to withstand them and support lifesaving and life-sustaining activities. Coordinated emergency management planning helps mitigate the risks these hazards pose to the public health and safety of communities and the region's economic prosperity and quality of life.

Regional emergency transportation routes (RETR) are a critical element of emergency preparedness for the five-county Portland–Vancouver metropolitan area which includes Clackamas, Columbia, Multnomah, and Washington counties in Oregon and Clark County in Washington.

Led by the Regional Disaster Preparedness Organization (RDPO) in partnership with Metro, the current planning work on RETRs started with Phase 1 (2019–21), which updated the RETR network, created a comprehensive geospatial dataset, and established an evaluation framework and recommendations for future planning. This report presents the results of Phase 2, which builds on the foundational work of Phase 1 and advances 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.

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.

Phase 2 advances this goal by addressing a key Phase 1 recommendation and offering more **detailed, actionable guidance that partners in the region can use to make proactive planning and funding decisions**. This effort strengthened partnerships across jurisdictions and disciplines at multiple levels, reinforcing a shared commitment to resilience and cross-jurisdictional coordination and collaboration and ensuring that emergency preparedness and resilience are embedded into the region's routine planning and decision-making processes.

The key steps in Phase 2 of the RETR project included:

1. **Review best practices for prioritization** using other examples within the United States.
2. Through an iterative process with partners, **develop and refine the tiering framework and prioritization methodology.**
3. **Finalize the tiering results and map for RETRs.**
4. **Provide recommendations** for future work.

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Background and Foundation

The RETR network has evolved since its initial designation in 1996 and subsequent update in 2006. Phase 1 (2019 – 2021) 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.

The prioritization effort in Phase 2 focused on tiering the 192 RETR segments to guide operational planning and investment decision-making . Phase 2 also provided recommendations for coordinating RETRs with other planning efforts and established the start of a process for regular RETR updates, ensuring the system remains aligned with evolving infrastructure, hazards, and community needs.

Engagement

The RETR Phase 2 project relied on a robust, multi-layered engagement process designed to integrate technical expertise, operational experience, and community perspectives. Three groups—the **Project Work Group (PWG)**, **Technical Workshops**, and **Community-Based Organization (CBO) Workshops**—provided input throughout the project that shaped the tiering framework, prioritization methodology, and final results and recommendations.

12
Meetings

120+
Participants

50+
Agencies & CBOs

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Prioritization Methodology

Using the updated RETR network established during Phase 1 of the project, Phase 2 developed a methodology for prioritizing RETRs into three tiers, as **shown below**.

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 Regional Transportation Council (RTC) initiated a Resiliency Assessment Plan, and as part of the early stages of that effort prioritized RETRs that would be more tailored to Clark County than the broader RDPO effort. 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.

1 Score Routes

Split routes into three tiers based on culmulative score. Scored based on proximity to:

- Hospitals
- Fire stations
- Police stations
- Connections to State Seismic Lifeline Routes (SSLR)
- Principal arterials and highways
- Minor arterials
- Fueling centers
- Airports
- Public works facilities, water treatment and distribution sites
- Debris management sites
- Emergency operation centers

2 Apply Automatic Criteria

Some criteria override the scoring, resulting in automatic assignment of certain routes to Tier 1. Hospitals and the Portland Airport must have one Tier 1 route serving each location.

3 Review SVT & Population Density

Utilize the Social Vulnerability Tools (SVT) to identify census tracks with both the highest SVT scores and population density. Key considerations include:

- Is the census track served by a nearby Tier 1 route?
- If not, should a nearby route be upgraded to Tier 1?
- What is the distribution of Tier 1 routes to more rural population centers?

4 Confirm Connectivity

Confirm that the Tier 1 and state priority routes create a connected network. Incorporate changes to tiering (upgrade or downgrade) as needed.

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Key Outcomes

The final outcomes from Phase 2 of this work are:

Collaboration

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.

Tiered RETRs

A tiered RETR network 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.

Robust Database

A comprehensive Geographic Information System (GIS) database and an online RETR map to support future planning and operations and a plan for data maintenance and upkeep.

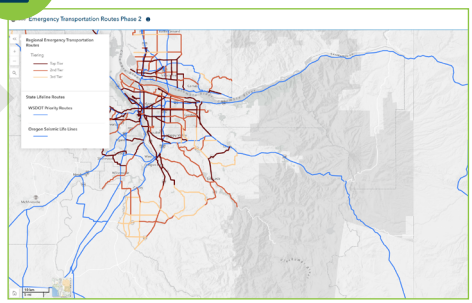
Integration Strategies

Recommendations to increase RETR integration into local, regional, and state plans and considerations for investment decisions.

Continued Support

Additional recommendations for future work to support ongoing local, regional, and state efforts to improve regional resilience and emergency preparedness.

Online RETR Map



Click to visit the online map

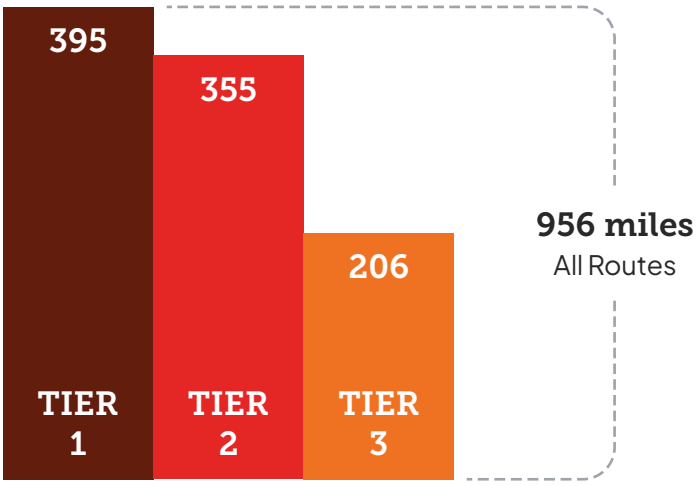
Tier Definitions

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. The Tier 1 routes create a network that connects first responders to critical locations and key communities across the region, and links to the ODOT SSLR and WSDOT priority network systems.

Tier 2 are the second 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.

In the case of a more localized disaster where a Tier 1 route may not be part of the affected area, the highest tiered route in the affected area would then be the top priority for assessment, clearance, and restoration.

Length of Routes by Mile



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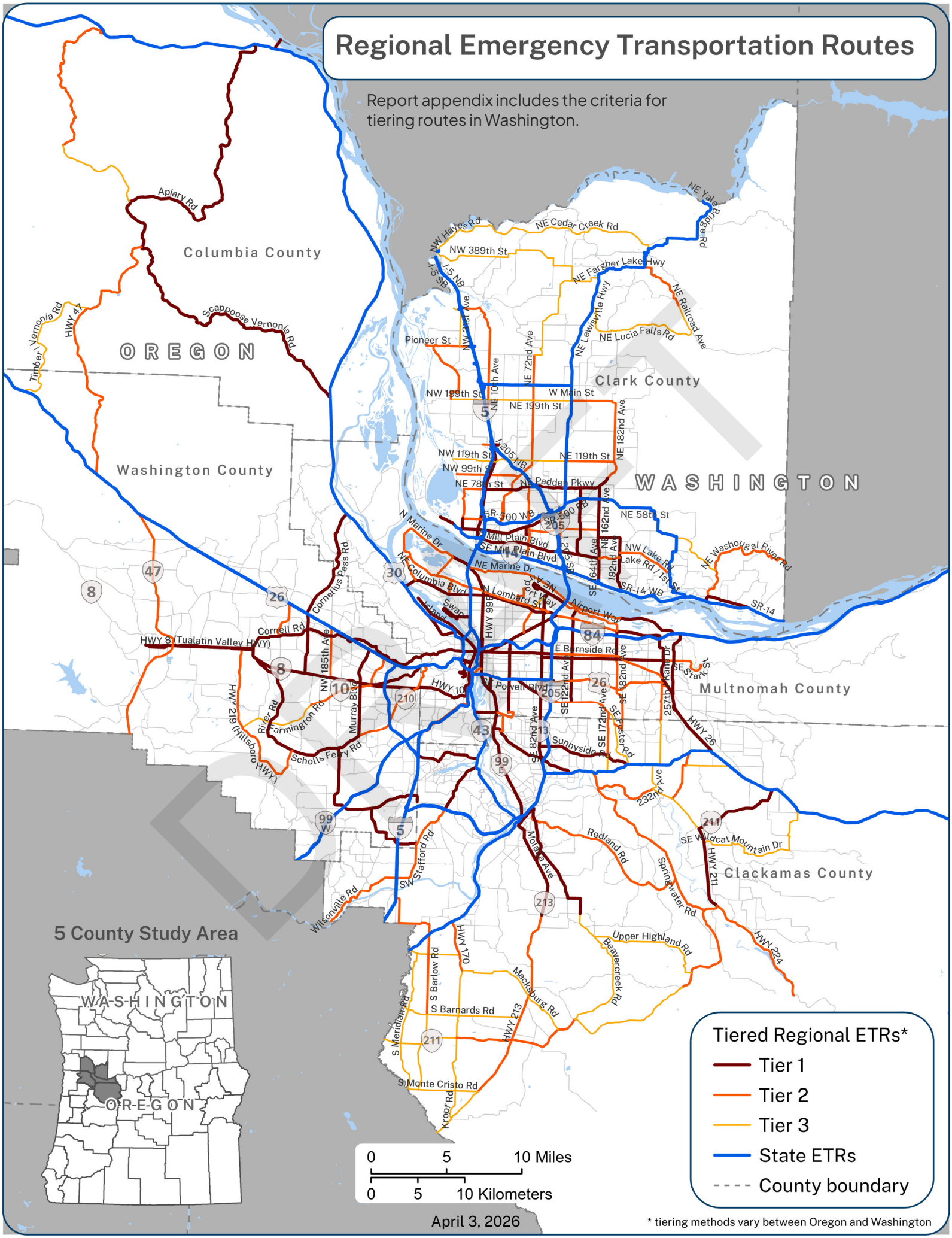
Regional Emergency Transportation Routes

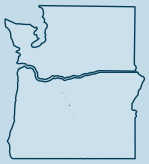
Report appendix includes the criteria for tiering routes in Washington.



Agency Roles

Local, regional, and state agencies each play essential but distinct roles in strengthening RETRs and integrating them into other planning processes.

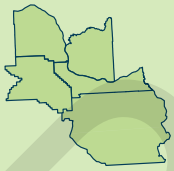
State Agencies



- Policies and guidelines
- State plans
- Technical support
- Coordination with federal agencies
- Funding

At the state level, transportation, land-use, and emergency management agencies ensure that RETRs align with statewide resilience goals, federal requirements, and major system plans. Updating statewide transportation and hazard-mitigation frameworks to explicitly incorporate RETRs strengthens funding eligibility, supports seismic and multi-hazard planning, and reinforces RETRs as critical lifeline corridors. Across all levels of government, prioritizing Tier 1 routes and integrating RETRs into planning and funding structures is essential to ensuring rapid restoration of access, coordinated emergency response, and long-term system resilience.

Regional Agencies



- Regional plans
- Coordination and resource sharing across jurisdictions
- Regional assessments and exercises
- Planning frameworks
- Funding

Regional agencies—such as Metro, SW RTC, and RDPO—coordinate cross-jurisdictional planning, funding, and policy alignment. Their responsibilities include embedding RETRs into Regional Transportation Plans, establishing performance measures for emergency response, and integrating RETRs into debris management, fuel planning, and infrastructure resilience initiatives.

Local Agencies

- Local transportation and emergency management plans
- Policies and ordinances
- Design standards

At the local level, cities and counties integrate RETRs into Transportation System Plans, emergency operations, hazard mitigation, and project-level design to ensure that critical facilities remain accessible and that community-specific risks and needs shape investment priorities. Local agencies are encouraged to elevate emergency response as a formal policy goal, incorporate RETR-specific design standards, prioritize resilience projects, and engage vulnerable populations to ensure equitable access during emergencies.

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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 RETR 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 (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.

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Next Steps

The completion of the RETR Phase 2 marks a significant milestone in strengthening the region's ability to respond to major disasters, but 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.

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1. Introduction

From 2019 to 2021, the Regional Disaster Preparedness Organization (RDPO) and Metro completed Phase 1 of the Regional Emergency Transportation Routes (RETR) project. Phase 1 updated the network of RETRs across the five-county Portland-Vancouver metropolitan area (Clackamas, Columbia, Multnomah, and Washington counties in Oregon, and Clark County in Washington), created a comprehensive geospatial dataset, and identified 10 recommendations for future work, leading to Phase 2.

Regional Emergency Transportation Routes are travel routes that would be prioritized for rapid damage assessment and debris-removal during a major regional disaster. These routes would be used to move people, emergency personnel and resources such as first responders (e.g., police, fire and emergency medical services), patients, debris, fuel, and other essential supplies. They are intended to bridge agency boundaries and prioritize access to major regional resources.

Following Phase 1, Phase 2 of the RETR project began in 2024 and ended in 2026. This report presents the results of Phase 2 conducted by the RDPO in partnership with Metro to build on the foundational work of Phase 1 and advance a coordinated, regionwide effort to strengthen emergency response and resilience. Phase 2 focused on developing a RETR tiering framework that includes a prioritization methodology to better support emergency response, long-range planning, and capital investment—particularly in the face of increasing climate-driven hazards as well as for large-scale regional emergencies such as the possibility of a Cascadia Subduction Zone (CSZ) level seismic event. This work was funded by the U.S. Department of Homeland Security Urban Areas Security Initiative (UASI) grant program.

1.1 Why Now?

The region's infrastructure systems must be resilient and able to withstand multiple hazards, from earthquakes and wildfires to the increasing impacts of climate change, including extreme heat, landslides, and flooding. Building on the Phase 1 updates to the RETRs, the region is experiencing renewed momentum to integrate emergency preparedness and response considerations into long-range planning efforts.

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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.

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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.

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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.

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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

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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.

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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

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- 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

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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).

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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

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presented as a supplement to the methodology, although not as a contributing factor. See Appendix D for a summary table of bridges located on RETRs.

- **Ensuring connectivity for vulnerable populations**, but not as a quantitative scoring system to prioritize vulnerable communities because equity data is often aggregated and may not provide nuanced enough information for emergency response (e.g., susceptibility to power outages).
- **Considering population density**, though there was debate on whether the densest or least dense communities should be prioritized. As noted, dense areas tend to be prioritized because they have more points of interest (POIs); less dense areas have fewer people but can more easily be isolated by a single roadway failure.
- **Maintaining tiering consistency along corridors** (i.e., do not have corridors with segments that oscillate between tiers).
- **Certain POIs are high priority** and must have a Tier 1 route to access regardless of how the routes initially are tiered. These locations were narrowed down to hospitals and Portland International Airport.

The second iteration of the prioritization methodology updated the qualitative evaluation, incorporated key feedback above, and added three additional steps after scoring of the routes:

1. **Score routes**: Apply 11 criteria (bridges were removed, and public works and water treatment centers were combined) to create an initial score and split the routes into three tiers using natural breaks in the results.
2. **Apply automatic criteria**: At least one route serving every hospital and Portland International Airport is a Tier 1 route. This may require automatically elevating a lower tiered route.
3. **Conduct qualitative screens for social vulnerability and population density**: Overlay maps of tiered RETRs and census tracts that are in the top third of highest social vulnerability according to Metro's SVT (see map in Appendix G). Consider adding a Tier 1 route to connect to any of these census tracts that is not currently served by one. Overlay maps of tiered RETRs and census tracks that are in the top quarter of highest population density in the region. Consider adding a Tier 1 route to any of these census tracts that are not currently served by one.
4. **Confirm contiguous Tier 1 network**: Review the network holistically to confirm that all Tier 1 routes connect to either another Tier 1 route, an Oregon State Seismic Lifeline Route (SSLR), or a Washington Priority Route to create an interconnected network across the region.

Partners reviewed the second iteration of the prioritization methodology and their feedback led to minimal adjustments.

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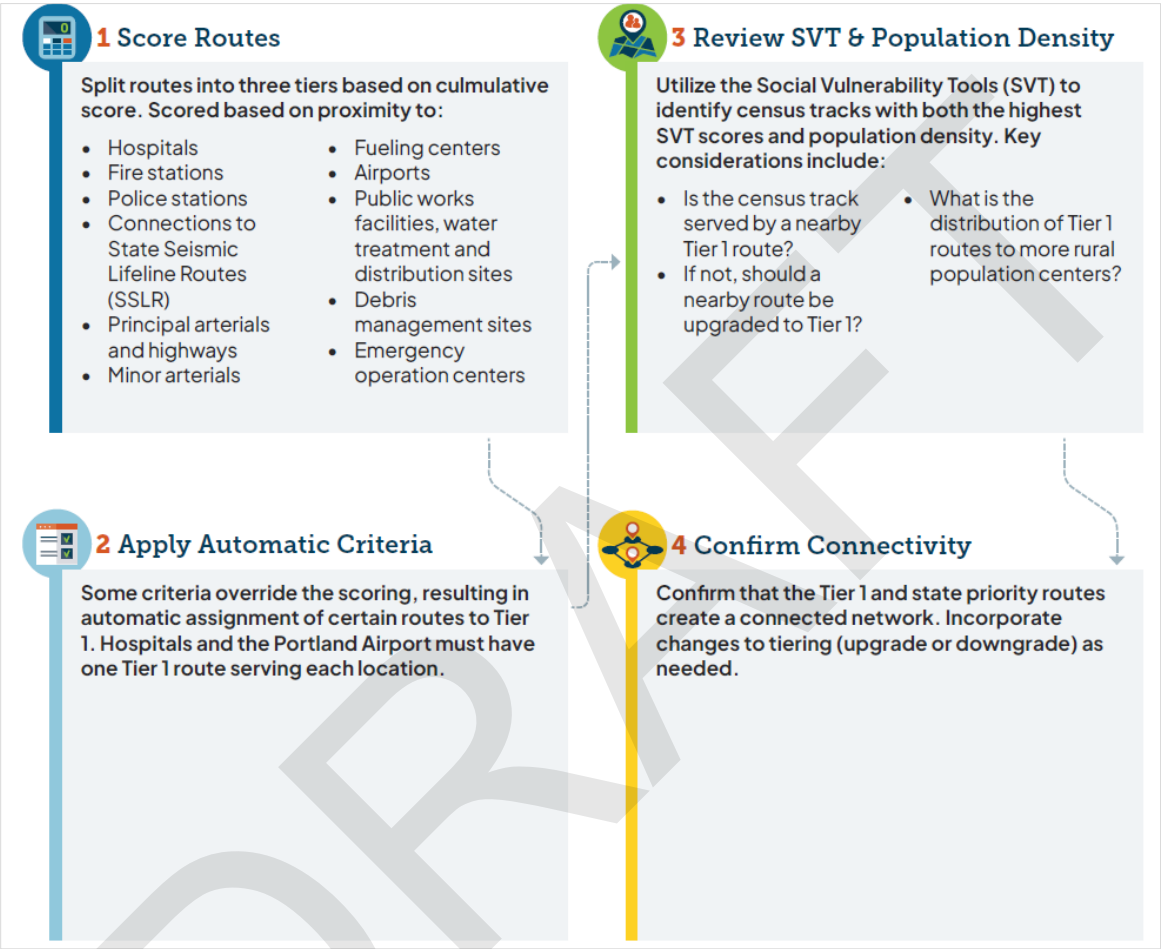
4.5 Results Review Workshop

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).

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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

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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.

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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 956 miles of RETRs across the five counties. Of these, about 41% or 395 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.

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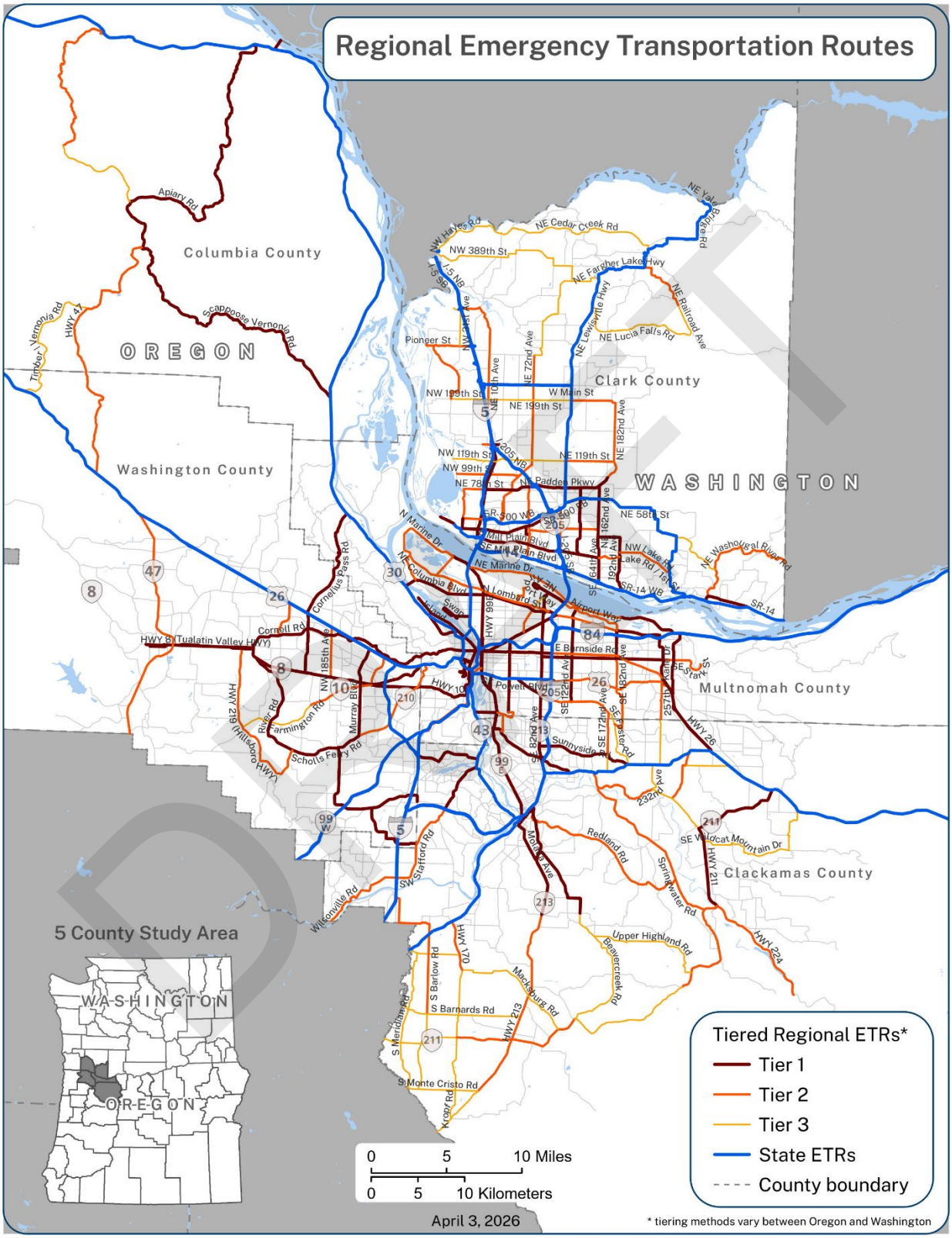
Figure 3. Tiered Regional Transportation Routes network



6. Recommendations for Applications and Future Work

By bringing together partners across jurisdictions and disciplines, Phase 2 of the RETR project incorporates input from engineering, planning, public works, maintenance, emergency management, first responders, community-based organizations, and others. These partners support emergency response and the impact across regional transportation networks. In addition to bringing together partners from interconnected fields, this project influences, and is influenced by, local, regional, and state plannings efforts and initiatives.

This section shares updates to Phase 1 recommendations, including the recommendations that Phase 2 directly addressed, and proposes additional Phase 2 recommendations for further future planning, policy, and funding priority work for the RETR network. These topics emerged from partners in meetings, workshops, briefings, or other areas over the course of Phase 2 and were deemed out of time, scope, and budget for the current effort.

6.1 Transition Phase 1 Recommendations to Phase 2

Phase 1 led to 10 recommendations for future work. The status of those recommendations:

1-1. Integrate RETRs into other planning and investment decision-making processes - *Continued to address in Phase 2. See 2-1.*
1-2. Prioritize or tier the regional ETRs - *Completed in Phase 2.*
1-3. Develop RETR management plans to include: RETR operations in an emergency, evaluation of specific hazard events, maintenance and coordination between jurisdictions, and transition to recovery - *Continued to address in Phase 2. See 2-3.*
1-4. Better address vulnerable populations - *Continued to address in Phase 2. See 2-8.*
1-5. Formalize RETRs and agree to a plan for consistent updates - *Completed in Phase 2.*
1-6. Integrate RETR and Local Emergency Transportation Routes (LETRs) into evacuation planning - *Carried forward to recommendation 2-9, although local jurisdictions have advanced evacuation planning.*
1-7. Engineering evaluation of top priority routes for seismic upgrades - *Carried forward to recommendation 2-10.*
1-8. Evaluate river routes for use in response to catastrophic events - *Carried forward to recommendation 2-11.*
1-9. Develop equity-centered public messaging for transportation in emergencies - *Carried forward to recommendation 2-12.*
1-10. Evaluate bike and pedestrian options for emergency transportation - *Carried forward to recommendation 2-11.*

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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.

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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.

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6.2 Phase 2 Recommendations (ongoing applications)

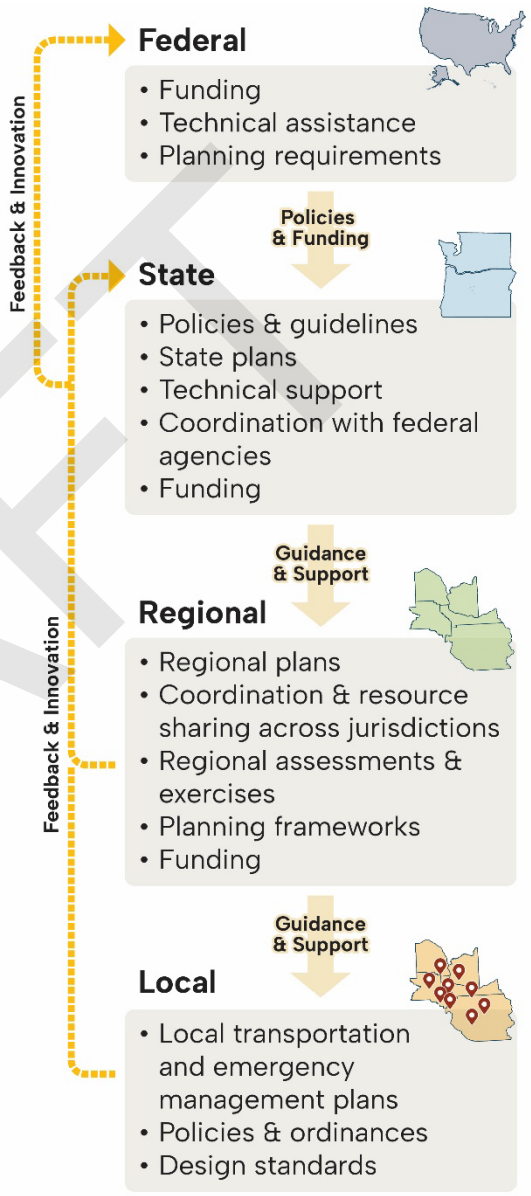
6.2.1 Recommendation 2-1: Integrate RETR into planning and investments.

The RETR network intersects with many planning efforts across disciplines and agencies. While the primary focus is transportation and emergency response, effective implementation depends on coordination across engineering, planning, public works, maintenance, emergency management, and first responders.

Planning occurs across three interconnected levels—local, regional, and state—that continually influence one another (see Figure 4). While federal and state policies provide a shared framework, local priorities and community input play an equally important role in shaping regional and statewide strategies.

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

Figure 4. Planning Framework



6.2.1.1 Dependencies and Coordination

These planning efforts are collaborative and do not occur in isolation. Strategic direction, community innovation, and horizontal coordination all influence outcomes. Success relies on strong alignment across these key areas:

- **Data Sharing**: Local hazard data informs regional and statewide risk models.
- **Resource Allocation**: State and regional plans rely on accurate local inventories of critical infrastructure and personnel.
- **Operational Coordination**: Local Emergency Operations Centers (EOCs) activate first during an incident but may request additional support once local resources are exhausted.
- **Policy Alignment**: Local plans must align with state frameworks to remain eligible for grants and disaster recovery funding.

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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

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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.

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6.2.1.2.2 LOCAL PROJECT PLANNING AND DESIGN

When planning and designing transportation improvements, local agencies should take into consideration RETR designations on the affected roadways and bridges. The Bridge Table included in Appendix D notes all of the bridges that are located on RETRs which can be used in capital project planning. This could mean incorporating:

- Structural resilience elements
- Detailed access planning (e.g., ensuring roadway widths and turning radii are adequate for emergency vehicles)
- Speed management features that will not hinder emergency response (e.g., speed humps) or multimodal infrastructure that can act as space for emergency vehicles (e.g., bike lanes)

RETR designations inform capital investments for seismic resilience in the region. Clackamas County used RETR designation to support a seismic upgrade to a bridge on Beavercreek Road. In addition, Multnomah County successfully advocated for a planned pedestrian bridge installed by the City of Troutdale to adhere to seismic resilience standards because it will cross a RETR (257th Ave). These examples demonstrate the importance of RETR designations to influence codes and standards on adjacent and intersecting infrastructure investments.

6.2.1.2.3 EMERGENCY MANAGEMENT PLANNING

RETRs can be integrated into several key local emergency management plans:

- **Hazard Mitigation Plans (HMP)**: Reference RETRs wherever mitigation projects occur on or near these routes. Aligning projects with RETRs can strengthen prioritization by demonstrating consistency with regional resilience goals. Identify specific routes for resilience upgrades and coordinate that with the local TSP/TE priorities, which would feed into updates to regional transportation plans.
- **Emergency Operations Plans (EOP):** Incorporate RETRs where they support implementation of emergency functions such as damage assessment, mass care, search and rescue, debris management, and other Emergency Support Functions (ESFs). While RETRs are currently identified and prioritized for immediate life-saving and life-sustaining response activities, the concept of RETRs may inform other planning efforts for additional response phases, evacuation, or recovery.

Clackamas County and Multnomah County both report using the RETR network to plan for snow and ice season and to inform decisions about which routes to open first when they need to plow to reopen roads.

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

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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.

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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

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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

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- 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

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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

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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

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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.

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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.

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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)

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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

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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.

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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

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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

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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.

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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

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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

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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

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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.

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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.

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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.

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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.

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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.

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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.

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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

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RDPO – Regional Disaster Preparedness Organization
REMG – Regional Emergency Management Group
RETR – Regional Emergency Transportation Route(s)
RLIS – (Metro) Regional Land Information System
RTC – (Southwest Washington) Regional Transportation Council
RTP – Regional Transportation Plan
SEHMP – (Washington) State Enhanced Hazard Mitigation Plan
SDC – System Development Charges
SR – State Route
SRGP – (Oregon) Seismic Rehabilitation Grant Program
SSLR – (Oregon) Statewide Seismic Lifeline Route(s)
STIF – (Oregon) Statewide Transportation Improvement Fund
SVT – (Metro) Social Vulnerability Tool
TE – Transportation Element(s)
TIP – Transportation Improvement Program
TPR – Transportation Planning Rules
TREC – Transportation Research and Education Center
TSP – Transportation System Plan(s)
UASI – Urban Area Security Initiative
USDOT – U.S. Department of Transportation
VMT - Vehicle-Miles Traveled
WSDOT – Washington State Department of Transportation
WTP – Washington Transportation Plan

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Appendix A. Best Practices Memorandum

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FEHR PEERS

Memorandum

Date: 15 November 2024

To: Carol Chang and John Mermin

From: Udit Khandelwal and Briana Calhoun, Fehr & Peers

Subject: Best Practices for Reopening of Emergency Routes (RETR Phase II)

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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.

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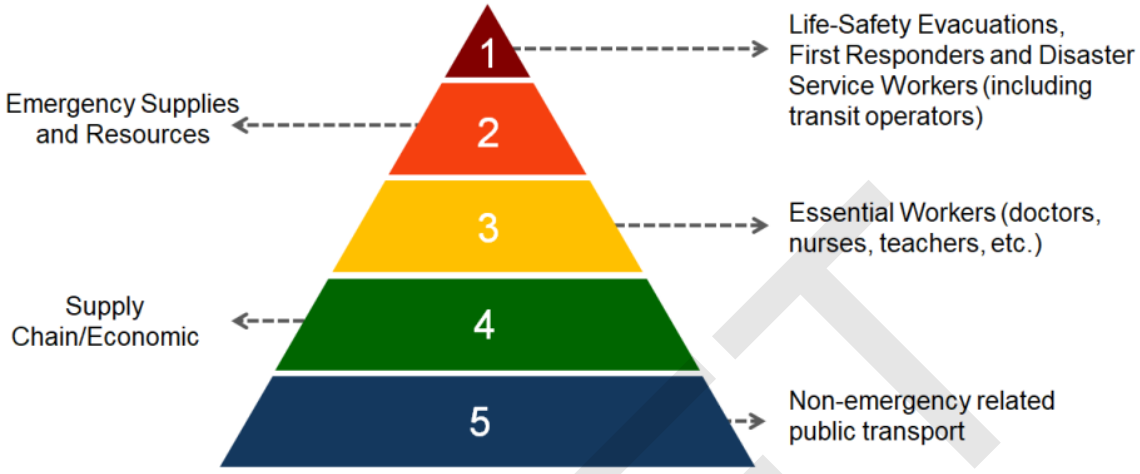
Figure 1. Transportation Priorities in an Emergency (Source: Santa Barbara Transportation Emergency Preparedness Plan)



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

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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

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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.

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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

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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

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recommendations for improving resilience, such as making schools and hospitals structurally sound, enhancing utility systems, and strengthening business continuity planning.

While individual emergency routes are not identified in this plan, it does establish the target timeframe for recovery for a range of transportation networks, including ferries and rail.

Figure 2. Target States Of Recovery: Washington's Transportation Sector

KEY TO THE TABLE

TARGETS TO ACHIEVE DIFFERENT LEVELS OF RECOVERY:

Minimal *(A minimum level of service is restored, primarily for the use of emergency responders, repair crews, and vehicles transporting food and other critical supplies.)*

Functional *(Service is not yet restored to full capacity, but is sufficient to get the economy moving again—e.g. some truck/freight traffic can be accommodated. There may be fewer lanes in use, some weight restrictions, and lower speed limits.)*

Operational *(Restoration is up to 80–90% of capacity: A full level of service has been restored and is sufficient to allow people to commute to school and to work.)*

TIME NEEDED FOR RECOVERY TO 80–90% OPERATIONAL GIVEN CURRENT CONDITIONS: ✕

For a number of components, the timeframes marked in the table reflect the estimated recovery period following a worst case scenario earthquake. See the notes in Workshop Report II for details.

TARGET STATES OF RECOVERY: WASHINGTON'S TRANSPORTATION SECTOR

	Event occurs	0–24 hours	1–3 days	3–7 days	1 week–1 month	1–3 months	3 months–1 year	1–3 years	3+ years
Interstate 5									
Puget Sound (center & north)								✕	
South end (Chehalis south)							✕		
Interstate 90									
Puget Sound (Snoqualmie Pass west)								✕	
Cascades to eastern WA (Snoqualmie to Idaho)							✕		
Interstate 405									
South end (Tukwila to I-90)								✕	
North end (I-90 to Lynnwood)								✕	
Ferry operations							✕		
Floating Bridges									
SR 520								✕	
I-90							✕		
Hood Canal					✕				

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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

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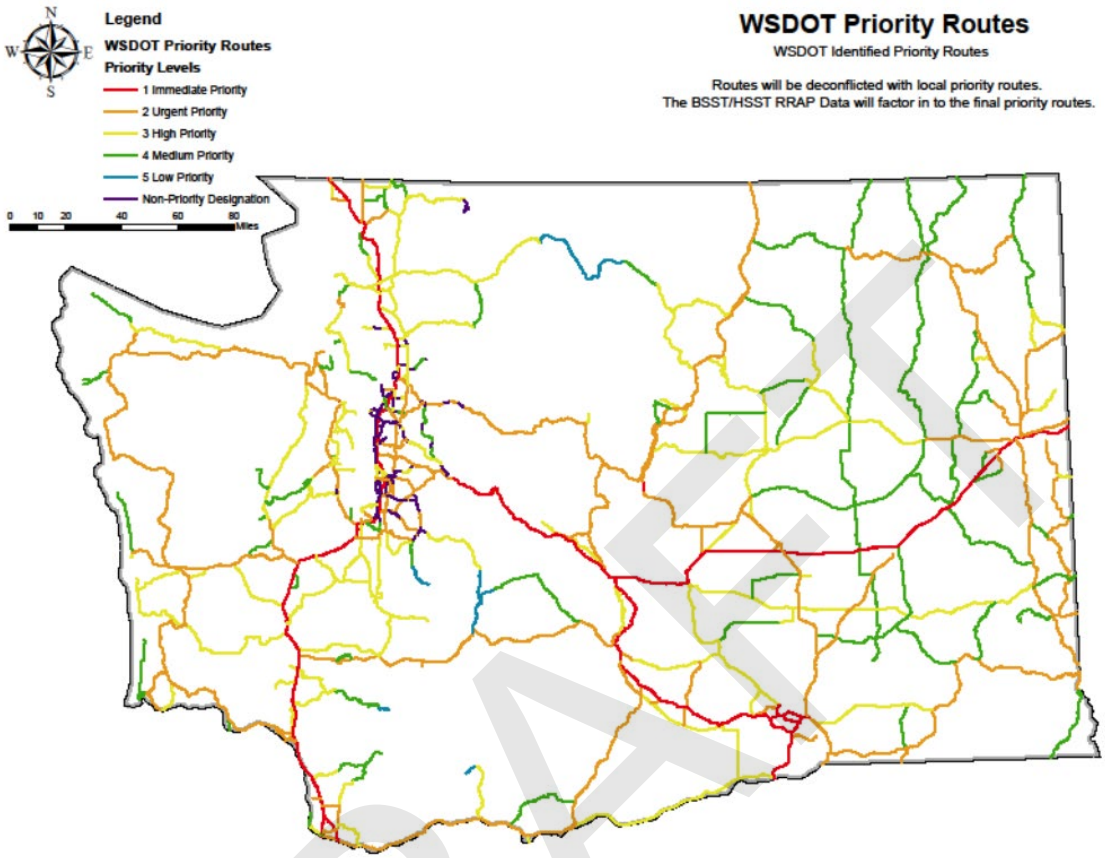

Local Priority Routes are those roadways which are essential for a local response to occur within a jurisdiction. These routes are intended to:

- 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"

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(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)

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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.

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Appendix B. Tiering Methodology and Stakeholder Summary Memorandum

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Fehr & Peers

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

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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.

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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.

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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.

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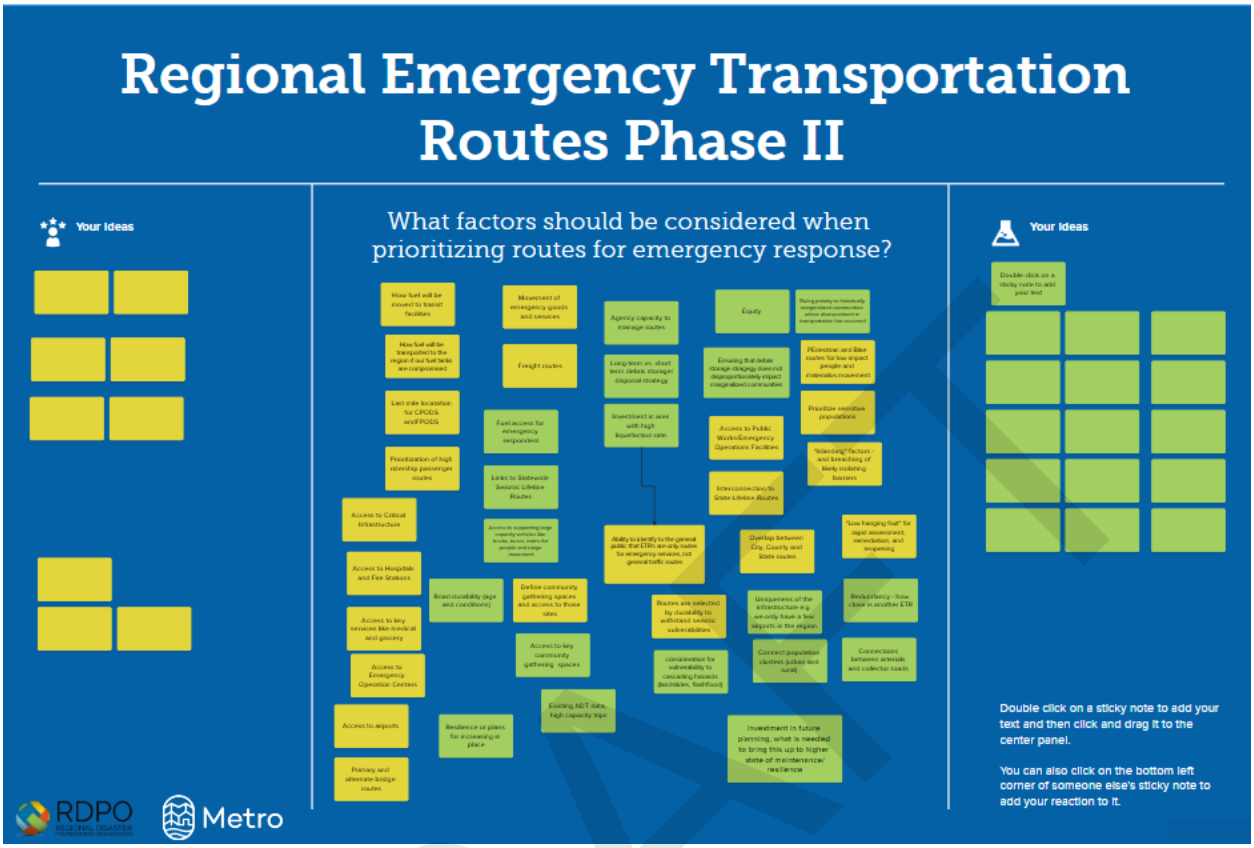
Figure 1. Project Work Group #1 Activity



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

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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	• Hospitals/Trauma Centers • Wastewater Treatment Plants • Water Reservoirs/Drinking Water Treatment Centers
Emergency Response	• Emergency Operation Centers (EOCs) • Fire Stations • Police Stations • PDX and other local airports
Maintenance	• TriMet Garages • Fuel Sites/Gas Stations • Public Works Departments
Community Centers	• 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

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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

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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

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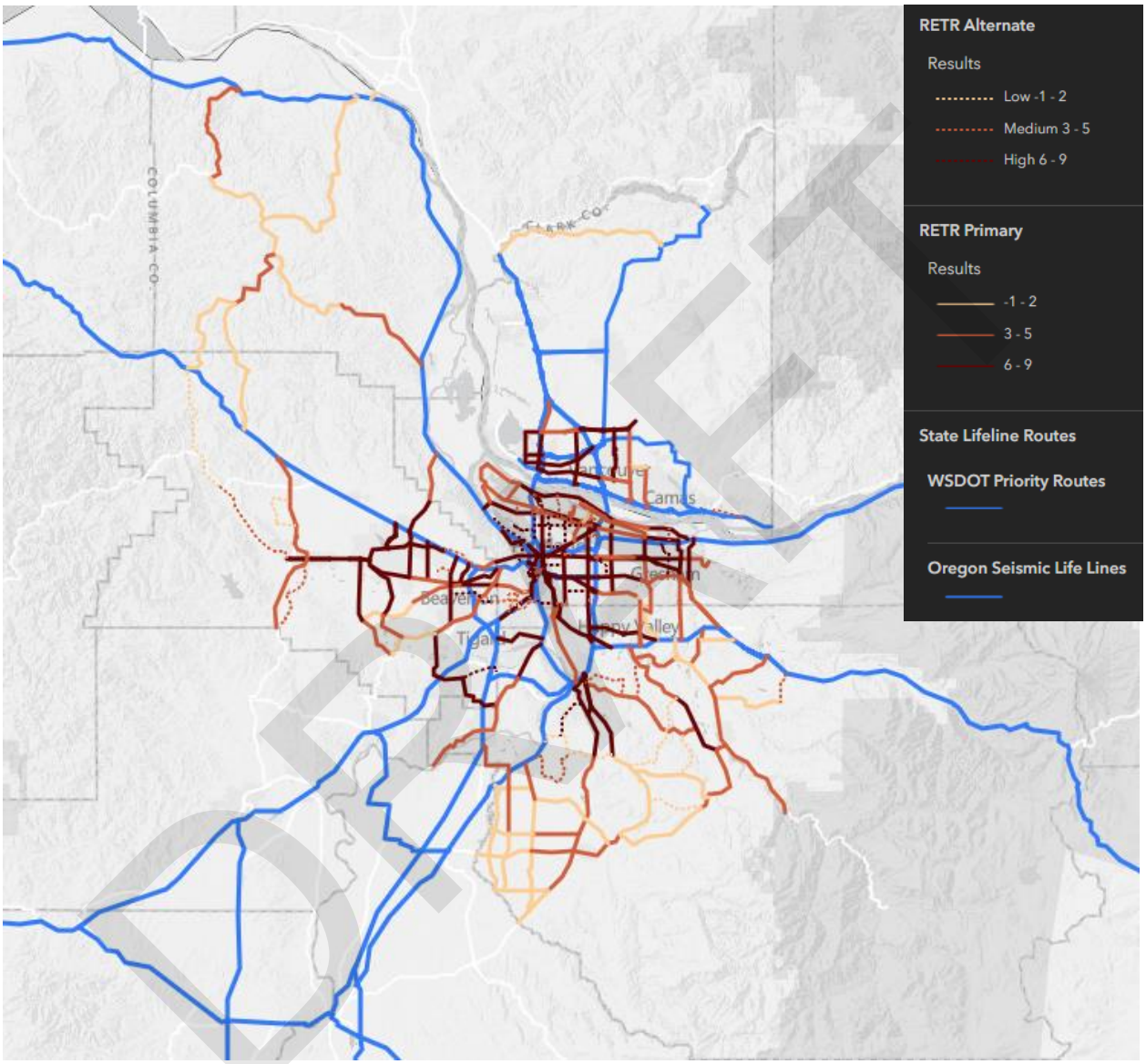
We summarized the initial methodology in an online map as an extension of the tool developed during Phase 1 (see Figure 2).

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

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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.

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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.

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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

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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

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

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Dates of Committee Engagement for Regional Emergency Transportation Rotes Phase 2 project (2024-2026)

Group/Organization	Date	Topic
Transportation Policy Advisory Committee (TPAC)	2/2/2024	Overview of project and recruitment for quarterly work group
Clackamas County coordinating committee - staff level (CTAC)	3/7/2004	Overview of project
Metro Technical Advisory Committee (MTAC)	3/20/2024	Overview of project
RDPO Public Works Work Group	3/27/2024	Overview of project and recruitment for quarterly work group
RDPO Emergency Management Work Group (REMTEC)	4/5/2024	Quick project update
Tualatin Valley Water District	4/16/2024	Overview of the project with engineers and other water SMEs working on the WWSS. There is a new water supply program, and they feel ETR work is in line with their long range strategic planning efforts typing to their NHMP action items and other lifeline interdependencies.

Metro Council work session	5/7/2024	Overview of project
SW Washington Regional Transportation Advisory Committee (RTAC)	5/17/2024	Overview of project
SW Washington Regional Transportation Commission (RTC) Board	6/4/2024	Overview of project
RDPO Policy Committee (electeds)	11/15/2024	Overview of project - Carol confirmed with Mark to add to Nov 2024 PC agenda
Clackamas County Coordinating Committee (urban sub) - Electeds (C-4)	11/20/2024	Overview of project
Joint Policy Advisory Committee on Transportation (JPACT)	11/21/2024	Overview of project
Washington County Coordinating Committee - staff level (WCCTAC)	12/5/2024	Overview of project
6 Quarterly Project work group meeting	12/12/24, 4/10/25, 6/26/25, 9/10/25, 12/11/25, 3/11/26	
Technical Workshop 1 of 3	6/11/2025	Technical workshops on tiering methodology
Technical Workshop 2 of 3	3/10/2025	Technical workshops on tiering methodology
Technical Workshop 3 of 3	11/12/2025	Technical workshops on tiering methodology
CBO Workshop 1 of 3	4/3/2025	Methodology input from perspective of vulnerable populations
CBO Workshop 2 of 3	6/23/2025	Methodology input from perspective of vulnerable populations
CBO Workshop 3 of 3	10/23/2025	Methodology input from perspective of vulnerable populations
RDPO Fire / EMS Work Group	2/5/2025	Overview of project and recruitment for technical workshops
RDPO Public Works Work Group	7/21/2025	Email update on project soliciting draft feedback
RDPO Public Works Work Group	9/24/2025	Update on project methodology development occuring 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 occuring at technical workshops

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Washington County Coordinating Committee - staff level (WCCTAC)	10/2/2025	Update on project methodology development occuring 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 occuring at technical workshops
Metro Council work session	10/9/2025	Update on project methodology development occuring 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 occuring at technical workshops
JPACT	10/16/2025	Update on project methodology development occuring 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

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Dissemination webinar	Late May. Date TBD	Broadly share project results

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Appendix C. GIS Technical Methods

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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.

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Table 1. Data Sources

Criteria	Source(s)	Notes
		In RLIS (link)
Hospitals	Phase 1 (RLIS, Oregon GEO, Washington Geospatial Open Data Portal)	
Police Stations	Phase 1 (WCCCA, Port of Portland, City of Gresham)	
Fire Stations	Phase 1 (RLIS, Washington County, Columbia County)	In RLIS (link)
State Seismic Lifeline Routes (SSLRs)	ODOT & SWRTC	ODOT

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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.

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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

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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

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- 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.

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- Clipped the arterials to just get segments within that buffer.
- Removed clipped arterial segments shorter than 120 ft to avoid capturing small perpendicular street fragments.
- Dissolved remaining arterial segments by classification and calculated their lengths.
- Finally, assigned points based on the arterial class with the longest dissolved length.
    - The route could only receive credit for one arterial classification.
    - Although both arterial criteria were ultimately weighed equally, the process was designed to support the possibility of future weighting differences.

After all criteria were evaluated, the points from all "[criteria-name]_results" fields were added to get the final 'Results' value. The highest scoring route had a score of 10, and the lowest -1. Using natural breaks in the scoring, these scores were grouped into Low Medium and High categories. The first draft of this categorization was then uploaded into an interactive web map for review in future work group meetings.

Secondary Geospatial Analysis

Following the next round of engagement (Technical Workshop #2, CBO Workshop #2, and Project Work Group Meeting #3 and #4), some tiering method revisions were explored. These included: (a) removing bridges, (b) weighting criteria, and (c) automatic top-tier criteria. Additionally, secondary analyses were conducted to evaluate: (d) hazard risk along each route, and (e) whether vulnerable communities were being served with the draft top tier routes.

Bridge removal

Following recommendations in Technical Workshop #2 (see Appendix B), bridges were removed from the tiering criteria and their points removed from the final 'Results' scoring.

The bridge data attribute table was cleaned up and extended to include the following attributes: bridge ID, name, owner, crossing type, condition, seismic vulnerability, and RETR tier. And this table was separated into a supplementary appendix (see Appendix D) intended to provide bridge owners with information useful in advocating for funding.

Weighting criteria

Double weighting hospitals in the tiering criteria was explored after feedback from stakeholders during initial workshops. This double weighting was implemented by multiplying the "Hospitals_results" points by 2 when summing all the "[criteria-name]_results" fields to get the final "Results" score. Ultimately, this revision had very little impact on the results, and it wasn't incorporated into the final methodology.

Automatic top-tier criteria

Following recommendations in Project Work Group Meeting #4 (see Appendix B), some automatic top-tier criteria upgrades were applied. In this meeting Hospitals and Portland International Airport were flagged as the criteria that met this qualification. All routes in the vicinity of these points of interest were reviewed, and if they didn't currently have a tier 1 route serving them, the closed route was upgraded to Tier 1.

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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:

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- 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.

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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.

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Appendix D. Bridge Table

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Regional Emergncy Transportation Routes Phase 2
Bridge Table

BRIDGE ID	BRIDGE NAME	BRIDGE OWNER	BRIDGE MAINTAINER	BRIDGE CONDITION	CROSSING TYPE	RETR TIER	DATA SOURCE	ODOT SEISMIC VULNERABILITY	PBOT SEISMIC VULNERABILITY
08708700	WOODIN CREEK CULVERT	City of Battle Ground	City of Battle Ground	Good	Waterway	2nd	WSDOT	Not Evaluated	
BB005	Beaverton Creek, SW Cedar Hills Blvd	City of Beaverton	City of Beaverton	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
25T07A	Johnson Creek, SE 242nd Ave	City of Gresham	City of Gresham	Fair	Waterway	2nd	ODOT	Not Evaluated	
05282	Culvert, Hwy 26 at MP 14.08 (City Br)	City of Gresham	City of Gresham	Good	Waterway	2nd	ODOT	Not Evaluated	
21155	Gresham Fairview Trail over Hwy 26	City of Gresham	City of Gresham	Fair	Other	2nd	ODOT	Not Evaluated	
51B002	Johnson Creek & Owp Ry, SW Highland Dr	City of Gresham	City of Gresham	Fair	Waterway	2nd	ODOT	Not Evaluated	
17985	Airport Way over Pacific Railroad	City of Gresham	City of Gresham	Fair	Railroad	2nd	ODOT	Not Vulnerable	
06070A	Oswego Lake Outlet, McVey Ave	City of Lake Oswego	City of Lake Oswego	Fair	Waterway	Top	ODOT	Not Evaluated	
21150	Springwater Bike/Ped trail HWY 1E AT MP 4.67	City of Milwaukie	City of Milwaukie	Good	Other	Top	ODOT	Not Evaluated	
19119	Abernethy Creek, Washington St	City of Oregon City	City of Oregon City	Good	Waterway	Top	ODOT	Not Vulnerable	
25B04	Pedestrian Br over NE Columbia Blvd	City of Portland	City of Portland	Unknown	Other	2nd	ODOT	Not Evaluated	More Vulnerable
25B137	Columbia Slough, NE Airport Way	City of Portland	City of Portland	Good	Waterway	2nd	ODOT	Not Evaluated	Less Vulnerable
20708	Kelley Creek, SE Foster Rd NB 162nd Ave.	City of Portland	City of Portland	Good	Waterway	2nd	ODOT	Not Evaluated	Less Vulnerable
11086A	Johnson Creek, SE Foster Rd SB	City of Portland	City of Portland	Fair	Waterway	2nd	ODOT	Not Evaluated	Less Vulnerable
18997	Whitaker Slough, NE 47th Ave	City of Portland	City of Portland	Good	Waterway	2nd	ODOT	Not Evaluated	Less Vulnerable
51C07A	Columbia Slough, NE 47th Ave	City of Portland	City of Portland	Fair	Waterway	2nd	ODOT	Not Evaluated	Less Vulnerable
25B105	Columbia Slough, Rivergate/Lombard	City of Portland	City of Portland	Fair	Waterway	2nd	ODOT	Not Evaluated	Vulnerable
25B113	Columbia Slough, NE Alderwood Rd	City of Portland	City of Portland	Fair	Waterway	3rd	ODOT	Not Evaluated	Less Vulnerable
05239	Pedestrian Br (SW Hooker St) over Hwy 1W & Hwy 26	City of Portland	City of Portland	Fair	Other	Top	ODOT	Not Evaluated	Vulnerable
51C23	Pedestrian Br over NE 122nd Ave	City of Portland	City of Portland	Fair	Other	Top	ODOT	Not Evaluated	More Vulnerable
20133	NE 33rd Ave over Hwy 123 (NE Lombard St)	City of Portland	City of Portland	Fair	Road	Top	ODOT	Not Evaluated	Less Vulnerable
25B13	N Greeley Ave over N Going St	City of Portland	City of Portland	Fair	Road	Top	ODOT	Not Evaluated	Less Vulnerable
25B32	Pedestrian Br over N Going St	City of Portland	City of Portland	Unknown	Other	Top	ODOT	Not Evaluated	More Vulnerable
07026	NE Sandy Blvd over UPRR & N Access Road	City of Portland	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
08551	SW Slavin Rd Conn over Hwy 1W (SW Barbur Blvd)	City of Portland	City of Portland	Fair	Road	Top	ODOT	Not Evaluated	More Vulnerable
16330	Ped Br over Hwy 26 at SE 9th Ave & Powell Blvd	City of Portland	City of Portland	Fair	Other	Top	ODOT	Not Evaluated	More Vulnerable
19732	SE Bybee Blvd over Hwy 1E (SE McLoughlin Blvd)	City of Portland	City of Portland	Fair	Road	Top	ODOT	Not Evaluated	Less Vulnerable
	EAST COLUMBIA TO LOMBARD CONNECTOR	City of Portland	City of Portland	Unknown	Railroad	2nd	Other	Not Evaluated	Resilient
	W. BURNSIDE ST. TUNNEL	City of Portland	City of Portland	Unknown	Road	Top	Other	Not Evaluated	
16385	N Columbia Blvd over UPRR	City of Portland	City of Portland	Fair	Railroad	2nd	ODOT	Not Vulnerable	Less Vulnerable
17199	N Marine Dr over BNRR	City of Portland	City of Portland	Fair	Railroad	2nd	ODOT	Not Vulnerable	More Vulnerable
17965	Hwy 120 over UPRR	City of Portland	City of Portland	Good	Railroad	2nd	ODOT	Not Vulnerable	Vulnerable
19656	NORTH LOMBARD STREET (PORTLAND SECTION)	City of Portland	City of Portland	Fair	Railroad	2nd	ODOT	Not Vulnerable	Less Vulnerable
25B136	Columbia Slough, NE Airport Way	City of Portland	City of Portland	Fair	Waterway	2nd	ODOT	Not Vulnerable	Vulnerable
25B128	NW 1st Ave over Front Ave	City of Portland	City of Portland	Good	Road	Top	ODOT	Not Vulnerable	Less Vulnerable
13512	Hwy 59 (NE Sandy Blvd) over Hwy 64 @ MP 5.18	City of Portland	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
19667	HWY 1E At MP 1.15 OVER UPRR & SE DIVISION ST	City of Portland	City of Portland	Fair	Road	Top	ODOT	Not Vulnerable	Resilient
07042B	NE 39th Ave over Hwy 2 & UPRR & MAX LRT	City of Portland	City of Portland	Fair	Road	Top	ODOT	Not Vulnerable	Vulnerable
09752	Columbia Blvd over N Columbia Way	City of Portland	City of Portland	Fair	Road	2nd	ODOT	Potentially Vulnerable	Vulnerable
02484A	NE 33rd Ramp over NE Columbia Blvd	City of Portland	City of Portland	Fair	Road	2nd	ODOT	Potentially Vulnerable	More Vulnerable
09685A	NE Columbia Blvd over BNRR at MP 2.23	City of Portland	City of Portland	Fair	Railroad	2nd	ODOT	Potentially Vulnerable	More Vulnerable
51C33	Columbia Blvd over NE 33rd Ave	City of Portland	City of Portland	Fair	Road	2nd	ODOT	Potentially Vulnerable	Vulnerable
08549	Capitol Hwy Semi-Viaduct at MP 6.47	City of Portland	City of Portland	Fair	Other	Top	ODOT	Potentially Vulnerable	Less Vulnerable
08550	Capitol Hwy Semi-Viaduct at MP 6.62	City of Portland	City of Portland	Good	Other	Top	ODOT	Potentially Vulnerable	Vulnerable
08563	Capitol Hwy Semi-Viaduct at MP 6.55	City of Portland	City of Portland	Good	Other	Top	ODOT	Potentially Vulnerable	Less Vulnerable
09685	NE Columbia Blve over BNRR at MP 2.23	City of Portland	City of Portland	Poor	Railroad	2nd	ODOT	Vulnerable	Vulnerable
25B01	N Burgard St over UPRR/SPRR	City of Portland	City of Portland	Poor	Railroad	2nd	ODOT	Vulnerable	More Vulnerable

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Regional Emergncy Transportation Routes Phase 2
Bridge Table

BRIDGE ID	BRIDGE NAME	BRIDGE OWNER	BRIDGE MAINTAINER	BRIDGE CONDITION	CROSSING TYPE	RETR TIER	DATA SOURCE	ODOT SEISMIC VULNERABILITY	PBOT SEISMIC VULNERABILITY
02485	NE 42nd Ave over Hwy 123 (NE Lombard St) & UPRR	City of Portland	City of Portland	Fair	Road	Top	ODOT	Vulnerable	More Vulnerable
25B12	N Going St over UPRR Yards	City of Portland	City of Portland	Fair	Railroad	Top	ODOT	Vulnerable	Less Vulnerable
25B77	NW Front Ave Semi-Viaduct	City of Portland	City of Portland	Fair	Other	Top	ODOT	Vulnerable	Less Vulnerable
04566B	Johnson Creek, Hwy 68 (SE 82nd Ave)	City of Portland	City of Portland	Fair	Waterway	Top	ODOT	Vulnerable	More Vulnerable
51C04	Johnson Creek, SE 45th Ave	City of Portland	City of Portland	Fair	Waterway	2nd	ODOT	Not Evaluated	Less Vulnerable
51C01	SE 32nd St over Springwater Trail	City of Portland	City of Portland	Fair	Other	2nd	ODOT	Not Evaluated	Vulnerable
17123	Johnson Creek, SE Tacoma St	City of Portland	City of Portland	Fair	Waterway	2nd	ODOT	Not Evaluated	Vulnerable
000000OH	GEE CREEK	City of Ridgefield	City of Ridgefield	Fair	Waterway	2nd	WSDOT	Not Evaluated	
08512400	FRUIT VALLEY RD OVERPASS	City of Vancouver	City of Vancouver	Fair	Railroad	2nd	WSDOT	Not Evaluated	
08823600	39th Street RR O/C	City of Vancouver	City of Vancouver	Good	Railroad	2nd	WSDOT	Not Evaluated	
08771900	BURTON ROAD	City of Vancouver	City of Vancouver	Good	Waterway	2nd	WSDOT	Not Evaluated	
0012986A	BNRR OC	City of Vancouver	City of Vancouver	Good	Railroad	Top	WSDOT	Not Evaluated	
0006786A	BNRR OC	City of Vancouver	City of Vancouver	Fair	Railroad	Top	WSDOT	Not Evaluated	
08602800	WASHOUGAL RIVER BRIDGE	City of Washougal	Clark County	Good	Waterway	2nd	WSDOT	Not Evaluated	
0007597A	BN/SF RR O/C	City of Washougal	Clark County	Fair	Railroad	Top	WSDOT	Not Evaluated	
20789	Seeley Ditch, Wilsonville Road	City of Wilsonville	City of Wilsonville	Good	Waterway	2nd	ODOT	Not Evaluated	
16627	BOECKMAN CREEK, WILSONVILLE RD AT MP 12.62	City of Wilsonville	City of Wilsonville	Fair	Waterway	2nd	ODOT	Not Vulnerable	
06512	Clear Creek, Springwater Rd	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Not Evaluated	
06521A	Pudding River, Arndt Rd	Clackamas County	Clackamas County	Good	Waterway	2nd	ODOT	Not Evaluated	
06015	Corral Creek, Wilsonville Rd	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Not Evaluated	
06287	Rock Creek, SE 172nd Ave	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Not Evaluated	
06523	Rock Creek, Meridian Rd	Clackamas County	Clackamas County	Fair	Waterway	3rd	ODOT	Not Evaluated	
06025	Gribble Creek, Canby Marquam Hwy	Clackamas County	Clackamas County	Good	Waterway	3rd	ODOT	Not Evaluated	
06506	Rock Creek, Kropf Rd	Clackamas County	Clackamas County	Poor	Waterway	3rd	ODOT	Not Evaluated	
20779	BUCKNER CREEK, BEAVER CREEK ROAD	Clackamas County	Clackamas County	Good	Waterway	3rd	ODOT	Not Evaluated	
06040	Rock Creek, Foster Rd	Clackamas County	Clackamas County	Fair	Waterway	3rd	ODOT	Not Evaluated	
06198	Milk Creek, Beaver Creek Rd	Clackamas County	Clackamas County	Fair	Waterway	3rd	ODOT	Not Evaluated	
06190	Bear Creek, S Barnards Rd	Clackamas County	Clackamas County	Good	Waterway	3rd	ODOT	Not Evaluated	
06132	Gribble Creek, Lone Elder Rd	Clackamas County	Clackamas County	Fair	Waterway	3rd	ODOT	Not Evaluated	
20532	Rock Creek (Sunnyside Road) Bridge	Clackamas County	Clackamas County	Fair	Waterway	Top	ODOT	Not Evaluated	
19879	Mt Scott Creek, Sunnyside Rd	Clackamas County	Clackamas County	Fair	Waterway	Top	ODOT	Not Evaluated	
21160	Clackamas River, Springwater Rd	Clackamas County	Clackamas County	Good	Waterway	2nd	ODOT	Not Vulnerable	
06080A	Pudding River Overflow, Arndt Rd	Clackamas County	Clackamas County	Good	Waterway	2nd	ODOT	Not Vulnerable	
20992	Tualatin River, Stafford Road at MP 5.21	Clackamas County	Clackamas County	Good	Waterway	Top	ODOT	Not Vulnerable	
24051	Bear Cr_Canby Marquam Hwy_45.16815/122.68029	Clackamas County	Clackamas County	Good	Waterway	3rd	ODOT	Potentially Vulnerable	
06167	Marquam Creek, Monte Cristo Rd (West)	Clackamas County	Clackamas County	Fair	Waterway	3rd	ODOT	Potentially Vulnerable	
06168	Garret Creek, Monte Cristo Rd (East)	Clackamas County	Clackamas County	Fair	Waterway	3rd	ODOT	Potentially Vulnerable	
01214	Abernethy Creek, Redland Rd (West)	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Vulnerable	
01215	Abernethy Creek. Redland Rd (East)	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Vulnerable	
06299	Deep Creek, Amisigger Rd	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Vulnerable	
06422	Bear Creek, Barlow Rd	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Vulnerable	
06508	Clear Creek, Redland Rd	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Vulnerable	
01515A	Molalla River, Canby-Marquam Hwy	Clackamas County	Clackamas County	Fair	Waterway	2nd	ODOT	Vulnerable	
22246	Pudding River, Whiskey Hill Rd Bridge	Clackamas County	Clackamas County	Good	Waterway	3rd	ODOT	Vulnerable	
06023	Rock Creek, Barlow Rd	Clackamas County	Clackamas County	Poor	Waterway	3rd	ODOT	Vulnerable	
06191	Pudding River Overflow, Whiskey Hill Rd	Clackamas County	Clackamas County	Fair	Waterway	3rd	ODOT	Vulnerable	
06543	Rock Creek, Whiskey Hill Rd	Clackamas County	Clackamas County	Good	Waterway	3rd	ODOT	Vulnerable	

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Regional Emergncy Transportation Routes Phase 2
Bridge Table

BRIDGE ID	BRIDGE NAME	BRIDGE OWNER	BRIDGE MAINTAINER	BRIDGE CONDITION	CROSSING TYPE	RETR TIER	DATA SOURCE	ODOT SEISMIC VULNERABILITY	PBOT SEISMIC VULNERABILITY
0003606A	LITTLE WASHOUGAL	Clark County	Clark County	Good	Waterway	2nd	WSDOT	Not Evaluated	
0018573C	DOLLAR'S CORNER	Clark County	Clark County	Good	Waterway	2nd	WSDOT	Not Evaluated	
08068100	JC WARD	Clark County	Clark County	Fair	Waterway	2nd	WSDOT	Not Evaluated	
08241100	MORGAN	Clark County	Clark County	Fair	Waterway	2nd	WSDOT	Not Evaluated	
08412800	119TH CHINA	Clark County	Clark County	Fair	Waterway	2nd	WSDOT	Not Evaluated	
08611700	WILSON	Clark County	Clark County	Good	Waterway	2nd	WSDOT	Not Evaluated	
08849900	COUGAR CREEK	Clark County	Clark County	Good	Waterway	2nd	WSDOT	Not Evaluated	
08709100	JOHN CREEK CULVERT	Clark County	Clark County	Fair	Waterway	3rd	WSDOT	Not Evaluated	
08227700	DAYTON	Clark County	Clark County	Fair	Waterway	3rd	WSDOT	Not Evaluated	
07992900	ROCK CREEK	Clark County	Clark County	Fair	Waterway	3rd	WSDOT	Not Evaluated	
08162600	BIG TREE CREEK	Clark County	Clark County	Good	Waterway	3rd	WSDOT	Not Evaluated	
08275800	HUBER	Clark County	Clark County	Good	Waterway	3rd	WSDOT	Not Evaluated	
08276000	DAYBREAK	Clark County	Clark County	Fair	Waterway	3rd	WSDOT	Not Evaluated	
08335700	BLAIR ZEEK	Clark County	Clark County	Fair	Waterway	3rd	WSDOT	Not Evaluated	
08438900	LITTLE WASHOUGAL BLAIR	Clark County	Clark County	Fair	Waterway	3rd	WSDOT	Not Evaluated	
08874800	CURTAIN CREEK CULVERT	Clark County	Clark County	Good	Waterway	3rd	WSDOT	Not Evaluated	
08644000	PADDEN	Clark County	Clark County	Good	Road	Top	WSDOT	Not Evaluated	
08709000	PADDEN WEST CULVERTS	Clark County	Clark County	Good	Waterway	Top	WSDOT	Not Evaluated	
08814500	CHINA DITCH	Clark County	Clark County	Fair	Waterway	Top	WSDOT	Not Evaluated	
08771700	KLINELINE	Clark County	Clark County	Good	Waterway	Top	WSDOT	Not Evaluated	
08202500	GIBBONS CREEK	Clark County	Clark County	Fair	Waterway	Top	WSDOT	Not Evaluated	
08523200	CCRR UNDERCROSS - OLD 99	Clark County	Clark County	Fair	Railroad	Top	WSDOT	Not Evaluated	
21571	Elk Creek, Scappoose Vernonia Highway	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Not Evaluated	
20653	E Fork Nehalem R, Scappoose Vernonia Rd @ MP 4.85	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Not Evaluated	
20652	N Fk Scappoose Cr, Scappoose Vernonia Rd @ MP13.92	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Not Evaluated	
13763A	N Fk Scappoose Cr, Scappoose Vernonia Rd @ MP14.10	Columbia County	Columbia County	Good	Waterway	Top	ODOT	Not Evaluated	
21342	Oak Ranch Creek Apiary Rd. at MP 18.80	Columbia County	Columbia County	Poor	Waterway	Top	ODOT	Not Evaluated	
09C57	Beaver Creek, Old Hwy 30 at MP 6.96	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Not Evaluated	
24145	Archibald Cr_Apiary Rd_45.95033/123.13001	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Not Evaluated	
09C18	Scappoose-Vernonia Rd over Crown Z Rd	Columbia County	Columbia County	Poor	Road	Top	ODOT	Potentially Vulnerable	
13761A	N Fk Scappoose Cr, Scappoose Vernonia Rd @ MP15.84	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Potentially Vulnerable	
13762A	N Fk Scappoose Cr, Scappoose Vernonia Rd @ MP14.80	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Potentially Vulnerable	
01327A	East Fork Nehalem River, Timber Rd	Columbia County	Columbia County	Fair	Waterway	3rd	ODOT	Vulnerable	
01370A	Nehalem River, Timber Rd at MP 15.17	Columbia County	Columbia County	Fair	Waterway	3rd	ODOT	Vulnerable	
13350A	South Fork Scappoose Creek, Scappoose Vernonia Rd	Columbia County	Columbia County	Poor	Waterway	Top	ODOT	Vulnerable	
13352A	N Fk Scappoose Cr, Scappoose Vernonia Rd @ MP19.14	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Vulnerable	
13353A	N Fk Scappoose Cr, Scappoose Vernonia Rd @ MP17.83	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Vulnerable	
13354A	N Fk Scappoose Cr, Scappoose Vernonia Rd @ MP17.30	Columbia County	Columbia County	Fair	Waterway	Top	ODOT	Vulnerable	
13686A	East Fork Nehalem River, Scappoose Vernonia Rd	Columbia County	Columbia County	Poor	Waterway	Top	ODOT	Vulnerable	
06206A	Butte Creek, Minitor McKee Rd	Marion County	Marion County	Fair	Waterway	3rd	ODOT	Not Evaluated	
11113	Draw, FAS 656	Multnomah County	Multnomah County	Fair	Waterway	2nd	ODOT	Not Evaluated	
11112	Sandy River, Stark St.	Multnomah County	Multnomah County	Poor	Waterway	2nd	ODOT	Not Evaluated	
22507	cl_Beaver Cr_Stark St_45.51899/122.38870	Multnomah County	Multnomah County	Good	Waterway	2nd	ODOT	Not Evaluated	
02757D	Willamette River, SW Hawthorne Blvd (Hawthorne Br)	Multnomah County	Multnomah County	Fair	Road	Top	ODOT	Not Evaluated	
06757	Willamette River, Broadway St	Multnomah County	Multnomah County	Fair	Road	Top	ODOT	Not Evaluated	
17356	NE Arata Rd (NE 238th Ave) over UPRR	Multnomah County	Multnomah County	Good	Railroad	Top	ODOT	Not Evaluated	
06967A	Hwy 2 EB Conn #2 to Hwy 100 over UPRR (257th Dr)	Multnomah County	Multnomah County	Fair	Railroad	Top	ODOT	Not Evaluated	

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Regional Emergncy Transportation Routes Phase 2
Bridge Table

BRIDGE ID	BRIDGE NAME	BRIDGE OWNER	BRIDGE MAINTAINER	BRIDGE CONDITION	CROSSING TYPE	RETR TIER	DATA SOURCE	ODOT SEISMIC VULNERABILITY	PBOT SEISMIC VULNERABILITY
09321	FAS A662 over NE 223rd Ave	Multnomah County	Multnomah County	Fair	Road	Top	ODOT	Potentially Vulnerable	
00511A	Burnside St West Approach over Naito Pkwy	Multnomah County	Multnomah County	Fair	Road	Top	ODOT	Vulnerable	
00511B	Burnside St (East Approach) over Hwy 1 & Conns	Multnomah County	Multnomah County	Fair	Road	Top	ODOT	Vulnerable	
02758B	W Morrison Br Conn over Hwy 1W (Front Ave) & Park	Multnomah County	Multnomah County	Fair	Road	Top	ODOT	Vulnerable	
00511	Willamette River, Burnside St (Burnside)	Multnomah County	Multnomah County	Fair	Waterway	Top	ODOT	Vulnerable	
21493	Willamette R & Hwy 3 NB, SE Tacoma St (Sellwood)	Multnomah County	Multnomah County	Good	Waterway	Top	ODOT	Not Vulnerable	
05308	Richardson Creek, Hwy 171	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
0M031	Davis Creek, Hwy 140 at MP 3.47	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
18344	Butternut Creek, Hwy 142 MP 7.14	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
0M068	Culvert, Hwy 29 at MP 22.44	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
00460	Dilley Creek, Hwy 29	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
0M028	Culvert, Hwy 29 at MP 22.77	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
03055	Little Cedar Creek, Hwy 161 at MP 27.69	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
03054	Little Cedar Creek, Hwy 161 at MP 27.51	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
03056A	Dubois Creek, Hwy 161	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
03048	Molalla River Oflow, Hwy 161	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
24212	Bear Creek_Hwy 160_MP15.86	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
03046	Bear Creek, Hwy 161	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
13507C	Flume/Bikepath over NE Airport Way & Conn to Hwy64	ODOT	ODOT	Fair	Other	2nd	ODOT	Not Evaluated	
05173	Culvert, Hwy 102 at MP 70.84	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
0P077	Culvert, Hwy 102 at MP 71.04	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
21403	Culvert, Hwy 102 R/W Lt at MP 81.30	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
04954	Hares Canyon (Williams Creek), Hwy 102	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
0M029	Culvert, Hwy 29 at MP 24.10	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
09496	Creek, Hwy 29 at MP 24.59	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
05174	Council Creek, Hwy 102	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Evaluated	
0P165	Culvert, Hwy 102 R/W Lt at MP 81.75	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
20137	CULVERT, HWY 102 AT MP 67.36	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
24223	Lundgren Cr_HWY 110_MP11.66	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
17995	Hwy 001NB over Willsonville Rd (Conn 001RD1)	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
17996	Hwy 001SB over Willsonville Rd (Conn 001RD1)	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
08205	Hwy 1W (SW Barbur Blvd) over Hwy 1	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
18674	Sylvan Conn (Skyline Blvd) over Hwy 47	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
09345	Hwy 47 EB AND WB over SW Cedar Hills Blvd	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
09770	NW 185th Ave Conn over Hwy 47	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
09722	NW Helvetia Rd Conn over Hwy 47	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
13507	Hwy 64 NB over NE Airport Way	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
20651	Columbia Blvd Ramp to Hwy 1 SB	ODOT	ODOT	Good	Road	2nd	ODOT	Not Evaluated	
08882	Hwy 1 over N Columbia Blvd & UPRR	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
24224	Lundgren Cr_HWY 110_MP11.67	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Evaluated	
18849	Butte Creek, Hwy 161	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Not Evaluated	
05307	Goose Creek, Hwy 171	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Not Evaluated	
03053	Milk Creek, Hwy 161	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Not Evaluated	
03051	Bull Creek, Hwy 161	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Not Evaluated	
21281	Butte Creek, Hwy 160 (Jacks Bridge)	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Not Evaluated	
21746	Creek, Hwy 160 At MP 21.66	ODOT	ODOT	Good	Waterway	3rd	ODOT	Not Evaluated	
18866	Gus Creek, Hwy 102	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Not Evaluated	

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Regional Emergncy Transportation Routes Phase 2
Bridge Table

BRIDGE ID	BRIDGE NAME	BRIDGE OWNER	BRIDGE MAINTAINER	BRIDGE CONDITION	CROSSING TYPE	RETR TIER	DATA SOURCE	ODOT SEISMIC VULNERABILITY	PBOT SEISMIC VULNERABILITY
0P480	Newell Creek, Hwy 160	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
03039	Beaver Creek, Hwy 160	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
16071	Phillips Creek, Hwy 68 (SE 82nd Ave) at MP 9.06	ODOT	ODOT	Good	Waterway	Top	ODOT	Not Evaluated	
09936	Currin Creek, Hwy 171	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
22403	Crystal Springs Cr_HWY 081_MP3.51	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
0M218	Culvert, Hwy 29 at MP 4.22	ODOT	ODOT	Good	Waterway	Top	ODOT	Not Evaluated	
05051	Mt Scott Cr, Hwy 68 (82nd) @ MP 9.55 (Phillips Cr)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
13502	Culvert, Hwy 171 at MP 21.43	ODOT	ODOT	Good	Waterway	Top	ODOT	Not Evaluated	
13503	Wade Creek, Hwy 171	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
03061	Goose Creek, Hwy 172	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
07085	Tickle Creek, Hwy 172	ODOT	ODOT	Good	Waterway	Top	ODOT	Not Evaluated	
0P169	North Fork Johnson Creek, Hwy 26	ODOT	ODOT	Poor	Waterway	Top	ODOT	Not Evaluated	
09134	Johnson Creek, Hwy 26	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
09865	Abernethy Creek, Hwy 81 (McLoughlin Blvd)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
16070	Phillips Creek, Hwy 68 (SE 82nd Ave) at MP 8.53	ODOT	ODOT	Good	Waterway	Top	ODOT	Not Evaluated	
16926	SE Tacoma St over Hwy 81 (SE McLoughlin Blvd)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
00620	Beaverton Creek (Hall Cr), Hwy 29 (SW Canyon Rd)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
06004A	Fanno Creek, Hwy 40	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
0P173	Sylvan Creek, Hwy 40	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
18734	Cook Creek, Hwy 102	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
07579A	Hwy 141 (SW Elligsen Rd, Stafford Rd) over Hwy 1	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
09403R	Hwy 64 NB Conn #1 to Hwy 81 (West Linn Intchg)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
09750	Parkplace Conn over Hwy 64	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
07582A	SW Nyberg Road over Hwy 1	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
05050	Dean Creek, Hwy 68 (SE 82nd Ave)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Evaluated	
13538	Hwy 64 NB over SE Woodstock Blvd & SE Foster Rd	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
13538A	Hwy 64 SB over SE Woodstock Blvd & SE Foster Rd	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
13531	Hwy 64 over Hwy 26 (SE Powell Blvd)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
19234	MulltiUse Path over Hwy 26 (Powell Bd) at MP 5.69	ODOT	ODOT	Fair	Other	Top	ODOT	Not Evaluated	
22299	Hwy 1W over Ped Tunnel	ODOT	ODOT	Fair	Other	Top	ODOT	Not Evaluated	
21629	SE 17th Ave over Hwy 26 (SE Powell Blvd)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
06895	Hwy 1W over Hwy 26 EB & SW Grover St	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
06767A	Hwy 26 over Hwy 1E (McLoughlin Bd) (Ross Is Appr)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
09153	Hwy 91 over Hwy 61	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
19199	Hwy 47 over Hwy 29 WB (SW Canyon Rd) (Sylvan)	ODOT	ODOT	Good	Road	Top	ODOT	Not Evaluated	
02733B	Hwy 1W Conn over Front Ave (Steel Br Everett Ramp)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
06683A	Hwy 1W Conn over Front Ave & UPRR (Steel Br Ramp)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
07026A	Hwy 59 (NE Sandy Blvd) over Hwy 2 & UPRR & MAX LRT	ODOT	ODOT	Good	Road	Top	ODOT	Not Evaluated	
09268	Hwy 61 over NW Front Ave & RR (W Fremont Approach)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
07089A	Hwy 2 over NE 181st Ave	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
21816	Hwy 2 over Marine Dr	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
22516	Hwy 2 EB over NW Graham Rd	ODOT	ODOT	Good	Road	Top	ODOT	Not Evaluated	
07043A	Hwy 2 over NE 122nd Ave	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
13507A	Hwy 64 SB over NE Airport Way	ODOT	ODOT	Fair	Road	Top	ODOT	Not Evaluated	
05272A	North Fork Clackamas River, Hwy 171	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Vulnerable	
17355	Molalla River, Hwy 161 (Meadowbrook)	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Vulnerable	
18277	Rock Creek, Hwy 160	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Vulnerable	

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Regional Emergncy Transportation Routes Phase 2
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BRIDGE ID	BRIDGE NAME	BRIDGE OWNER	BRIDGE MAINTAINER	BRIDGE CONDITION	CROSSING TYPE	RETR TIER	DATA SOURCE	ODOT SEISMIC VULNERABILITY	PBOT SEISMIC VULNERABILITY
20666	Milk Creek Hwy 160 at MP 10.81	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Vulnerable	
20804	Fish Passage Culvert HWY 110 at MP 1.25	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Vulnerable	
02067A	Dairy Creek Overflow, Hwy 102	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Vulnerable	
04953A	Cummings Creek, Hwy 102	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Vulnerable	
18615	Culvert, Hwy 102 at MP 88.82	ODOT	ODOT	Good	Waterway	2nd	ODOT	Not Vulnerable	
18618	Culvert, Hwy 102 at MP 89.66	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Vulnerable	
19896	Christensen Creek (Campbells Bridge), Hwy 140	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Vulnerable	
20316	Overflow, Hwy 102 at MP 81.94	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Not Vulnerable	
01802C	Rock Creek, Hwy 161	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Not Vulnerable	
03044A	Marquam Creek, Hwy 160	ODOT	ODOT	Good	Waterway	3rd	ODOT	Not Vulnerable	
01748A	Oak Ranch Creek, Hwy 102	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Not Vulnerable	
19874	Battle Creek, Hwy 102 AT MP 48.63	ODOT	ODOT	Good	Waterway	3rd	ODOT	Not Vulnerable	
17356	NE Arata Rd (NE 238th Ave) over Hwy 2	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
01618A	Hwy 81 over Clackamette Park Conn	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
09135	North Fork Deep Creek, Hwy 26	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Vulnerable	
09669A	Hwy 171AA to Hwy 1E NB over Hwy 1E NB	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
09831	Mt Scott Creek, Hwy 171	ODOT	ODOT	Good	Waterway	Top	ODOT	Not Vulnerable	
16522	Hwy 160 over Redland Rd & Abernethy Crk	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
16523	Holcomb Blvd (Oregon City) over Hwy 160	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
21417	Hwy 160 (OR 213) over Washington St at MP 0.01	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
21869	Hwy 75 over UPRR	ODOT	ODOT	Good	Railroad	Top	ODOT	Not Vulnerable	
21870	Hwy 075 over Private Streetcar Track	ODOT	ODOT	Good	Railroad	Top	ODOT	Not Vulnerable	
21871	SE 82nd Dr. Conn. to Hwy 068 Over Hwy 64	ODOT	ODOT	Good	Road	Top	ODOT	Not Vulnerable	
02008A	Johnson Creek, Hwy 81 (SE McLoughlin Blvd)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Vulnerable	
05195B	SW Barbur Blvd over Hwy 1W SB	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
06896	Hwy 1W over Hwy 26 WB Conn #1 to Hwy 1W SB	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
07031A	Hwy 68 (NE 82nd Ave) over Hwy 2 and EB MAX LRT	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
07297	Hwy 1E over NE 6th Dr	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
07298	Hwy1E (MLK Blvd) over N Vancouver Way (Schmeer Rd)	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
07400A	Hwy 1E over Marine Drive Conn	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
08995C	Hwy 1E (NE MLK Blvd) over Hwy 1 & Conns	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
09666	Hwy 123 (NE Killingsworth St) over Hwy 64	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
13521	E Burnside St over Hwy 64	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
13522	SE Stark Street over Hwy 64	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
01386	Beaverton Creek, Hwy 29	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Vulnerable	
06735A	NW Cornelius Pass Rd Conn over Hwy 47	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
08404A	NW Murray Blvd Conn over Hwy 47	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
08910A	NW Cornell Rd Conn over Hwy 47	ODOT	ODOT	Fair	Road	Top	ODOT	Not Vulnerable	
0P461	Johnson Creek, Hwy 29 (Twin Pipes)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Vulnerable	
16185	Hwy 29 over PNWR	ODOT	ODOT	Good	Railroad	Top	ODOT	Not Vulnerable	
01352A	Molalla River, Hwy 160 (Wrights)	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
07624A	Boones Ferry Road over Hwy 1 & Hwy 51	ODOT	ODOT	Fair	Road	2nd	ODOT	Potentially Vulnerable	
08401B	NE Columbia Blvd over Hwy 68 (NE 82nd Ave)	ODOT	ODOT	Fair	Road	2nd	ODOT	Potentially Vulnerable	
09059	Hwy 123 (NE Sandy Blvd) over NE 122nd Ave	ODOT	ODOT	Fair	Road	2nd	ODOT	Potentially Vulnerable	
00810A	Tualatin River, Hwy 29 (Gaston)	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
02742A	Burris Creek, Hwy 140 (Christensen Farm)	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
04962A	Jackson Bottom Slough, Hwy 140	ODOT	ODOT	Poor	Waterway	2nd	ODOT	Potentially Vulnerable	

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Regional Emergncy Transportation Routes Phase 2
Bridge Table

BRIDGE ID	BRIDGE NAME	BRIDGE OWNER	BRIDGE MAINTAINER	BRIDGE CONDITION	CROSSING TYPE	RETR TIER	DATA SOURCE	ODOT SEISMIC VULNERABILITY	PBOT SEISMIC VULNERABILITY
04966A	McFee Creek, Hwy 140 (Bonner)	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
09494	Scoggin Creek & PNWR, Hwy 29	ODOT	ODOT	Poor	Railroad	2nd	ODOT	Potentially Vulnerable	
09497	Creek, Hwy 29 at MP 24.97	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
09498	Creek, Hwy 29 at MP 25.30	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
09637	Gales Creek, Hwy 29	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
09638	Carpenter Creek, Hwy 29	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
09672	Hwy 143 over Hwy 144 @ MP 4.27	ODOT	ODOT	Fair	Road	2nd	ODOT	Potentially Vulnerable	
16129	Gales Creek Oflow # 1, Hwy 29 at MP 19.43	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
16130	Gales Creek Oflow # 2, Hwy 29 at MP 19.72	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Potentially Vulnerable	
03060B	Eagle Creek, Hwy 171	ODOT	ODOT	Fair	Waterway	Top	ODOT	Potentially Vulnerable	
09381	Boring Rd over Hwy 26	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09386	Hwy 171 over Hwy 68 (SE 82nd Ave) (Lake Rd Intchg)	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09554	Hwy 171 over UPRR AND SE 26TH AVE.	ODOT	ODOT	Fair	Railroad	Top	ODOT	Potentially Vulnerable	
09623	Lake Rd (Harmony Rd) over Hwy 171	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09668	Hwy 171 (Milw Expy) over Hwy 1E (McLoughlin Blvd)	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09670A	Johnson Creek, Hwy 81 SB Conn to Hwy 171	ODOT	ODOT	Fair	Waterway	Top	ODOT	Potentially Vulnerable	
09715	SE Sunnyside Rd over Hwy 64	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09718	Hwy 171 Conn (SE 82nd Dr) over Hwy 64	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09719	Hwy 64 NB Conn to Hwy 68 NB & Hwy171 WB over Hwy64	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09727	HWY064 Frtg Rd over UPRR_45.31328/122.58465	ODOT	ODOT	Fair	Railroad	Top	ODOT	Potentially Vulnerable	
09739	Stafford Rd over Hwy 64	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
02237A	SE Milwaukie Ave over Hwy 1E	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
08996	Hwy 123 (N Lombard St) over Hwy 1 & Conns	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09159	SW Broadway Conn #6 to Hwy 61 SB over Hwy 61	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09160	SW Broadway Conn #4 over Hwy 61	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09281	W Burnside St over Hwy 61	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
01754A	Dawson Creek, Hwy 29 (Rock Creek)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Potentially Vulnerable	
09611	Hwy 144 over Hwy 29 (SW Canyon Rd)	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
09612	Hwy 144 over Hwy 40	ODOT	ODOT	Fair	Road	Top	ODOT	Potentially Vulnerable	
01607A	Clear Creek, Hwy 161	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
02208	Clackamas River, Hwy 161 (Estacada)	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
01415	East Fork Nehalem River, Hwy 102 at MP 57.14	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
01508	Rock Creek, Hwy 102	ODOT	ODOT	Poor	Waterway	2nd	ODOT	Vulnerable	
02301	Beaver Creek, Hwy 102 at MP 64.60	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
02323	Nehalem River, Hwy 102 at MP 61.28	ODOT	ODOT	Poor	Waterway	2nd	ODOT	Vulnerable	
02598A	Nehalem River, Hwy 102 at MP 63.65	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
03145A	Nehalem River, Hwy 102 at MP 57.68	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
03146A	Nehalem River, Hwy 102 at MP 59.58	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
03148	Beaver Creek, Hwy 102 at MP 64.21	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
03151	Beaver Creek, Hwy 102 at MP 65.22	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
03156A	Beaver Creek, Hwy 102 at MP 69.03	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
01726	Columbia Slough, Hwy 120	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
01983	SW Newbury St Viaduct, Hwy 1W	ODOT	ODOT	Fair	Other	2nd	ODOT	Vulnerable	
01984	SW Vermont St Viaduct , Hwy 1W	ODOT	ODOT	Fair	Other	2nd	ODOT	Vulnerable	
02010	Hwy 1W over SW Multnomah Blvd	ODOT	ODOT	Fair	Road	2nd	ODOT	Vulnerable	
04518	Hwy 1W over N Columbia Blvd & UPRR	ODOT	ODOT	Fair	Road	2nd	ODOT	Vulnerable	
08322	Hwy 1W over SW 26th Ave	ODOT	ODOT	Fair	Road	2nd	ODOT	Vulnerable	

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Regional Emergncy Transportation Routes Phase 2
Bridge Table

BRIDGE ID	BRIDGE NAME	BRIDGE OWNER	BRIDGE MAINTAINER	BRIDGE CONDITION	CROSSING TYPE	RETR TIER	DATA SOURCE	ODOT SEISMIC VULNERABILITY	PBOT SEISMIC VULNERABILITY
01081	Tualatin River, Hwy 140	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
01760	Beaver Creek, Hwy 102 at MP 70.51	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
23961	West Fork Dairy Cr_HWY 102_MP 82.65	ODOT	ODOT	Good	Waterway	2nd	ODOT	Vulnerable	
02347	West Fork Dairy Creek, Hwy 102 at MP 86.34	ODOT	ODOT	Fair	Waterway	2nd	ODOT	Vulnerable	
02363	Hwy 47 over Hwy 102 & POTB RR (Davies)	ODOT	ODOT	Fair	Road	2nd	ODOT	Vulnerable	
22562	Beaver Creek, Hwy 102 at MP 69.79	ODOT	ODOT	Good	Waterway	2nd	ODOT	Vulnerable	
04960A	South Fork Dairy Creek, Hwy 102	ODOT	ODOT	Good	Waterway	2nd	ODOT	Vulnerable	
08033	Hwy 37 over Hwy 102	ODOT	ODOT	Fair	Road	2nd	ODOT	Vulnerable	
01608A	Canyon Creek, Hwy 161	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Vulnerable	
02082A	Deep Creek, Hwy 171	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Vulnerable	
03043A	Garrett Creek, Hwy 160	ODOT	ODOT	Fair	Waterway	3rd	ODOT	Vulnerable	
01617	Clackamas River, Hwy 1E (McLoughlin Br)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Vulnerable	
01949	Kellogg Lake Outlet, Hwy 81 (SE McLoughlin Blvd)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Vulnerable	
02135A	Mt Scott Creek & UPRR, Hwy 68 (82nd Ave) @ MP 9.67	ODOT	ODOT	Fair	Railroad	Top	ODOT	Vulnerable	
03062	Deep Creek, Hwy 172	ODOT	ODOT	Fair	Waterway	Top	ODOT	Vulnerable	
02046	Columbia R, Hwy 2W Conn (Lewis & Clark, Longview)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Vulnerable	
01377C	Columbia Slough, Hwy 1E	ODOT	ODOT	Fair	Waterway	Top	ODOT	Vulnerable	
01994	Hwy 68 (NE 82nd Ave) over UPRR & WB MAX LRT	ODOT	ODOT	Fair	Railroad	Top	ODOT	Vulnerable	
02097	SE Grand Ave Viaduct, Hwy 81	ODOT	ODOT	Fair	Other	Top	ODOT	Vulnerable	
02350A	Hwy 1E (SE MLK Blvd) over Hwy 2 & UPRR	ODOT	ODOT	Fair	Road	Top	ODOT	Vulnerable	
05194	Hwy 1W over SW Arthur St	ODOT	ODOT	Fair	Road	Top	ODOT	Vulnerable	
05195A	Harbor Drive Viaduct, Hwy 1W NB	ODOT	ODOT	Fair	Other	Top	ODOT	Vulnerable	
05290	Hwy 1E over UPRR (at N Baldwin St)	ODOT	ODOT	Fair	Railroad	Top	ODOT	Vulnerable	
06497	Willamette R & Hwy 2W NB & UPRR, Hwy123 (St Johns)	ODOT	ODOT	Fair	Waterway	Top	ODOT	Vulnerable	
07040	Hwy 1E NB (NE Grand Ave) over Hwy 2 Conns & UPRR	ODOT	ODOT	Fair	Road	Top	ODOT	Vulnerable	
07999	Hwy68 Conn (NE Halsey St) over Hwy68 (NE 82nd Ave)	ODOT	ODOT	Fair	Road	Top	ODOT	Vulnerable	
08402	Hwy123 (NE Killingsworth St) over Hwy68 (82nd Ave)	ODOT	ODOT	Fair	Road	Top	ODOT	Vulnerable	
00744B	Dairy Creek, Hwy 29	ODOT	ODOT	Fair	Waterway	Top	ODOT	Vulnerable	
17082	Johnson Creek, Hwy 81 Conn to SE Tacoma St	ODOT	ODOT	Fair	Waterway	Top	ODOT	Not Vulnerable	
17124	SE Tacoma St over UPRR	ODOT	ODOT	Fair	Railroad	2nd	ODOT	Not Vulnerable	
08591A	Hwy 61 SB to Hwy 1 NB over Hwy 1 (W Marquam Int)	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
08591D	Hwy 1 NB over SW Moody Ave (West Marquam Intchg)	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
08591B	Hwy 1 SB to Hwy 61 NB over Streets (W Marquam Int)	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
08591C	Hwy 1 SB over Hwy1 NB to Hwy 61 (W Marquam Intchg)	ODOT	ODOT	Fair	Road	2nd	ODOT	Not Evaluated	
21763	OHSU Viaduct_Campus Way	Oregon - Other State Agenc	Oregon - Other State Agenc	Fair	Other	Top	ODOT	Not Evaluated	
02003	Steel Bridge over Hwy 102 at Trail 10.6	Oregon State Park	Oregon State Park	Fair	Other	2nd	ODOT	Not Evaluated	
04951	Tophill Trestle over Hwy 102 at Trail MP: 12.1	Oregon State Park	Oregon State Park	Poor	Other	2nd	ODOT	Not Evaluated	
22258	Willamette R, Portland Milwauk Lt Rail (Tilikum)	Other Local Agency	Other Local Agency	Fair	Waterway	2nd	ODOT	Not Evaluated	
21666	TRIMET MAX LRT, over HWY 081 @ 6.25	Other Local Agency	Other Local Agency	Good	Railroad	Top	ODOT	Not Evaluated	
20700	Stark Street Over Trimet I-205 LRT	Other Local Agency	Other Local Agency	Fair	Railroad	Top	ODOT	Not Evaluated	
22472	LRT over Hwy 26 (Tri-Met Powell Blvd Bridge)	Other Local Agency	Other Local Agency	Good	Railroad	Top	ODOT	Not Evaluated	
21662	LRT over Hwy 26@17th (Tri-Met Powell Blvd Bridge)	Other Local Agency	Other Local Agency	Fair	Railroad	Top	ODOT	Not Evaluated	
20199	NE Mt Hood Ave. over NE Airport Way (PDX)	Other Local Agency	Other Local Agency	Fair	Road	Top	ODOT	Not Vulnerable	
21282	Departures Bridge PDX Airport (Port of Portland)	Other Local Agency	Other Local Agency	Fair	Road	Top	ODOT	Potentially Vulnerable	
21664	TRIMET MAX LRT, over HWY 081BQ	Other Local Agency	Other Local Agency	Good	Railroad	Top	ODOT	Not Evaluated	
22259	SW Harbor Viaduct, SW Riv, SW Harb, SW Sher	Other Local Agency	Other Local Agency	Fair	Railroad	2nd	ODOT	Not Evaluated	
16109	BNSF over Hwy 120	Railroad	Railroad	Fair	Railroad	2nd	ODOT	Not Evaluated	

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Regional Emergncy Transportation Routes Phase 2
Bridge Table

BRIDGE ID	BRIDGE NAME	BRIDGE OWNER	BRIDGE MAINTAINER	BRIDGE CONDITION	CROSSING TYPE	RETR TIER	DATA SOURCE	ODOT SEISMIC VULNERABILITY	PBOT SEISMIC VULNERABILITY
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	

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Regional Emergncy Transportation Routes Phase 2
Bridge Table

BRIDGE ID	BRIDGE NAME	BRIDGE OWNER	BRIDGE MAINTAINER	BRIDGE CONDITION	CROSSING TYPE	RETR TIER	DATA SOURCE	ODOT SEISMIC VULNERABILITY	PBOT SEISMIC VULNERABILITY
0009106A	NE 119TH ST OVER I-205	WSDOT	WSDOT	Fair	Road	3rd	WSDOT	Not Evaluated	
0016610A	I5 OVER NE 117TH ST	WSDOT	WSDOT	Good	Road	3rd	WSDOT	Not Evaluated	
0016610B	I5 OVER NE 117TH ST	WSDOT	WSDOT	Good	Road	3rd	WSDOT	Not Evaluated	
00TA2311	142ND PED OVER SR 500	WSDOT	WSDOT	Good	Other	Top	WSDOT	Not Evaluated	
0009241B	PADDEN PKWY OVER I-205	WSDOT	WSDOT	Fair	Road	Top	WSDOT	Not Evaluated	
0009241A	PADDEN PKWY OVER I-205	WSDOT	WSDOT	Fair	Road	Top	WSDOT	Not Evaluated	
0009737B	MILL PLAIN BLVD OVER I-205	WSDOT	WSDOT	Fair	Road	Top	WSDOT	Not Evaluated	
8702800	NE 130TH OVER SR 500	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	
0009448A	FOURTH PLAIN OVER SR 500	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	
0009448B	FOURTH PLAIN OVER I-205	WSDOT	WSDOT	Fair	Road	Top	WSDOT	Not Evaluated	
0015661G	I-5 OVER NE 78TH ST	WSDOT	WSDOT	Fair	Road	Top	WSDOT	Not Evaluated	
0015661B	MAIN ST OVER I-5	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	
0011193D	I-5 NB RAMP OVER MILL PLAIN	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	
0011193C	I-5 OVER SR 501/MILL PLAIN	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	
0011193B	I-5 OVER SR 501/MILL PLAIN	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	
0016115A	192ND AVE OVER SR 14	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	
0015661E	S-S RAMP OVER BIKE/PED	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	
0018311C	S-S RAMP OVER NE 16TH AVE	WSDOT	WSDOT	Good	Road	Top	WSDOT	Not Evaluated	

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Appendix E. Table of Route Tier Changes made following final (11/12/25) technical workshop

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Comment #	Group	Route(s) Name (in map)	Route Name	Extents	Original Tier	New Tier	Rationale	Type of Change	Outcome	Additional Notes/Follow-Up
1	Group 1: Clackamas County	R-X-102-00-Highway211_01, R-X-102-00-Highway211_02	Hwy 211	HWY 26 in Sandy to Hwy 224/211 Junction in Estacada	T2	T1	Primary debris management site will probably be at the Barton Stockpile and there are other options in/out of Molalla other than Hwy 213. Also, Hwy 211 not only serves local communities but could be considered an indirect connection to Multnomah County. They noted that In Operations/Maintenance, they treat Beavercreek, Redland and Springwater very similar and most of the time it depends on the event or other circumstances; it makes sense for Redland and Springwater to be the same Tier (even if that's Tier 2). They don't envision spending a lot of time deciphering the difference between a Tier 1 or Tier 2 Primary in an event,	Tier Upgrade	Upgrade to Tier 1	
2	Group 1: Clackamas County	R-X-269-00-65th_Nyberg_TualatinSherwood_01	Tualatin-Sherwood/Nyberg/65th	65th Ave to 124th Ave	T1 Alternate	T1 Primary	Serves a hospital and provides better route spacing by providing a route in an area with very few east/west routes	Tier Upgrade	Convert to Primary	
3	Group 1: Clackamas County	R-X-149-00-Beavercreek_01;R-X-149-00-Beavercreek_02	Beavercreek Rd	Leland to Spangler	Not tiered	T1	Clackamas County staff identified an error in the shapefile provided to Metro in Phase 1 of the REtR Project. The Beavercreek route in rural Clackamas county appears to not be mapped correctly; Please fix route so that it stays on Beavercreek and does not go alongKamrath Road. It should stay on Beavercreek so that it connects to the fire station #10 located at 22310 S Beavercreek Rd, Beavercreek, OR 97004. https://clackamasfire.com/fire-stations/station-10-beavercreek/	Map error fix	Fix error in linework	
4	Group 1: Clackamas County	Multiple	Redland Rd/Hwy 224/Springwater Rd/Hwy211	Hwy 212 to Estacada	T2	NA	From Clackamas map and email thread. Hwy 224/Springwater Rd/Hwy211 (Hwy 212 to Estacada) In Operations/Maintenance, we treat Beavercreek, Redland and Springwater very similar and most of the time it depends on the event or other circumstances; it makes sense for Redland and Springwater to be the same Tier (even if that's Tier 2). I don't see us spending a lot of time deciphering the difference between a Tier 1 or Tier 2 Primary in an event, we'll probably be looking at primary and alternative routes to keep people moving.	General Note	No change	
5	Group 1: Clackamas County		Redland Rd/Springwater Rd/Hwy 211	Hwy 213 to Estacada	T2	NA	Redland Rd/Springwater Rd/Hwy 211 (Hwy 213 to Estacada) In Operations/Maintenance, we treat Beavercreek, Redland and Springwater very similar and most of the time it depends on the event or other circumstances; it makes sense for Redland and Springwater to be the same Tier (even if that's Tier 2). I don't see us spending a lot of time deciphering the difference between a Tier 1 or Tier 2 Primary in an event, we'll probably be looking at primary and alternative routes to keep people moving.	General Note	Duplicate	duplicate with #4 note above
6	Group 1: Clackamas County	R-X-149-00-Beavercreek_02; R-X-149-00-Beavercreek_03	Beavercreek Rd	From where current tier 1 designation ends at Carus Rd to Hwy 211	T3	Potential Upgrade	Beavercreek Rd (from where current tier 1 designation ends at Carus Rd to Hwy 211 "In Operations/Maintenance, we treat Beavercreek, Redland and Springwater very similar and most of the time it depends on the event or other circumstances; it makes sense for Redland and Springwater to be the same Tier (even if that's Tier 2). I don't see us spending a lot of time deciphering the difference between a Tier 1 or Tier 2 Primary in an event, we'll probably be looking at primary and alternative routes to keep people moving. "	General Note	No change	
7	Group 1: Clackamas County	R-X-135-00-Highway213_03; R-X-135-00-Highway213_04	Hwy 213	From where current tier 1 designation ends at Carus Rd to Hwy 211	T2	Potential Upgrade	Discussed during November work group. In email with Clackamas County, the county expressed that there are other options in/out of Mollala other than Hwy 213.	General Note	No change	Note: current segment splits at Barnardo Rd so would need to update the extents to match this
8	Group 2: Columbia/Washington County	R-X-123-00-Murray_01; R-X-123-00-Murray_02	Murray Road	Scholls Ferry to Cedar hills	T2	T1	Wide roadway with lots of space and connection to public facilities. Is an arterial, wider streets, things are set back. Elevated segments through Beaverton. Connects to additional SVI top third tracts	Tier Upgrade	Upgrade to Tier 1	Also on Map
9	Group 2: Columbia/Washington County	R-X-117-01-CorneliusPass_02	Cornelius Pass Rd	TV Hwy to US 30?	T1	NA	Incredibly important route, main I-5 access and for freight	General Note	No change	
10	Group 2: Columbia/Washington County	R-X-148-00-Farmington_01	Farmington Road in SW County/219 (Hillsboro Hwy)	SW 209 to Hillsboro Hwy	T3	T2, T1	Generally, it would be helpful to have another T1 route around this SW area near Beaverton and Hillsboro, but acknowledges that there is not as much to meet the criteria proposed (density/amentiies/etc).There's some concern about the lack of ETR connections because while this area isn't the densest there is a lot of space that is not covered.	Tier Upgrade	No change	Possible tier upgrade. No route ID but based on comments, seems to be about R-X-148-00-Farmington_01. We are already proposing to elevate Scholls Ferry, which is parallel to this to the south (see #18).

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11	Group 2: Columbia/Washington County	R-X-111-00-Highway219_01	Hillsboro Highway	SE Baseline Street to SW Farmington Road	T1	T2	Partners note that T1 primarily should apply within the UGB. However given that the majority of the segment falls outside the UGB, Washington County has noted that internally they support downgrading this segment.	Tier Downgrade	Downgrade to Tier 2	Looks like UGB ends at the intersection of Hillsboro Hwy and Tualatin River (eyeballing the map, looks to be about 1/4-1/3 of the entire segment is within the UGB. The majority is outside of it. Would it make sense to downgrade the entire segment if we're not able to "split"? Dyami and Mike H said they had internal WashCo convos, and are okay with all being T2. Need to reconcile the outcome of comments 11, 18, and 19
12	Group 2: Columbia/Washington County	R-X-115-01-Brookwood_01	Brookwood Parkway	Near Hillsboro Airport and NE Evergreen Rd	T1	T2	Downgrade this segment unless we could also upgrade Evergreen and 25th. This segment is not as ideally connected around the airport and there are other preferred alternatives. Helps with tier 1 distribution in multiple parallel segments that are right there (i.e., balances # tier 1 vs lower tiers). Hillsboro's public works facility and future fire HQ are still further west on Evergreen (not directly on ETR) so would choose to keep other parallel segments as tier 1 instead of this one at this time. Can still connect to airport via Cornell to the south (tier 1), and PW and fire facilities are the same-ish distance from an existing ETR whether from the south or via Brookwood. Would consider proposing a change to what is an ETR around the airport at a future opportunity.	Tier Downgrade	Downgrade to Tier 2	Also on Map
13	Group 2: Columbia/Washington County	R-X-105-00-Highway47_05; R-X-105-00-Highway47_06	Highway 47 (Nehalem Hwy)/Timber Rd		T3	T2	Provides a connection and access for vulnerable populations in Columbia County	Tier Upgrade	Upgrade to Tier 2	Need to review rationalle further Are these duplicates? See #22. Need to reconcile conflicting info between notes and maps.
14	Group 2: Columbia/Washington County	R-X-125-00-CedarHills_01	Cedar Hills Blvd	US 26 to TV Hwy	T1	T2	Potentially downgrade to prioritize other connections. Received "points" due to being within 1 mile of facilities but those facilities not actually on that segment. Downgrading also helps with the density of tier 1 routes in that immediate area.	Tier Downgrade	Downgrade to Tier 2	Also on Map
15	Group 2: Columbia/Washington County	R-X-152-02-Cornell_Barnes_01	Cornell Road	US 26 going towards Barnes Rd	T2 Alternate	T1 Primary	Should be a top tier instead of an alternative; upgrade to tier 1 to complete an East-West T1 connection; there are concerns about number of bridges, etc. on 26 in that area.	Tier Upgrade	Convert to Primary	
16	Group 2: Columbia/Washington County	R-X-119-00-185th_01	185th Ave	US 26 to TV Hwy	T1	T2	Downgrade 185th to focus/upgrade Murray instead which has more facilities. Helps with distribution of tier 1 vs tier 2 in that immediate area. Fewer critical locations directly on this route vs others.	Tier Downgrade	Downgrade to Tier 2	
17	Group 2: Columbia/Washington County	R-X-123-00-Murray_01	Murray Blvd	Scholls Ferry to TV Highway	T2	T1	Upgrade this as the prioritized route instead of 185th because it is a wide roadway with larger amounts of space and public facility access	Tier Upgrade	Duplicate	Duplicate of #8
18	Group 2: Columbia/Washington County	R-X-120-02-SchollsFerry_03	Scholl's Ferry Road	Hillsboro Hwy to 175th	T3	T2 (from Hillsboro Hwy to where Schools Ferry and River Road meet), T1 (from where River Road and Scholls Ferry meet and SW Roy Rogers)	Break up this segment into two segments: one would be where Scholls Ferry is N/S from Hillsboro Hwy to River Road, second would be where Schools ferry is E/W from River Road to Roy Rogers. Elevates route near South Cooper Mountain, an area that is rapidly developing, and creates a connected tier 2 loop in an area where a few had minor concerns about access. Creates a connect T1 loop between Roy Rogers Rd and TV Hwy (via Scholls and River Road - see Comment 64). Washington County noted importance of maintaining access to Clean Water Services facilities, including a tratment plant on River Road. There is also an airpark on River Road near the intersection with Scholls Ferry.	Tier Upgrade	Break up this segment at the roundabout where Scholls Ferry Rd makes a hard left to continue south; upgrade the N/S segment to Tier 2; upgrade the E/W segment to Tier 1	Need to reconcile the outcome of comments 11, 18, and 19
19	Group 2: Columbia/Washington County		Scholl's Ferry Road		T2,T1	T1	Have this entire route be a T1 .The T2 portion has most dense area in Beaverton and Cooper Mountain is also seeing increasing density. Could also consider altering due to the UGB.	Tier Upgrade	duplicate; otherwise addressed in 18	Need to reconcile the outcome of comments 11, 18, and 19 Need to clarify extents that were recommended for upgrade
20	Group 2: Columbia/Washington County	NA	Evergreen Rd	NE 25 to Brookwood	Not tiered	NA	Upgrade as providing better access to airport and other critical public works/ uniformed service infrastructure that is new within the last few years.	New or Altered Route	Not making additions at this time	Off R-X-115-01-Brookwood_01: add ETR continuing west on NE Evergreen and then south on NE 25. This will connect to Hillsboro's newer Public Works facility that houses operations and fleet, and eventually facilities. A new police HQ will be built near Evergreen/25th. If this change is made, remove ETR from NE Evergreen to Cornell (R-X-115-02-Brookwood_01).

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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.

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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

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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	

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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

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Appendix F. Southwest Washinton RTC Methodology and Maps

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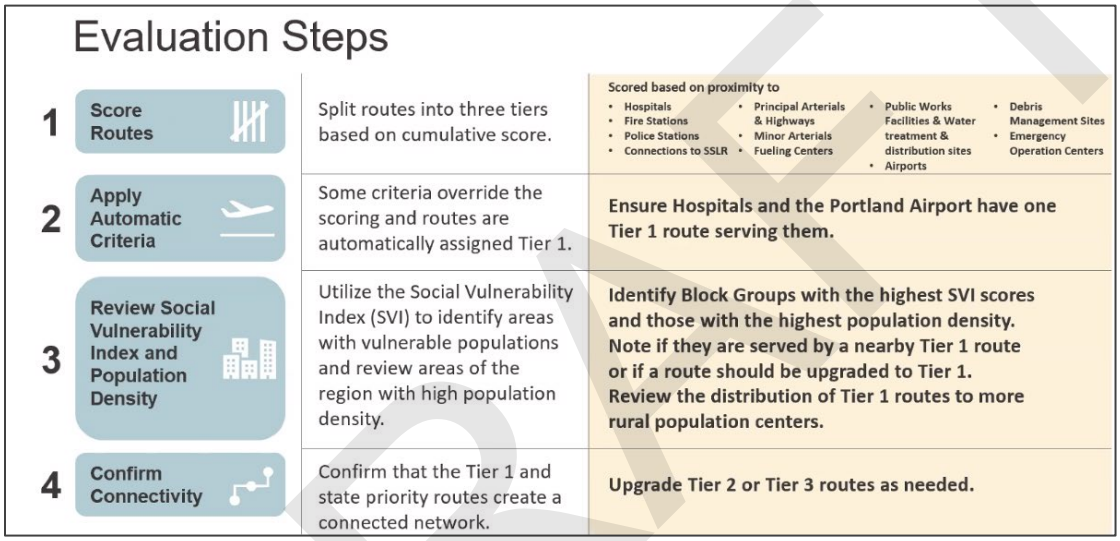
SWRTC ROUTE PRIORITIZATION

This document summarizes the draft route priorities for SWRTC. The draft priorities build on the Metro Regional Emergency Transportation Routes (RETR) framework draft priorities (Metro ETR Phase 2 Tiering), which follows the evaluation of the methodology shown in Figure 1. This draft will be reviewed by SWRTC and its partner agencies to further refine the recommended priorities.

This document is accompanied by two figures:

- SWRTC Prioritization – DRAFT
- SWRTC Prioritization with Critical Facilities - DRAFT

Figure 1. Metro RETR Evaluation Steps



PRIORITY DISCREPENCIES

Table 1 describes discrepancies in Metro's proposed prioritization of priority routes identified by SWRTC and its partner agencies.

Table 1. SWRTC's Identified Discrepancies *(Discrepancies were resolved with Metro)*

SWRTC - Discrepancies	
Metro's RETR	**Clark County's RETR**
Original RETR – per Phase 1 of Metro's process	Expanded RETR suggested by local agencies (those identified in green – shown in the Regional Emergency Routes map)
164th = Medium ranking	164th = High ranking
192nd = Low ranking	192nd = High ranking
78th St/Padden Pkwy (between I 5 and I 205) = Medium ranking	78th St (between I 5 and I 205) = High ranking
HWY 99 (between 78th and 134th) = Medium ranking	HWY 99 (between 78th and 134th) = High ranking

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SWRTC - Discrepancies	
Metro's RETR	**Clark County's RETR**
Evergreen Way = Alternate High* *Metro added an alternate layer. Only alternative route on our side of the river	Evergreen Way = High ranking
SE Mill Plain Blvd (I-205 to SE 164th Ave) = Medium ranking	Elevated to high ranking to support consistent connectivity across highest-ranking routes

ADDITIONAL ROUTES

Table 2 presents draft prioritization framework for the priority routes added by SWRTC as an addition to Metro's RETR routes. The table presents key considerations for each route, such as proximity to critical infrastructure and overall network connectivity to highest priority routes and population centers. The following information was used to inform the priorities:

- Clark County Hazard Mitigation Plan - Figure 4-2 Critical Facilities & Infrastructure
- Local Emergency Snow Routes – Most of the additional routes are arterials and all defined high priorities in local route networks
- School locations
- Clark County REST – GIS data of critical facilities
- Metro ETR Phase 2 initial draft tiering
- Metro ETR Emergency Transportation Routes Phase 1 report
- Clark County Emergency Transportation Routes

Screenshots of the map resources are provided after the table.

Table 2. Additional Routes - DRAFT Prioritization

Additional Routes		
Route Name	**Considerations**	**DRAFT Prioritization**
SE Blair Rd (NE 267th to SE Washougal River Rd)	■ Alternative E-W connection to NE Washougal River Rd	3rd Tier
NW Bratton Rd/ NW 389th St/ NE 399th St/ NE Sorrenson Rd (NE Hayes Rd to NE 379th St)	■ Direct connection to fire station	3rd Tier
Cowlitz Way (NW 31st to NW 41st Ave)	■ Provides connection to tribal facilities	3rd Tier
Cowlitz Bypass Rd	■ Provides emergency route to tribal facilities	3rd Tier (Proposed New Connection)
Eaton Blvd/ NE 199th St (SR 503 to Risto Rd)	■ Direct connection to several schools and Heye Meyer Substation	2nd Tier
S Hillhurst Rd/NW 31st Ave/ NW 209th St/ NW 41st Ave (Pioneer St to NW 199th)	■ Provides additional N-S connection west of I-5 ■ Connects to multiple schools, fire station	2nd Tier
NW La Center Rd (I-5 to NE Timmen Rd)	■ Provides connection to key population center	2nd Tier

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Additional Routes		
Route Name	**Considerations**	**DRAFT Prioritization**
NW Lake Rd (NE 192nd Ave to SR 500/ NE Everett St)	■ Provides E-S connection between Top Tier route and SR in Camas ■ Connection to local streets in Camas that provide access to schools, emergency services	2nd Tier
W Mill Plain Blvd (NW 32nd Ave to NW Lower River Rd)	■ Connection to CPU River Road Generation Plant, freight ports/ barge lines ■ Clark County emergency transportation route	Top Tier
SE Mill Plain Blvd (SE 164th Ave to SE 192nd Ave)	■ Completes E-W connection to Top Tier routes ■ Connection to local streets that connect to schools, Vancouver Fire Dept Station 9	2nd Tier
Pioneer St (Port to I-5)	■ Direct connection to Ridgefield facilities including schools, emergency services, Port of Ridgefield (intermodal facility), public works facility on Railroad Ave	2nd Tier
NE Railroad Ave (NE Lucia Yacolt boundary to SR 503)	■ Key route to Yacolt community (emergency services, school) ■ Direct connection to fire station	2nd Tier
N Royle Rd/ NW 31st Ave (Pioneer St to Cowlitz Way)	■ Additional N-S route on the west side of I-5	3rd Tier
NE St James Rd (SR 500 to NE St Johns Rd)	■ Connects to school ■ Additional N-S connection to County public works facilities, fuel stations	2nd Tier
NE St Johns Rd (SR 500 to NE 72nd Ave)	■ Connects to school ■ Additional N-S connection to County public works facilities, fuel stations	2nd Tier
NE Ward Rd/ NE 182nd Ave (NE 172nd Ave to NE Risto Rd)	■ Connection to Hockinson services – Fire stations, schools ■ N-S alternative to SR 503, connection to Battle Ground population center, Hockinson population center ■ Connection to NE Ward Rd (Top Tier route)	2nd Tier
SE Washougal River Rd (Evergreen Way to east county boundary)	■ Connections to critical facilities outside of county boundary in Molfait Tracts ■ Connections to services in Washougal ■ Alternative E-W route connection to SR14	3rd Tier
NE 10th Ave/ NE Timmen Rd (NE 179th St to NW La Center Rd)	■ Direction connection to two substations ■ Route alternative to I-5 to Lacenter and Ridgefield east of I-5 ■ Connection provides access to local roads that connect to La Center Waste Water Treatment on NW La Center Rd	2nd Tier
E 18th St (NE 65th Ave to NE Andreson Rd)	■ Connection to C-TRAN maintenance facility	Top Tier
NE 28th St/ NE Burton Rd (NE Andreson Rd to NE 162nd Ave)	■ Direct connections to schools, substation facilities	2nd Tier

DRAFT

Additional Routes		
Route Name	**Considerations**	**DRAFT Prioritization**
NE 29th St/ 82nd Ave/ NE Mason Creek Rd/ NE 102nd Ave/ NE Gable Ave/ NE 359th St (from NE 72nd Ave to SR 503)	■ Additional connection to SR 503 and Fargher Lake North County EMS Station #2 and Clark County Fire District #10 Station 105 ■ Additional connection to sub-station at NE 37th St	3rd Tier
NE 65th Ave (NE Fourth Plain Blvd to E 18th St)	■ Connection to C-TRAN maintenance facility	Top Tier
NE 72nd Ave (NE 78th to NE 259th St)	■ Direct connection to multiple sub-stations ■ Direct connection to Clark-Cowlitz Fire Rescue Station 26 and Vancouver Fire Department Station 7 ■ Additional connection to Top Tier route (NE 78th St)	2nd Tier
NE 99th St (NW Lakeshore Ave to NE St. Johns Rd)	■ Connection to multiple sub stations and schools	2nd Tier
NE 112th Ave (SE Mill Plain Blvd to SR 503)	■ Direct connections to fire station, substation facilities	2nd Tier
NW 119th St/ NW 117th St (NW 39th Ave to SR 503)	■ Connection to schools and to substations east of SR 503	3rd Tier
NW 119th St (SR 503 to NE 182nd Ave)	■ Direct connection to substations	2nd Tier
NE 119th Ave (NE 379th St to NE 359th St)	■ Direct connection to Clark County Fire District #10	2nd Tier
NE 139th (NE 20th Ave to I-5)	■ C-TRAN Route (purple line)	2nd Tier
NE 139th (I-5 to NE 23rd Ave)	■ Connection to Legacy Salmon Creek Medical Center	Top Tier
NW 199th St (NE 41st Ave to SR 503)	■ Direct connection to several schools ■ E-W route alternative to SR 502	3rd Tier
NE 152nd Ave/ NE Lucia Falls Rd/ Railroad Ave (SR 503 to Yacolt boundary)	■ Connection to Clark Public Utilities – Harrison Substation on NE 172nd (Heisson Rd) ■ Additional connection to Yacolt community ■ No critical facilities identified in Metro RETR map	3rd Tier
NE 379th St (NE Sorrenson Rd to NE 119th Ave)	■ Direct connection to substation	2nd Tier

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DATA RESOURCE MAPS

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

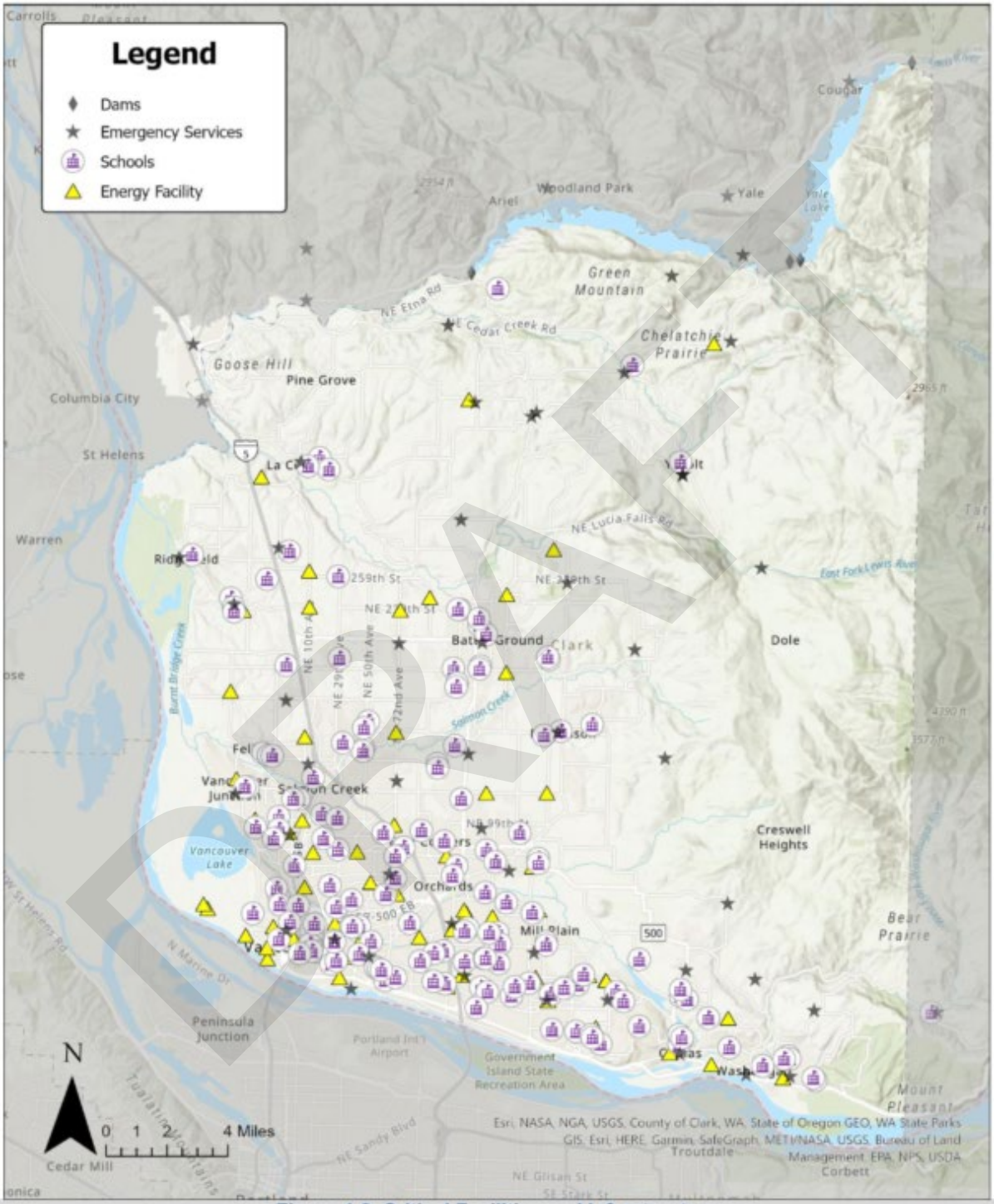

Figure 4-2. Critical Facilities and Infrastructure

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

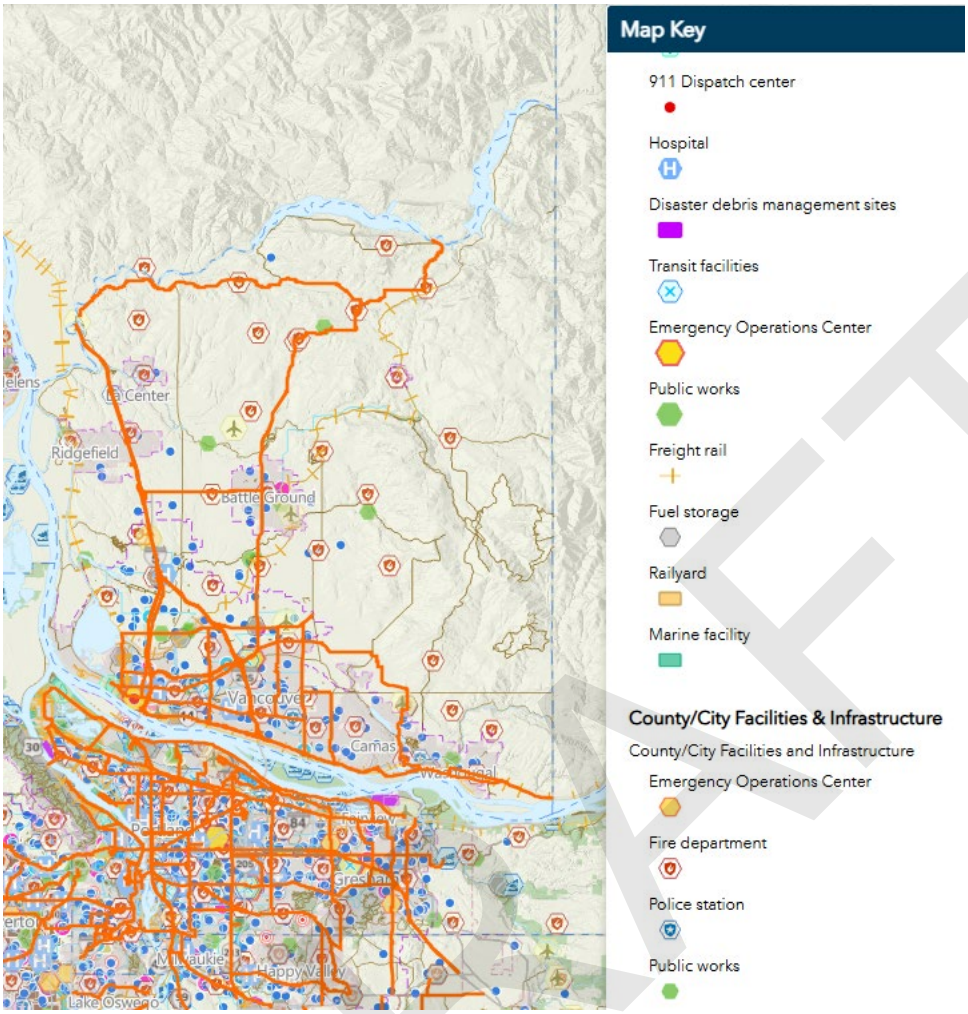

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Figure 4. Metro ETR Phase 2 Draft 1 - Critical Infrastructure

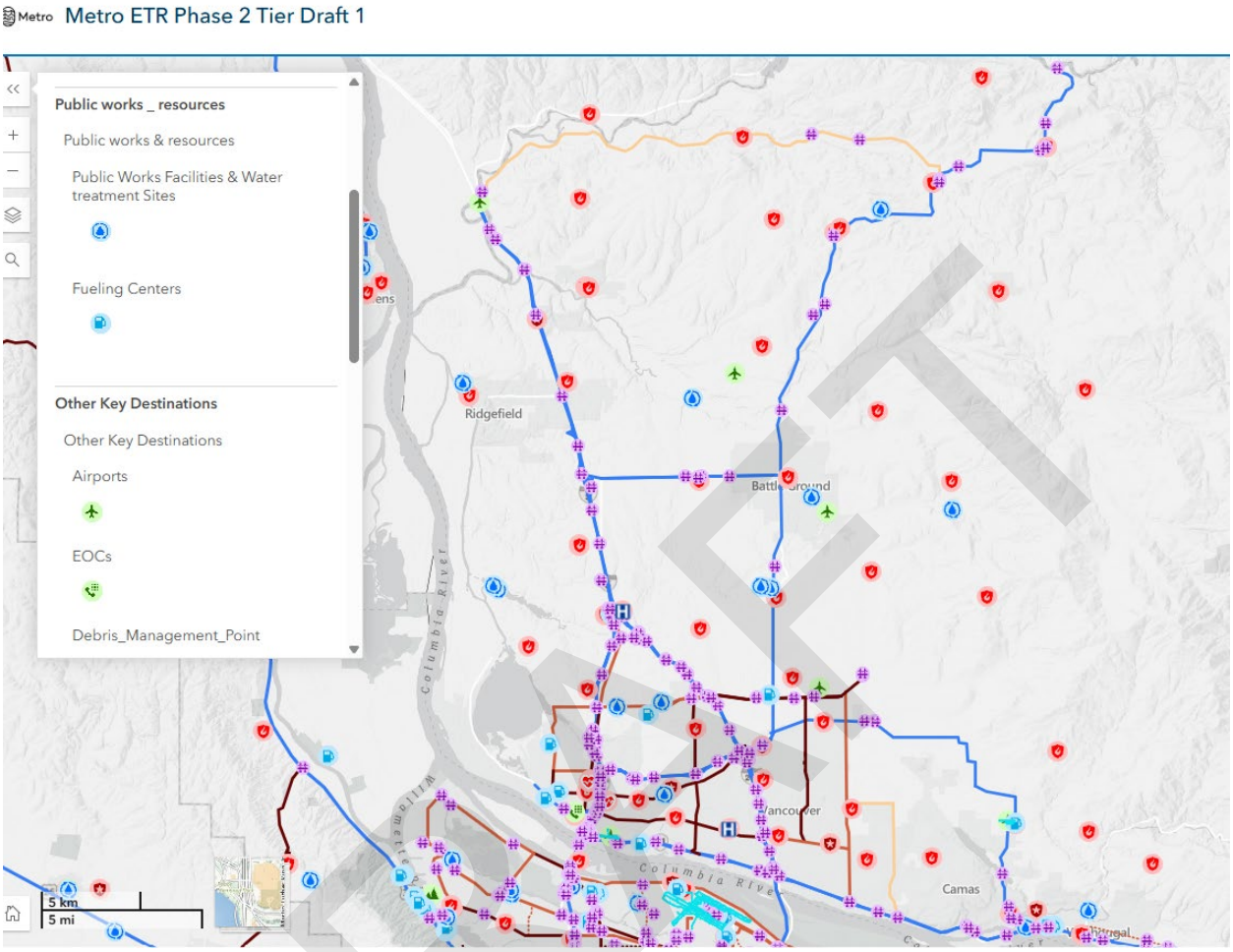

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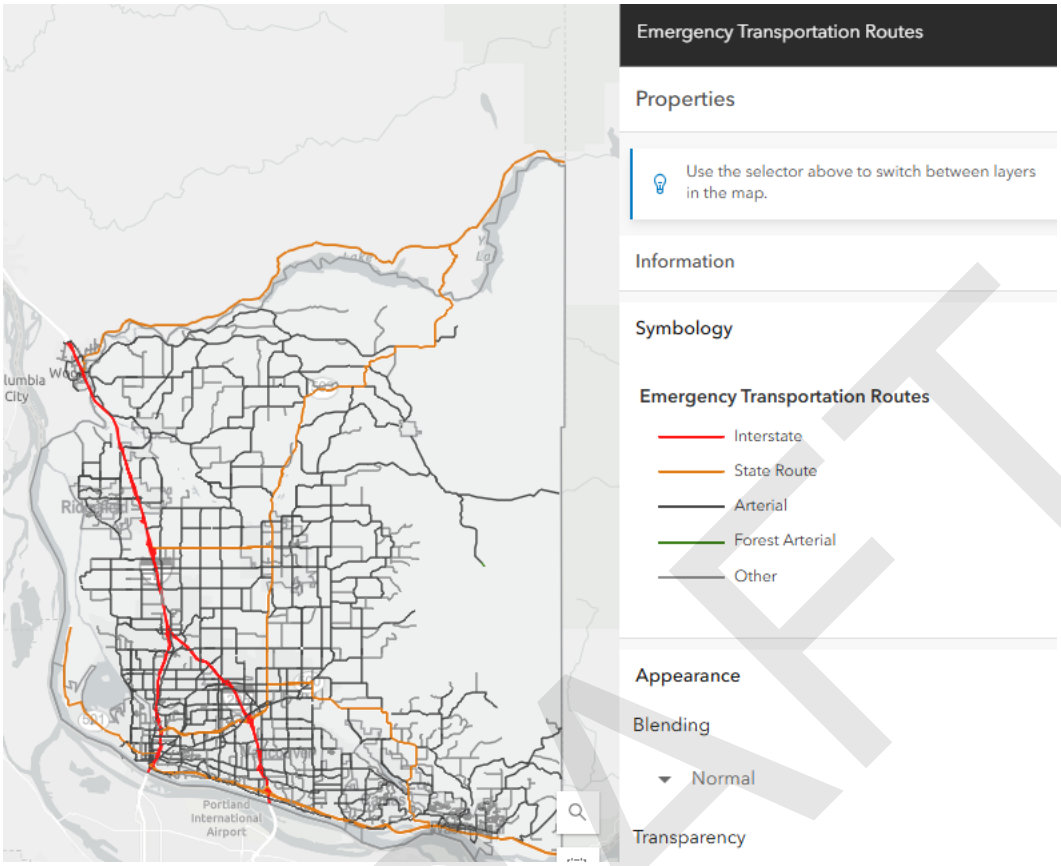
Figure 5. Clark County Emergency Transportation Routes



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Appendix G. Additional Maps

(Maps to be inserted prior to final adoption)

- Map of Tiered RETRs and census tracts that are in the top third of highest social vulnerability according to Metro's Social Vulnerability Tool (SVT)
- Zoomed out map of tiered RETRs (showing entire five-county geography)
- Maps of tiered RETRs focused on each of the five counties
- Map of tiered RETRs within the Metropolitan Planning Area

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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: April 3, 2026
Department: Planning, Development and Research

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, 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.

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. A multi-disciplinary work group of emergency management, transportation, and public works staff, supported the project. The primary outcome of Phase 1 was the addition of 89 new routes (305 miles) to the regional network, updated data, and recommendations for future work.

As outlined in the 2023 Regional Transportation Plan (RTP) implementation chapter (Chapter 8), Phase 2 of the RETR project began in 2024. Building on Phase 1, this phase developed a framework and methodology to tier the routes, prioritizing which RETRs should be evaluated, cleared, and opened first, next and last during a regional emergency. The project also incorporated changes recommended in the Southwest Washington Regional Transportation Council's Resiliency Assessment Plan. The tiering will guide future planning and on-going maintenance and capital investments to ensure top tier routes are increasingly resilient.

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.

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ACTION REQUESTED

Approval of Resolution No. 26-5564 accepting the findings and recommendations of the Regional Emergency Transportation Routes Phase Two report.

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 regional emergency transportation route designation to improve disaster response coordination and help reduce loss of life, injury and property damage during disasters.

Pending approval of Resolution No. 25-5564 by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, 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 OPTIONS FOR CONSIDERATION

1. **Accept the tiered regional ETRs and the Phase 2 report findings and recommendations in the report.** This option is supported by past Metro Council and JPACT actions and provides an opportunity to bring the tiered routes and recommendations from this study into the next RTP update and future planning efforts.
2. **Do not take action at this time.** This option postpones the formal integration of the tiered regional ETRs into the 2028 RTP and other regional planning efforts and could delay or limit the region's ability to prioritize funding or damage assessment efforts for critical routes during a regional emergency.

STAFF RECOMMENDATION

Staff recommends approval of 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

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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.

The overall project timeline is provided in **Figure 1**.

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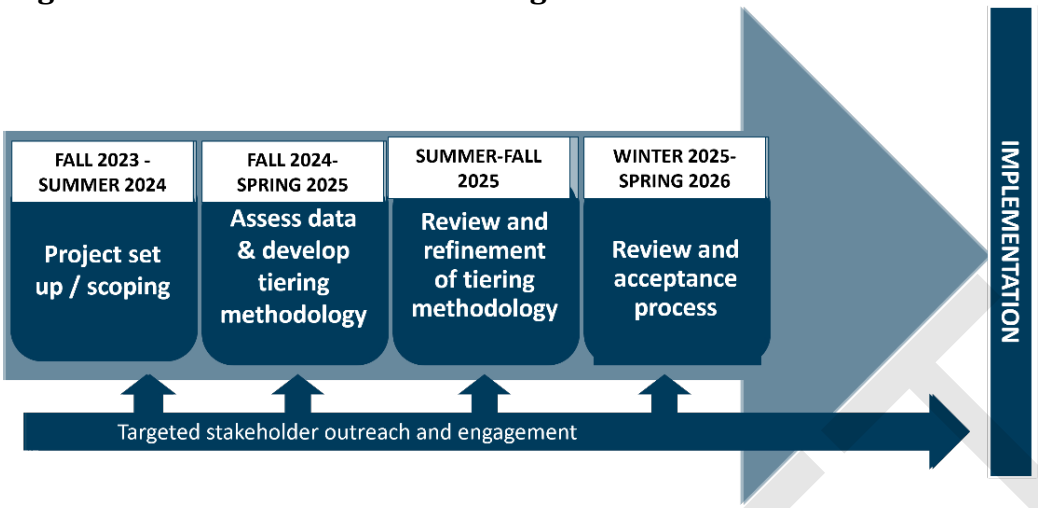
Figure 1. Phase 2 timeline for tiering RETRs



Key Phase 2 Project Outcomes and Deliverables: This phase resulted in:

- **Multi-disciplinary and multi-jurisdictional coordination and collaboration** of partners in the Portland-Vancouver metropolitan area across emergency management, transportation planning, engineering, operations, ports, transit, and public works, hospitals, fire, and law enforcement partners.
- **A tiered RETR network** 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.
- **Recommendations for integrating the RETRs into other local, regional, and state planning efforts** 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.

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.

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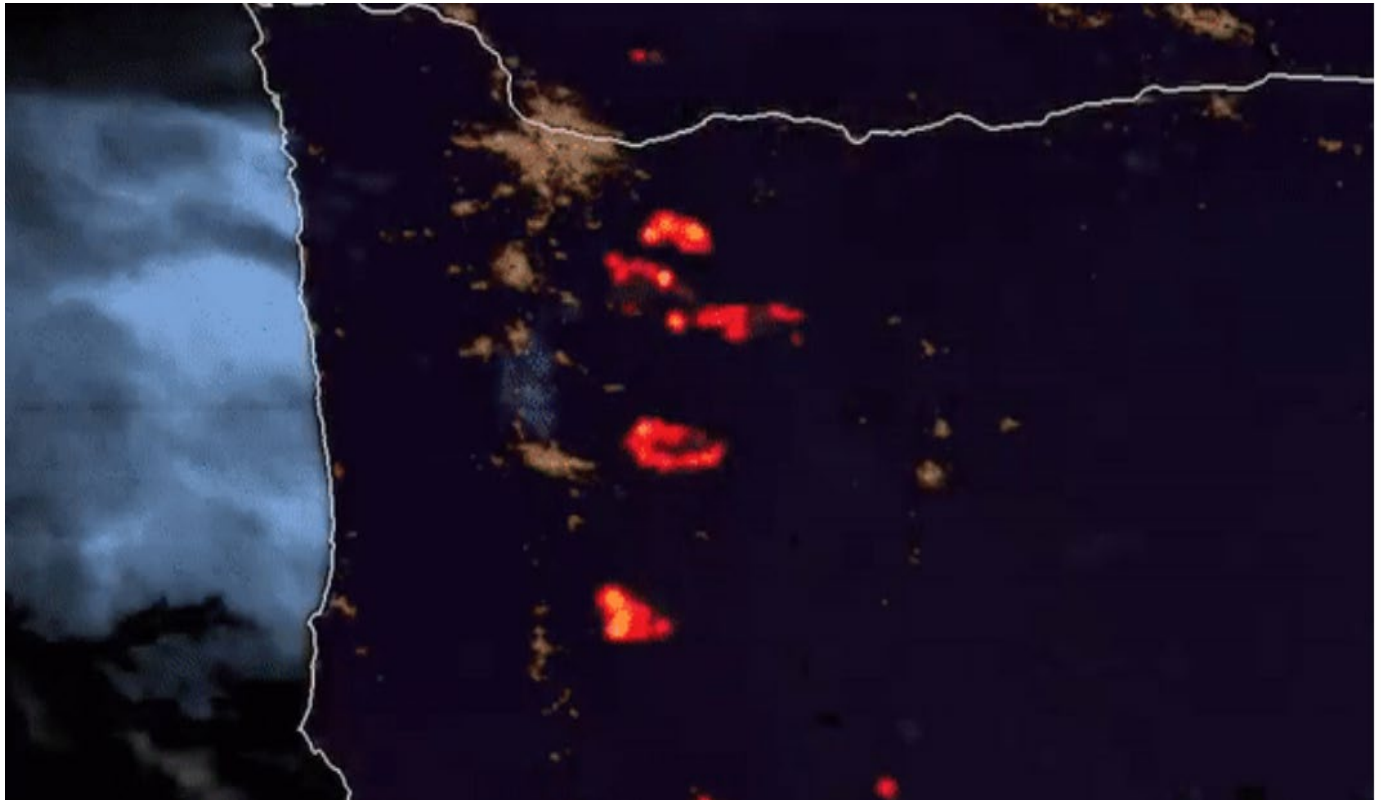
RDPO
REGIONAL DISASTER
PREPAREDNESS ORGANIZATION

Metro

REGIONAL EMERGENCY TRANSPORTATION ROUTES PHASE 2

Metro Council work session| April 16, 2026

Why this matters



Source: NASA
Oregon September 9, 2020

Source: Oregon Public Broadcasting
Molalla, Oregon September 9, 2020

Emergency Transportation Routes

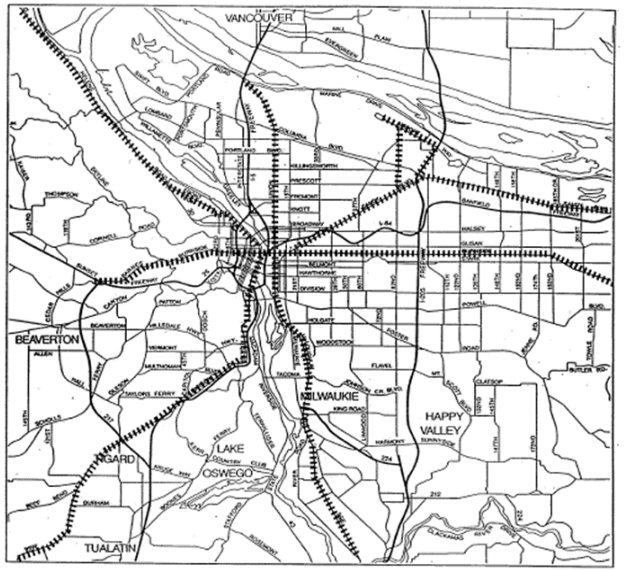
ETRs are priority surface roads targeted during an emergency for:

- rapid damage assessment
- debris clearance or repair
- life-saving and life-sustaining response activities

An ETR designation may also factor into long term maintenance and investment decisions.

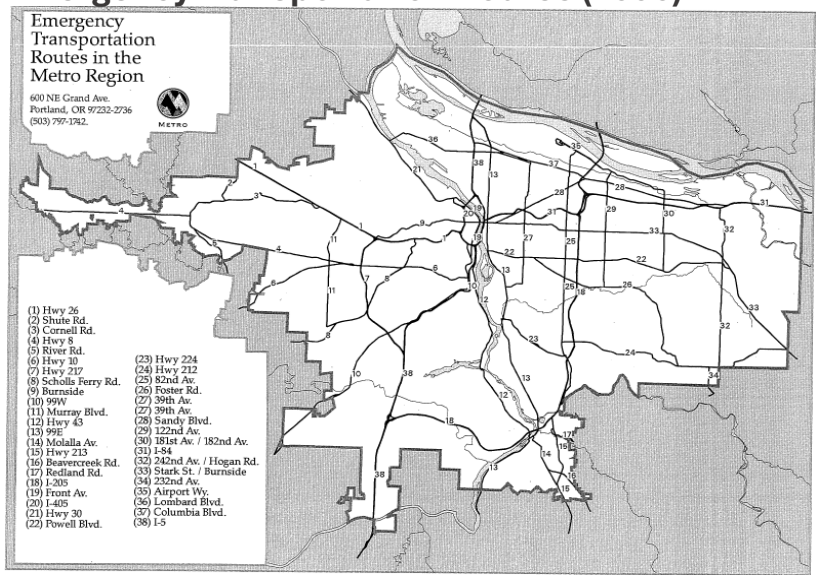
Brief History

Designated Emergency Lifeline Corridors (1994)



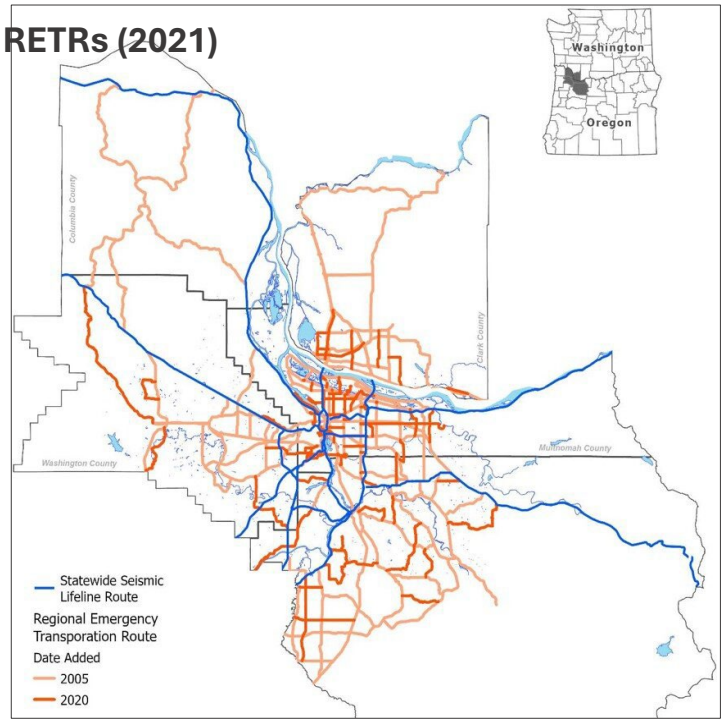
- 3 counties
- 6 routes identified
- Mainly N/S, E/W

Emergency Transportation Routes (1996)



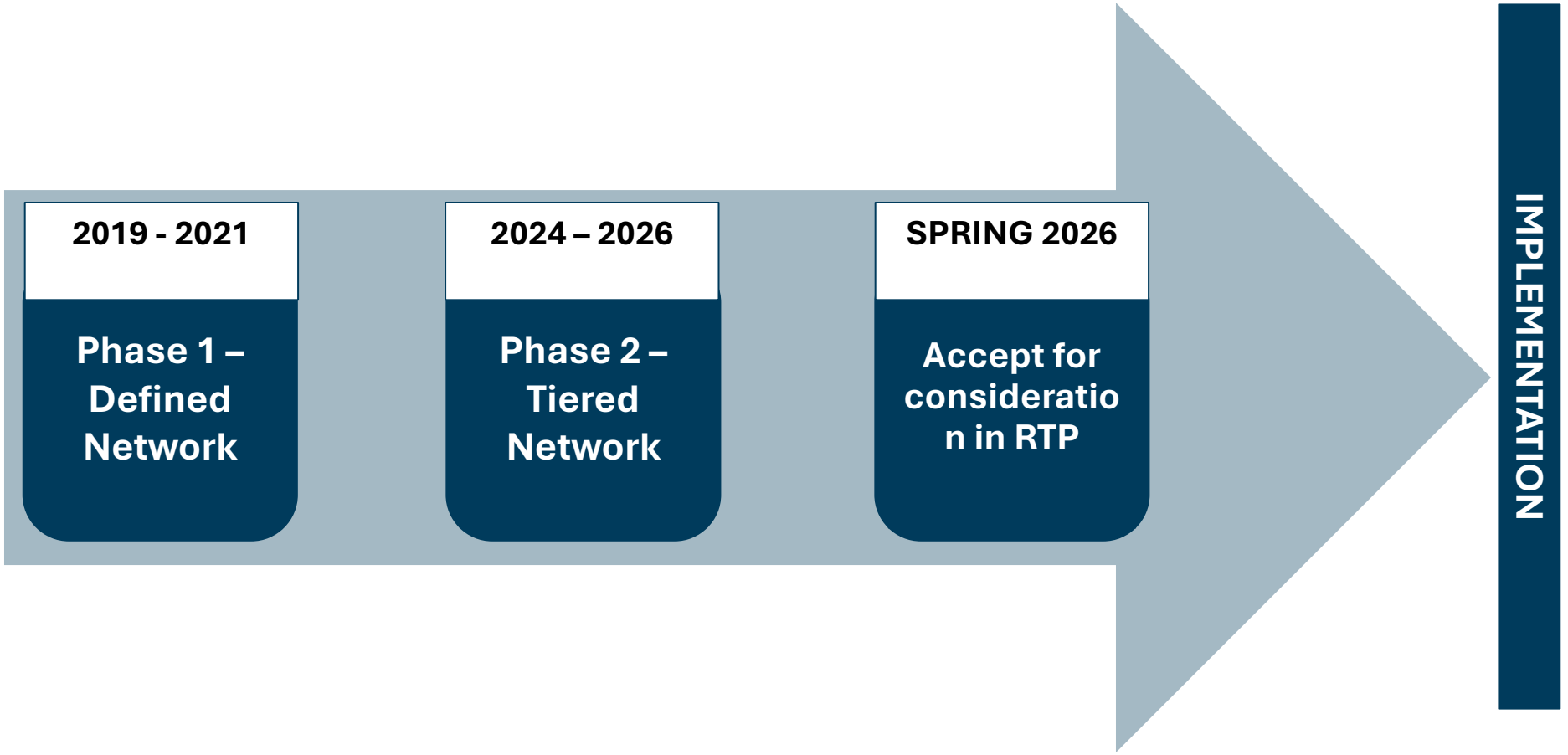
- 3 counties
- First ETRs
- Relatively simple criteria – flat, state owned, low land slide potential

RETRs (2021)

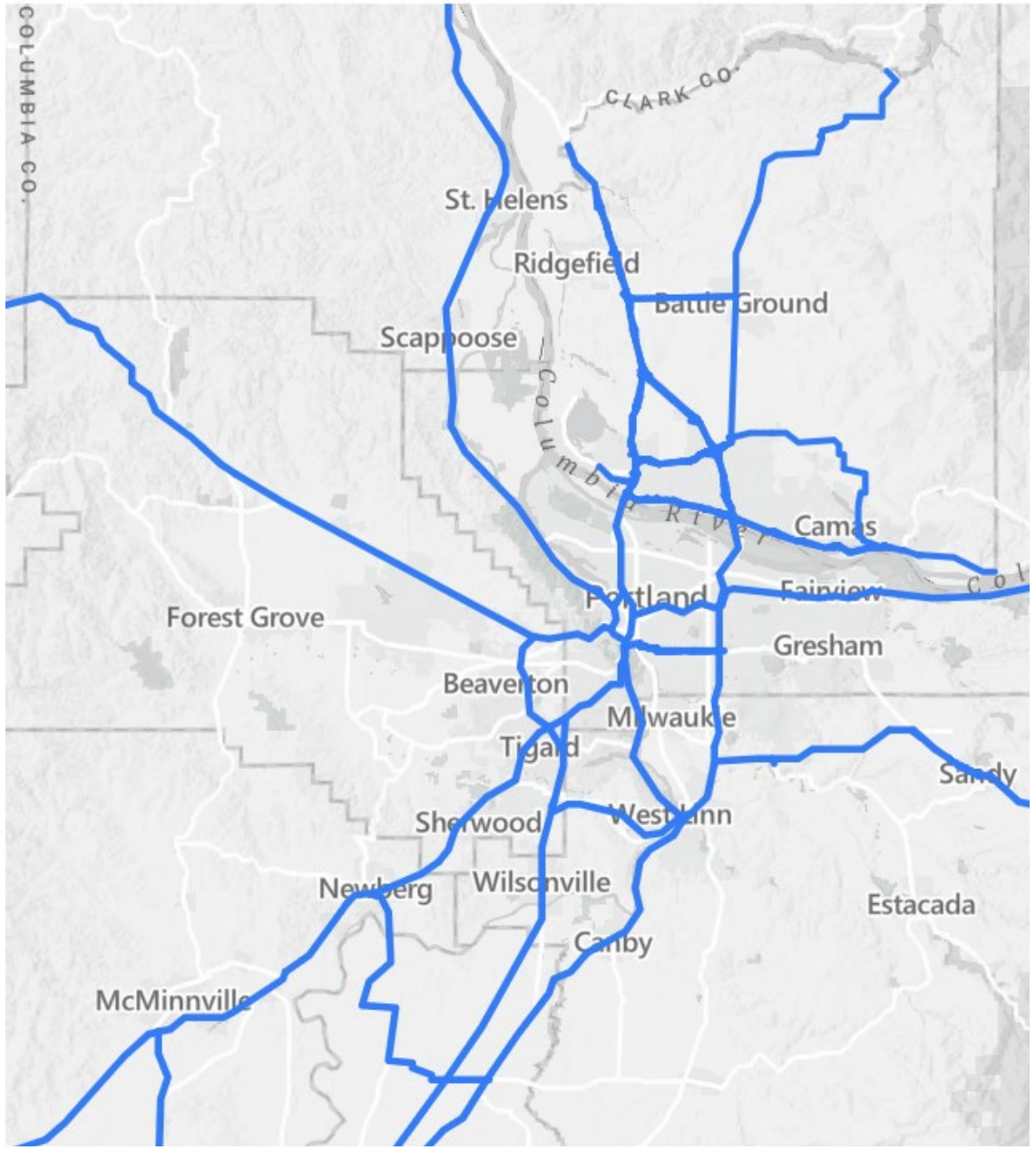


- Expanded to 5 counties
- Considered connectivity & access, route resilience, community & equity

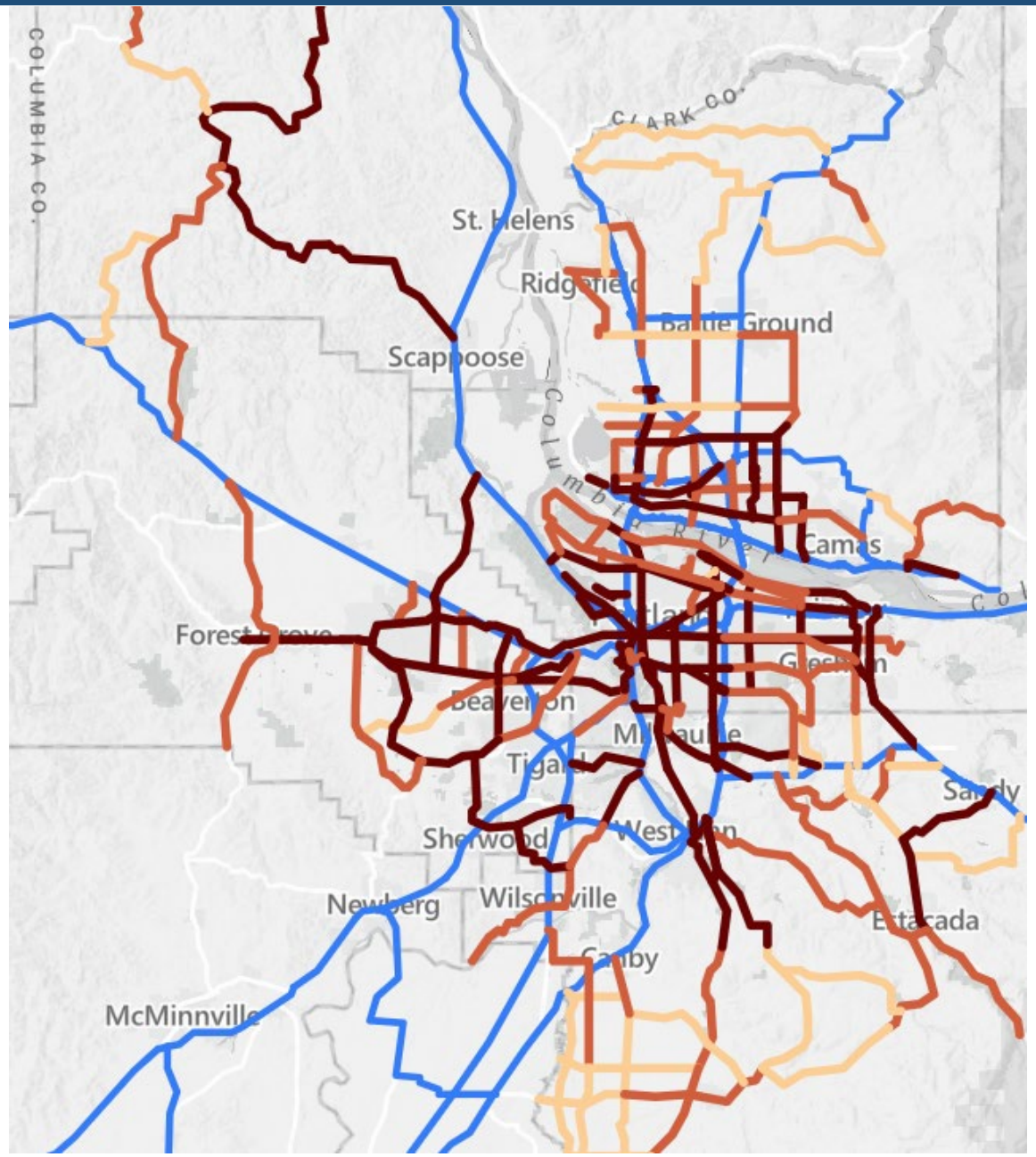
RETR Project Overview and Timeline



State Routes



Regional Emergency Transportation Routes Tiering



Top 3 Takeaways from the Project

- Regional Emergency Transportation Routes are critically important
- Funding strategy needed to improve these routes
- Rural areas are especially challenging to serve

What are we asking of Metro Council and JPACT?

- Approve Resolution 26-5564 to Accept project findings for consideration in next RTP Update
- Partner with CBOs to build resilience hubs especially in rural areas
- Continue to advocate for funding existing resilience projects
- Add more resilience projects to local capital improvement programs and the RTP

Benefits of Taking Action

- Inform the next RTP, state and local planning efforts
- Build momentum to help fund resilience projects
- Help save lives

THANK YOU!

John Mermin, Metro
john.mermin@oregonmetro.gov

Carol Chang, Regional Disaster Preparedness Organization (RDPO)
carol.chang@portlandoregon.gov

Metro

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

Agenda #: 3.4

File #: COM 26-1074 **Agenda Date:**4/16/2026

Future Vision: Future 50

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Future 50

Grounded Here. Looking Forward.

Metro

Metro is bringing people together to create a 50-year vision for the region. Fifty years from now, the way people live, work and build their lives in the greater Portland region will be the result of the choices we make today.

Share your thoughts! What do you want greater Portland to be in 50 years? Take the survey now through May 15 to share about the future you want to see.

Complete the survey for a chance to win tickets to the Portland Thorns, the Oregon Symphony, the Oregon Zoo, or a State or Metro Parks pass.

Future 50
with Metro

oregonmetro.gov/futurevision
futurevision@oregonmetro.gov

Future 50
with Metro

Future 50 Communications Toolkit

About Future 50

Metro is setting the table to collaborate with cities, counties, communities, individuals and organizations across greater Portland to build a shared vision for the future. The Future Vision will set the course for policies, programs and projects that will work toward a better future for all of us. It will touch on a wide range of topics, from land use, transportation and our economy to housing, climate, nature, arts and culture.

Input from the vision process will directly impact the plans and programs available in the future to partners across the region. Your partnership is essential to ensuring we hear from a diverse range of voices.

Please help us spread the word about the Metro Future Vision by sharing it with your networks, community members, and stakeholders.

Engagement opportunities

- **Future Vision survey:** The survey is brief, accessible, and available in multiple languages. The survey will be open through May 15.
- **Conversation Kit:** By using the prompts and activities, the kit makes it easy for anyone to participate

How to get the word out

1. Use the content in this toolkit to share the survey on social media, in your newsletters, and in other internal and external communications.
2. Link to the survey on your engagement webpage. Images sized for external engagement sites are included.
3. Bring the conversation kit to your next meeting – could be your staff meeting, board or committee meeting, or at community events.

Key links

- Metro Future 50 project page
- Survey link
    - Available in Spanish, Chinese, Vietnamese, and Russian
- Conversation kit

Metro social media

Follow Metro's social media channels to tag us or repost our Future 50 content.

- Instagram: @oregonmetro
- Facebook: www.facebook.com/oregonmetro/
- LinkedIn: www.linkedin.com/company/metro/

Shareable content

Graphics and images

Download images in each folder linked below.

- Social media graphics
- Campaign images
- Survey promo flyers
    - English
    - Spanish
    - Chinese
    - Vietnamese
    - Russian

Suggested posts

General social media	Metro, the regional government for greater Portland, is bringing people together to create a 50-year vision for the region. Share your thoughts! Take the Future 50 survey now through May 15 to share what you value about the region and hope for the future. https://survey123.arcgis.com/share/de14eb4fd6d04b2991b7a15a4f4a39a3
Incentive-focused social media	Metro wants to hear from you about the future you want to see! Take the Future 50 survey now through May 15 to share your ideas for the future of the region. You could win tickets to a Thorns game, the Oregon Symphony, the Oregon Zoo or an annual Metro Regional Parks pass. https://survey123.arcgis.com/share/de14eb4fd6d04b2991b7a15a4f4a39a3
LinkedIn	Fifty years from now, the way people live, work and build their lives in the greater Portland region will be the result of the choices we make today. Metro is bringing people together to create a 50-year vision for the region. Now is your chance to share what you value about the place you call home and what kind of future you want to see. Take the Future 50 survey now through May 15 to share your thoughts. https://survey123.arcgis.com/share/de14eb4fd6d04b2991b7a15a4f4a39a3
Email newsletter	Fifty years from now, the way people live, work and build their lives in the greater Portland region will be the result of the choices we make today. Metro wants to hear from you about the future you want to see! Take the Future 50 survey now through May 15 to share your ideas. You could win tickets to a Thorns game, the Oregon Symphony, the Oregon Zoo or an annual Metro Regional Parks pass. https://survey123.arcgis.com/share/de14eb4fd6d04b2991b7a15a4f4a39a3

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

Metro

Agenda #: 4.1

File #: 26-6553 **Agenda Date:**4/16/2026

Consideration of the March 19, 2026 JPACT Minutes

Meeting minutes

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

Meeting: JPACT
Date/time: Thursday, March 19, 2026
Place: Zoom

Video and audio recording of the meeting can be found at https://oregonmetro.legistar.com

Chair Gonzalez confirmed quorum and called the meeting to order at 7:30AM.

Attendees
Multnomah County Commissioner Vince Jones-Dixon
Washington County Commissioner Fai
Clackamas County Commissioner Savas
City of Gresham Mayor Travis Stovall
City of Cornelius Mayor Jeff Dalin
City of Lake Owsego Mayor Joe Buck
ODOT, Ryan Windsheimer
TriMet, JC Vannatta
Port of Portland, Dan Eisenbeis
DEQ, Ali Mirzakhalili
Metro Councilor Christin Lewis
Metro Councilor Ashton Simpson
Washington County Department of Transportation, Devin Reck

Absent
Multnomah County Commissioner Shannon Singleton
TriMet, Sam Desue
Port of Portland, Curtis Robinhold
C-Tran Leann Caver

Guest
City of Vancouver, Katherine Kelly

Public Communications
There was no public communication.

Updates from the Chair
Metro staff Anthony Cabadas provided the Fatal Crash Report.

Gonzalez noted the memo in the agenda packet regarding the Regional Transportation Demand Management (TDM) Strategy Review. JPACT will take action on the Strategy in April.

Gonzalez noted Metro's Annual Compliance Report in the agenda packet.

CONSENT AGENDA

Gonzalez noted that we are amending the MTIP to cancel construction of two transportation projects in our region. This change is necessary because the federal government is rescinding nearly 14 million dollars in Bridge Investment Program grants and 38 million dollars in Neighborhood Access and Equity grant funds. He knows everyone at JPACT table understands the negative impact this has on our region. Our region simply does not have the funding necessary to meet our transportation needs, let alone the aspirations we hold for our cities and the communities we serve. He lamented the current administration continues to make this challenge even more difficult.

Resolution no. 26-5569 For The Purpose Of Adding, Amending, Or Canceling Two Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements

Consideration of the January 15, 2026 JPACT minutes

Motion: Stovall
Second: Simpson
Action: Motion passed

INFORMATION/DISCUSSION ITEMS

2027-30 Metropolitan Transportation Improvement Program (MTIP) Public Review Draft Summary and Public Hearing

Metro staff Grace Morris provided a presentation on the 2027-30 Metropolitan Improvement Program.

Gonzalez opened up a public hearing on the 2027-30 Metropolitan Improvement Program.

There was no public comment. Gonzalez closed the public hearing.

State Legislative Session Recap

JPACT received a presentation from a panel of government affairs staff from around the region: Anneliese Koehler, Metro; Carly Slyvia-Gabrielson, Washington County; Tom Powers, Multnomah County; Lindsey Tenes, TriMet; and Derek Bradley, Portland

Buck referenced one of the slides that mentioned a swap of federal funds for state funds to help close part of that budget gap, but he noted that a couple of projects in the MTIP were canceled because those federal grants were pulled. Then he pointed out there is this public draft to sign, but we haven't had any discussion about the public draft of the 2027–2030 MTIP,

which he understands is primarily funded with federal dollars. He asked for a general sense of what that federal funding picture looks like. So, with the swap to state funds — what exactly was that federal money? What was it originally obligated to, and how much are we talking about? And then, could you also give us a sense of how much of our funding landscape is at risk, specifically in relation to the MTIP, how much of this funding is solid and how much is uncertain?

Staff responded that level of detail will require some additional analysis, but that the funds that they were considering for the redirect were unobligated.

Windsheimer weighed in that part of that was the $91 million dollars that was redirected out of projects. Six million of it was redirected from highway 58 project that was not feasible, so they canceled that project, and those funds went away. And then $85 million was state funds from projects that had been replaced by federal funds that ODOT was using redistribution funds to move over. So that's a large portion of redistribution funds to cover projects that had state funds on them, and then using those state funds in order to fund the agency.

Savas began by noting that his comments would be broad, explaining that he has been trying to communicate with residents, businesses, and other transportation stakeholders during what he described as a tumultuous couple of years surrounding the transportation package. He emphasized that the situation has been anything but clear to many people. Throughout last year's legislative session, he said there had been hope—at least from his perspective—that there would be agreement on what the household impacts of the 2025 package would have been had it passed. He acknowledged that everyone wants stable transportation funding and that the system is a complex web of different sources. He pointed out that the region has significant organizational infrastructure—Metro, the larger cities, and Clackamas County all have staff working on specific efforts like the MTIP within Metro boundaries. But just outside those boundaries, in the broader commute shed, that level of infrastructure doesn't exist. Those areas rely heavily on the state or on Region 1 ACT processes. As a result, he said, there are clear disparities: rural areas that are part of the region's active commute shed are not receiving the same level of attention or investment coordination. He set transit aside for the moment but underscored the broader point. Savas stressed that all of the different funding streams and needs must be recognized, but also that some areas simply do not have adequate funding. He argued that the region needs to find a better way to communicate with the public. By "we," he clarified, he meant everyone involved—Metro, the counties, the state, and all other partners. He said the public needs clearer information about what is in a transportation package and what the household impacts would be. The complexity of the system makes it difficult to explain not only how a package or project is funded, but even where the dollars originate.
He concluded by urging that future discussions or future transportation packages include more mindful, coordinated communication so the public receives an accurate narrative rather than no narrative at all. He then yielded back to the Chair.

Gonzalez thanked the Commissioner for the comments, emphasizing that messaging and coalition-building are critically important. He noted that this is a challenging period, one in

which many Oregonians are struggling to trust local government and to believe in what it can deliver. He said he feels that reality deeply and expressed appreciation for the Commissioner's leadership on the issue. He added that he looks forward to working together to improve communication and public confidence.

Vannatta began by responding to Commissioner Savas's comments, saying he agreed completely and believed he was "spot on." He added that, in addition to the communication challenges he raised, the region also needs to do a better job highlighting the value that transportation investments bring to communities—something she feels is often overlooked. He noted that the transportation package has created a confusing and difficult environment, with uncertainty about its future and what it may ultimately include. He emphasized that, when the region began discussing transit funding, local leaders stood together with transit agencies across the state. While TriMet is facing a structural deficit and preparing for a 10 percent service reduction, he pointed out that Rogue Valley in Southern Oregon has had to cut 40 percent of its transit service, despite serving large rural areas with significant needs. Vannatta stressed that this is not just a TriMet problem—it is a statewide transit problem. With 35 percent of TriMet riders being transit-dependent, he warned that service cuts could leave many people without any transportation options, which he said is precisely the moment when the region cannot afford to abandon them. He urged everyone at the table to continue advocating for transit and to keep communicating with lawmakers about its importance. He closed by saying that their support is still needed and should not be forgotten as the region navigates what she described as a "quagmire."

<u>Interstate Bridge Replacement Program Update</u>
IBR staff Carley Francis, Brent Baker, and Alan Keizur provided the presentation.

Savas thanked Carly for her presentation and acknowledged the additional staff who contributed to the discussion. He noted that the CFAR Metro Subcommittee had discussed the project the previous day, and he appreciated the extra information provided at the meeting. He emphasized that Clackamas County has held long-standing concerns—dating back more than 20 years—about traffic diversion onto I-205 and the fact that the infrastructure expected to absorb that increased demand has never fully materialized. While progress is being made on the bridge, he said the region is still contending with a six-mile bottleneck that remains unresolved. Savas expressed concern that the project's funding gap has grown significantly without a clear solution. Reflecting on the tolling discussions from a few years earlier, he noted that there is a point of diminishing returns: as congestion worsens, the value proposition for drivers—whether to stay on one freeway, divert, or pay a toll—shifts. With only two freeway options, I-5 and I-205, he questioned whether drivers would even be able to reach their destinations in a reasonable time once I-205 becomes fully congested. He reiterated that diversion onto I-205 has long caused spillover traffic into local roads in areas such as Oak Grove, Gladstone, West Linn, Stafford, and Wilsonville. Vehicles that should be on the freeway, he said, are instead using neighborhood streets, creating significant safety concerns. He stressed that while Clackamas County supports the need for major infrastructure investments—including the Interstate Bridge and the Rose Quarter project—it remains troubling that no

solution has been identified to address these longstanding impacts.
Savas closed by raising the central question: with a funding gap now appearing to be in the range of seven to eight billion dollars, how does the region plan to address it? He asked whether there is any realistic path forward for closing that gap.

Staff responded by thanking Commissioner Savas and explaining that their primary focus in closing the funding gap is on the initial phase of work. They noted that the team is currently conducting toll analysis to determine whether toll revenue could help fund that first phase, while simultaneously identifying cost-saving opportunities within the program to see whether overall expenses can be reduced. They emphasized that they cannot submit an initial finance plan unless the projected costs and available budget align and ensuring that alignment is their immediate priority. Staff went on to explain that completing the broader first phase—extending light rail across the river—will require additional discussions. Those include ongoing conversations with the federal government about the Capital Investment Grants (CIG) process and how it may evolve, as well as potential discussions with state leaders. They noted that the governors are active partners in pursuing these efforts, and that completing this phase will involve sustained engagement. They added that phasing megaprojects is a standard approach, and the funding gaps that appear in the early 2030s allow some time to work toward solutions. Completing the full five-mile corridor is envisioned over a roughly 20-year horizon, providing additional time to secure funding. Staff concluded by saying they will continue working with federal partners, state partners, and other stakeholders to pursue funding sources and build the advocacy needed to close those gaps.

Buck thanked staff for the presentation and raised a question about tolling. He noted that during previous regional and statewide discussions about the broader tolling program—not the one currently under consideration—they learned that the cost of collecting tolls, administering the system, and bonding against toll revenue was extraordinarily high. He asked staff to speak to how those costs factor into the $1.25 billion figure being discussed.

Staff responded by noting that some of the detailed information might need to be provided in a follow-up, as the analysis behind the tolling assumptions is extensive. They emphasized that the revenue analysis for the program is designed to ensure that all lender requirements are met and that the facility can be properly operated and maintained over time. Core considerations include operations and maintenance needs, as well as toll collection costs. They explained that the current assumptions rely on using Washington State's existing tolling system, which is already operational. While toll collection costs are always a significant factor, staff noted that this program is expected to add a substantial number of transactions to the system. That increased volume could help reduce per-transaction collection costs by spreading them across a larger user base. Another project staff member added that more detailed information will be available once the Level 3 toll, traffic, and revenue study is completed. They reiterated that economies of scale are real and meaningful in this context. They also highlighted that tolling would create a sustainable funding source for the bridge's long-term operations and maintenance, reducing reliance on state highway budgets. Staff noted that all scenarios currently under consideration by the two commissions include a low-income toll discount

program. While toll collection costs are material, they stressed that tolling provides a durable revenue stream that can support capital repair and replacement needs, ensuring the bridge remains strong and fully maintained into the future.

Mirzakhalili asked staff to confirm his understanding of the project's budget shortfall. He wanted to know whether the shortfall was based on the project's current cost estimate or on the risk-inflated cost estimate.

Staff responded that the shortfall is based on the risk-inflated figures. They explained that both the $7.65 billion estimate and the $5.9 billion estimate include the same components: a base cost, an assessment of risk associated with that base cost, and escalation to account for when the dollars will actually be spent. All of those elements—such as volatility in steel prices and the likelihood and cost impact of those fluctuations—are built into the estimates.

Mirzakhalili then asked whether a separate conversation about contingency would be necessary if inflation or other cost pressures increased.

Staff explained that the current cost figures reflect a 70 percent confidence level—meaning there is a 70 percent likelihood that the project will come in at or below those amounts. They noted that both governors have been explicit in directing the program to actively and aggressively manage risks, which is already a core part of the team's responsibilities. That ongoing risk-management work is intended to help keep costs down over time and maintain that 70-percent-confidence target.

They emphasized that risk and escalation are already built into the cost estimates. This approach replaces the traditional method of applying a standard contingency percentage based solely on design progress—for example, adding a fixed contingency at 30 percent design without detailed risk information. Instead, the CBIT process incorporates a more rigorous, detailed assessment of risks and a specific evaluation of escalation, making it a more precise substitute for conventional contingency practices.

Savas asked whether the projected $1.25 billion in toll revenue would be collected over a 10-year period, a 30-year period, or some other timeframe. He said he was looking for a general sense of how long it would take to generate that amount.

Staff explained that the state treasury offices evaluate the toll revenue stream and determine how much borrowing that revenue could support. They emphasized that the specifics often depend on the type of financing and the lender involved. They recalled that during the Columbia River Crossing project, repayment periods of 30, 35, and even 40 years were considered, illustrating the range of possibilities.
They added that borrowing can occur through traditional financing mechanisms as well as through federal programs such as TIFIA, which can enhance a project's ability to leverage funds. Staff confirmed that the current analysis is examining 30-year bonds and up to 35-year TIFIA loans. They noted that final results will not be available for some time.

Gonzalez offered closing comments, noting that he had already shared many of these points with the project team but wanted to reiterate them publicly. He emphasized three priorities that are especially important to him and to Metro. First, he underscored the essential role of the transit component—specifically light rail—in the project. He acknowledged that the current core project phase ends the line in Vancouver rather than extending it to the next segment, and he expressed concern about whether that configuration would meet Federal Transit Administration expectations. Given the $100 million already awarded for the broader transit vision, he said he intends to track this issue closely and asked to be kept updated, stressing that transit remains a critical element of the overall project. Second, Gonzalez highlighted the importance of jobs and economic opportunity. With WSDOT now leading major portions of the work—including large-scale contracting and management of multi-billion-dollar scopes—he said it is essential that clear language, policies, and commitments be in place to ensure Oregonians have access to jobs on this generational project. Supporting Oregon families through these employment opportunities, he said, is a top priority. Third, he raised concerns about Oregon's broader transportation system needs. He noted that council members, mayors, and regional partners continue to ask how the state will fund major corridors such as the Sunrise Corridor, TV Highway, and 82nd Avenue—especially when the I-5 Bridge project is so large and resource-intensive. He emphasized the need for a clear strategy for building out the full system Oregonians expect, linking this point to earlier discussions about the legislative affairs agenda and the importance of communicating transparently with the public about how these investments will be made.
Gonzalez closed by stressing the significance of the upcoming decision. By July 1, JPACT and the Metro Council must adopt this phase of work—not only to unlock roughly half a billion dollars, but also to program the first tranche of construction and move the project forward. He noted that the region has only a few months to engage in meaningful conversations and initiate this core project work. He said he feels the weight of the moment and the responsibility to steward public resources while finally advancing a bridge project that is vital to the country and the bi-state region. He thanked the group for the opportunity to share his thoughts and expressed appreciation to Carly and her team for their substantial efforts.

<u>2028 Regional Transportation Plan Work Plan: Scoping Kick-off</u>
Metro staff Kim Ellis and André Lightsey-Walker provided the presentation.

Savas thanked the Chair and reflected on the discussion that took place during the adoption of the last RTP. He said that at the time, he had tried to better understand the metrics used to measure success in meeting federally mandated climate goals, and he intends to continue raising those questions. He explained that he remained uneasy with the RTP, which is why he did not support it in its current form. In particular, he questioned the heavy reliance on reducing vehicle miles traveled as a primary strategy for meeting climate targets. He noted that this emphasis appears to conflict with the ongoing transition to electric vehicles and other alternative fuels, such as hydrogen, which could become more widely available over the next several decades. Savas pointed out that the region's population is expected to grow significantly, and he does not see how optimistic VMT-reduction assumptions account for the

increasing adoption of cleaner vehicles. Even if every vehicle were electric or powered by clean energy, he argued, the region would still need roadway capacity to move people efficiently. At the same time, he noted that transit ridership and transit funding are on a downward trajectory, making the assumptions even less realistic in his view. He said he hopes to gain a clearer understanding of the upcoming work over the next few months and asked staff to share any information that could help him better evaluate the assumptions. He concluded by reiterating that this issue had been a major sticking point for him and expressed hope that the region can set goals that are both achievable and aligned with federal standards, rather than goals that look good on paper but are not realistic.

Metro staff thanked Commissioner Savas for his remarks and affirmed that the agency is focused on setting goals that are both realistic and achievable. Staff emphasized they are committed to ensuring the plan reflects practical, attainable outcomes. They added that while VMT reduction is one of the plan's targets, electric vehicles do not eliminate all externalities associated with driving. Even if greenhouse gas emissions decline as EV adoption increases, staff noted that other impacts—such as traffic violence and safety concerns—remain tied to total vehicle miles traveled. For that reason, they explained, VMT reduction continues to offer benefits beyond emissions and will remain an important consideration throughout the RTP process.

Savas thanked staff and said he hoped to engage in a policy discussion. He explained that he was trying to reconcile the region's expectations around technology adoption and transition with the broader policy environment. He noted that the current federal administration has rolled back clean-air standards, reduced funding for emissions-reduction programs, and slowed support for technological transitions. As a result, he said, the adoption of new technologies appears to be slowing, even though that may change in the future. Savas added that one of the major issues the 2028 RTP must confront is the assumption—embedded in the 2023 RTP—that the region would be much further along in implementing congestion pricing or other congestion-management tools. He observed that the collapse of the tolling effort and the I-205 project significantly affected the region's appetite and capacity to advance those conversations. In his view, the new RTP sits at a crossroads: if those policy assumptions are removed, both federally and locally, the region must grapple with what that actually means for its goals and strategies. He said he believed staff were trying to surface these big questions in their presentation, and he wanted to offer his thoughts to help shape the discussion. He closed by expressing appreciation for the effort to make sense of the moment the region is in, hoping his comments would be received in that spirit.

Jones-Dixon stated that the county appears supportive of the outlined priorities, particularly those related to public engagement. He emphasized that safety, attention to high-injury corridors, operations and maintenance, and resiliency are key priorities for the county. He added that the first bullet point in the presentation effectively captures those concerns.

Mirzakhalili said he wished he shared Commissioner Savas's optimism about a rapid transition to electric vehicles. He noted that current federal policy trends point in the opposite direction,

with rollbacks of standards that could reverse recent gains in air quality. He explained that the region has been able to maintain attainment largely because cleaner vehicle technologies have offset increases in VMT, but that progress is now at risk. He pointed out that the federal government recently reduced projected fuel-efficiency standards from 55 miles per gallon to 33 miles per gallon, meaning future vehicles will not be required to be as efficient as previously assumed in regional plans. He added that federal agencies have also proposed vacating climate-related vehicle standards, which would increase both climate-related emissions and other pollutants. Mirzakhalili said he is concerned that these changes could jeopardize the region's ability to maintain attainment of the ozone standard, potentially forcing a return to transportation conformity requirements. Turning to the policy priorities presented, he said he appreciated the Council's work but was unsure how to interpret the bullet point about "communicating realistically about climate and our ability to meet climate goals." He said the language did not read as a clear commitment to climate action and seemed instead to suggest simply informing the public whether the region will or will not meet its goals. He said he would have preferred a firmer statement of intent.

Windsheimer said he would keep his comments brief. He emphasized that safety remains one of his highest priorities and appreciated seeing it continue to be elevated in the RTP priorities. He also supported strengthening the economic focus, noting that access is important, but timeliness and reliability are equally critical when discussing trade. He connected this point to Commissioner Savas's comments about system capacity and also acknowledged Chair Gonzalez's remarks about the need for honest policy conversations. Windsheimer stressed that the region must be willing to openly discuss the trade-offs involved in meeting both climate and financial objectives. He said these challenges are difficult and cannot be addressed solely at the committee table—they must be communicated clearly to the public. He noted that recent funding discussions have shown a need to better educate the public about the costs associated with achieving regional goals, and that there is currently limited willingness to pay for the necessary investments. He added that without public support for congestion pricing or for broader transportation funding, the region will not be able to meet its objectives. He concluded by saying that the RTP must realistically account for these public attitudes and constraints as the region moves forward.

Fai said she would keep her comments brief. She stated that Washington County agrees with the goals outlined—safety, equity, mobility, climate, and a thriving economy—and also supports the Metro Council's stated priorities. She then raised several questions for staff. First, she noted that during the adoption of the 2023 RTP, regional leaders committed to advancing climate-analysis tools, implementing the adopted regional mobility policy, and refining the project-evaluation process before the next update. She asked when that work would be completed and how it would be incorporated into the RTP update work plan. Her second question concerned engagement. She observed that the work plan does not include much detail about how or when technical staff and partner agencies will be involved. She asked how the Metro RTP team plans to engage local jurisdictions and other partners throughout the project phase. Finally, Fai offered a comment related to technical coordination. She suggested that one avenue would be for the Metro RTP team to work closely with county staff through

the County Coordinating Committee's technical staff committee. However, she emphasized that Metro should involve technical staff directly in work-group functions—not only as observers. She suggested that forming a technical staff subcommittee might be appropriate. Fai concluded by acknowledging the limited time remaining in the meeting and asked that staff bring these questions back and provide written responses at the next meeting.

Metro staff agreed to follow up with Commissioner Fai. They asked Fai to send the written comments and they will get a response to her.

Dalin said that the cities in Washington County are largely aligned on the priorities; the real challenge lies in determining *how* to achieve them. He emphasized the need to use analytical tools—similar to those used in past planning cycles—to evaluate scenarios and understand the impacts of different policy choices. In his view, the region must clearly understand which levers it is pulling and what effects those choices will have. He closed by stressing that the work must focus on what is done *for* communities, not what is done *to* them, underscoring the importance of centering community benefit in every decision.

Gonzalez added that the work ahead must be done *for* and *with* the community. He then moved to close the meeting and offered a brief comment he had intended to make earlier. He noted that the previous Friday had been Metro Council President Lynn Peterson's last day at Metro. She has joined the City of Lake Oswego as its new interim city manager, and he offered congratulations to Mayor Buck on her appointment. Gonzalez explained that the Metro Council would be meeting later that day to begin discussing the process for filling the vacancy. The Council has 90 days to do so, and the meeting would include conversation about the conditions and timeline for that process. He emphasized that this represents a significant change at Metro since the committee last met and wanted to formally acknowledge it. He added that the region is very happy for Peterson, excited for her new role, and grateful for her many contributions to Metro and the broader region. Gonzalez then adjourned the meeting, expressing sincere appreciation to all participants for engaging in an important discussion.

Gonzalez adjourned the meeting at 9:31 AM.

Respectfully submitted,

Ramona Perrault

Ramona Perrault, Engagement Committee Legislative Advisor

Agenda #: 5.1

File #: COM 26-1072 **Agenda Date:**4/16/2026

Travel Demand Management Strategy Adoption

Noel Mickelberry, Metro

JPACT Worksheet

Agenda Item Title: Resolution No. 26-5563 - For the purpose of adopting the Regional Transportation Demand Management Strategy as a topical plan of the Regional Transportation Plan and accepting recommendations for updates to the 2028 Regional Transportation Plan and Climate Smart Strategy

Presenters: Noel Mickelberry (she/her) and Grace Stainback (she/her), Metro Planning, Development & Research Department, Regional Travel Options Program

Contact for this worksheet/presentation: Noel Mickelberry (noel.mickelberry@oregonmetro.gov)

Purpose/Objective

The Regional Transportation Demand Management (TDM) Strategy implements direction from the 2023 Regional Transportation Plan (RTP) to improve regional coordination of TDM and defines new policies, strategies, roles and actions to advance the region's goals in different community contexts. The strategy also makes recommendations for updates to the 2028 RTP and Climate Smart Strategy.

At the April 2026 meeting, Metro staff will review the key components of the strategy and request action by JPACT to recommend approval of the Regional TDM Strategy to Metro Council.

Requested Action

JPACT recommends approval to Metro Council of Resolution No. 26-5563 for the purpose of adopting the Regional Transportation Demand Management Strategy as a topical plan of the Regional Transportation Plan and accepting recommendations for updates to the 2028 Regional Transportation Plan and Climate Smart Strategy

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

Metro staff last presented to JPACT in Fall 2024 on Phase I of the project, which included a comprehensive regional TDM assessment to identify needs and inform development of the Regional TDM Strategy.

Since then, engagement with a Technical Work Group, TDM practitioners, the Transportation Policy Alternatives Committee (TPAC), county coordinating committees and the public informed the development of the Regional TDM Strategy adoption draft.

In the March 2026 meeting packet, JPACT received a staff report on the strategy, as well as the adoption draft and appendices, in advance of JPACT's action at this month's meeting.

At its April 3, 2026, meeting, TPAC voted to recommend approval of Resolution No. 26-5563 to adopt the strategy and the updates to the 2028 RTP and Climate Smart Strategy to JPACT.

What packet material do you plan to include?

1. Staff report
2. Resolution 26-5563
3. Exhibit A: Regional TDM Strategy Adoption Draft
4. Exhibit B: Proposed Updates for the 2028 RTP and Climate Smart Strategy

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE REGIONAL TRANSPORTATION DEMAND MANAGEMENT STRATEGY AS A TOPICAL PLAN OF THE REGIONAL TRANSPORTATION PLAN AND ACCEPTING RECOMMENDATIONS FOR UPDATES TO THE 2028 REGIONAL TRANSPORTATION PLAN AND THE CLIMATE SMART STRATEGY	)))))))	RESOLUTION NO. 26-5563 Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Acting Council President Duncan Hwang

WHEREAS, federal and state law require Metro adopt an approach to congestion management and greenhouse gas reduction that incorporates transportation demand management (TDM); and

WHEREAS, since 2003 Metro has adopted a Regional Travel Options (RTO) Strategy that directed the work of Metro's RTO program to advance TDM in the region in alignment with the Regional Transportation Plan (RTP); and

WHEREAS, the 2023 RTP identified the development of a Regional TDM Strategy as an implementation action in Chapter 8 to align TDM efforts in the region and support implementation of the regional mobility policy and the Climate Smart Strategy; and

WHEREAS, the Regional TDM Strategy was developed with input from several regional technical and policy advisory committees including the TDM Strategy Technical Work Group, RTO grantees and partners, county coordinating committees, the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council over two years; and

WHEREAS, the Regional TDM Strategy makes recommendations for updates to objectives, policies, project definitions in the RTP and implementation monitoring measures in the Climate Smart Strategy to provide an updated framework to guide TDM efforts and investments across the region; and

WHEREAS, the Regional TDM Strategy serves as guidance for Metro's RTO program delivery and funding, including specific strategies to inform Metro RTO work program development and an evaluation approach of Metro-funded TDM programs; and

WHEREAS, Metro released the Regional TDM Strategy for a 30-day public comment period from January 12, 2026 – February 13, 2026; and

WHEREAS, the Metro Council held a public hearing on February 12, 2026, to accept public testimony and comments regarding the draft Regional TDM Strategy; and

WHEREAS, Metro received 56 comments through the 30-day public comment period and Metro staff reviewed and made recommendations for revisions to the Regional TDM Strategy; and

WHEREAS, on April 3, 2026, TPAC recommended that JPACT approve this resolution; and

WHEREAS, on April 16, 2026, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts the Regional Transportation Demand Management Strategy, attached to this resolution as Exhibit A, as a topical plan of the Regional Transportation Plan and accepts the recommendations for updates to the Regional Transportation Plan and Climate Smart Strategy as shown in Exhibit B.

ADOPTED by the Metro Council this 23rd day of April 2026.

Duncan Hwang, Acting Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Regional Transportation Demand Management (TDM) Strategy

Adoption Draft: April 2026

oregonmetro.gov

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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 assures 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. 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.

Project website: oregonmetro.gov/traveloptionsplan

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. 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.

About Metro

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

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

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

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Metro

Regional Transportation Demand Management (TDM) Strategy: Executive Summary

Metro's 2023 Regional Transportation Plan (RTP) formalized Transportation Demand Management (TDM) as a regional policy concept and identified the need to develop a Regional TDM Strategy to further define TDM policies and strategies for the greater Portland region. The Regional TDM Strategy advances the vision and goals of the RTP, sets clear and consistent TDM policy guidance for the region, and identifies specific TDM strategies to support implementation within each policy area.

Defining 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. TDM addresses key behavioral, informational, and social barriers to travel, such as affordability, safety, and access. **Chapter 1** provides a detailed definition of TDM, including three core elements to inform delivery by Metro and partners in alignment with the policy context defined in the Regional TDM Strategy.

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Developing the TDM Strategy

The Regional TDM Strategy was developed over two years (2024-2025). In Phase 1 of the project, Metro conducted a TDM Needs Assessment through topical and peer agency research, evaluation of Metro's Regional Travel Options grant program, and targeted focus groups. Findings from Phase I established an evidence-based foundation for the Regional TDM Strategy.

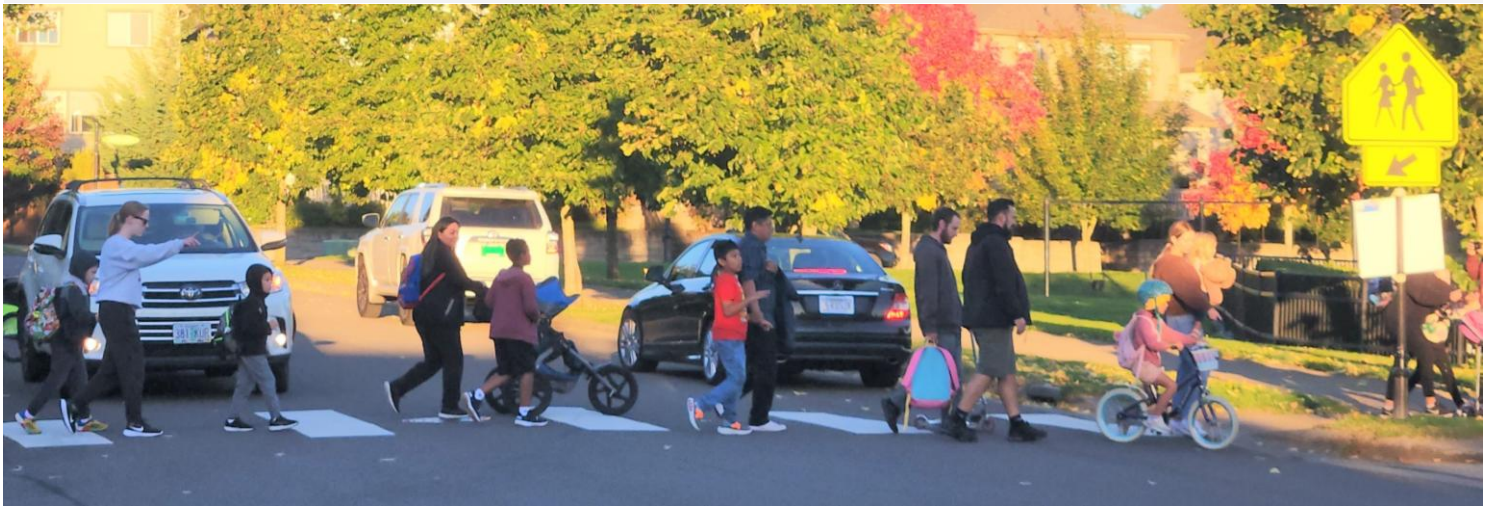
Phase 2 of the project synthesized the recommendations from Phase 1 with the support of a TDM Technical Work Group and gathered additional input from the public and regional TDM partners to develop the Regional TDM Strategy. **Chapter 1** provides additional detail on the strategy development process and **Appendices B, C and D** include documentation of input gathered from each phase.

Changing Travel Patterns

The Regional TDM Strategy process began following profound disruptions to travel patterns from the COVID-19 pandemic, challenging the traditional approaches to TDM that have been relied upon for decades. Shifts to remote work impacted programming that targeted peak hour commute trips, prompting the need for new TDM approaches for workers and employment sites. Post-pandemic travel patterns also saw increases in trips during off-peak hours for recreation and essential needs, revealing the need for TDM programming to develop program models to support these new trips.

Responding to Change, Building Resilience

Agencies in the region are tasked with advancing TDM not only through program delivery, but also through climate and mobility directives to integrate TDM into planning processes and to measure progress toward reducing vehicle miles traveled and advancing transportation equity. The Regional TDM Strategy guides TDM work in the region to both respond to historic changes and to build resilience, affirming Metro's commitment to enhancing travel options for the diverse communities and contexts across the region. **Chapter 2** details the regional and state policy framework for the Regional TDM Strategy.



Updating TDM Policies in the RTP

Chapter 3 of the Regional TDM Strategy updates the TDM Policies defined in the 2023 RTP. The updated policies respond to needs identified in Phase 1 and to state and regional policy directives guiding TDM implementation. The five policies are shown below.

Policy 1: TDM Policy, Planning, and Funding	Strengthen and sustain TDM implementation at state, regional and local levels with supportive policies, planning efforts, and funding.
Policy 2: Financial Incentive Programs	Expand access to existing financial programs and establish new programs to reach more people.
Policy 3: Place- and Event-Based TDM Programs	Deliver programs that meet the unique needs of specific locations and communities.
Policy 4: Community-Centered and Inclusive TDM Programs	Support TDM programs that create welcoming and safe environments for people with diverse lived experiences, abilities and identities.
Policy 5: Adaptive and Resilient TDM Programs	Design flexible and innovative TDM programs that respond to a changing climate, service disruptions, emerging technologies, and the evolving needs of travelers.

Creating a Framework for Collaboration

In addition to defining new policies, Chapter 3 describes a framework for delivery by identifying supporting strategies within each policy area and key implementation roles by state, regional and local partners.

The success of TDM also depends on complementary efforts, defined within each policy area, to elevate coordination opportunities and to highlight the interdisciplinary nature of TDM implementation.

Measuring TDM Progress

Another key component of the Regional TDM Strategy is to update and refine how TDM is measured in the region to support state-mandated policies under the 2022 Climate Friendly and Equitable Communities (CFEC) rulemaking and Transportation Planning Rule (TPR). **Chapter 4** of the Regional TDM Strategy identifies new Regional TDM Performance Metrics in alignment with Metro's Regional Mobility Policy and Climate Smart Strategy that measure the region's progress toward these requirements. In addition, the Regional TDM Strategy includes an evaluation approach that will inform Metro's RTO grant program activities and regionally delivered services in alignment with state and regional TDM policy.

Metro's Regional Travel Options Work Program

Metro's Regional Travel Options Program (RTO) is how Metro invests in TDM - through grantmaking, direct programming, research and regional coordination. **Chapter 5** details the framework for updating Metro's RTO Work Program to respond to the policies, strategies and performance measurement approach identified in the Regional TDM Strategy.

Funding Uncertainties

Metro developed the Regional TDM Strategy during a period of significant uncertainty in transportation funding – at national, state and local levels. With rapidly changing federal priorities as the Infrastructure Investment and Jobs Act (IIJA) sunsets, and declining state revenues from gas taxes as a primary funding mechanism, there is a need to reform transportation funding models. Declining revenues also impact transit service, a critical mode for TDM programming and incentives.

Chapter 6 of the Regional TDM Strategy outlines opportunities for TDM integration as local, regional and state jurisdictions seek new revenue sources to invest in transportation options.

About Metro

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

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

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

Elevating TDM in Regional Policy and Planning

As the region moves into the 2028 RTP update, the Regional TDM Strategy provides a clear and consistent framework for TDM program delivery and coordination with transportation investments, planning, and policy – with a full summary of proposed updates for the 2028 RTP included in **Appendix A**. Implementation of the TDM Strategy will be responsive to updates to RTP goals, objectives and performance measures and targets that are defined on the regional scale and that TDM supports through prioritized resources, guidance and performance measurement activities. Even amid uncertainty, TDM offers a cost-effective and critical avenue to reduce emissions, promote better air quality, and improve transportation options in the region by addressing affordability, access, and shifting demand.

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Chapter 1: Introduction

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Chapter 1 provides context for the Regional Transportation Demand Management (TDM) Strategy, including introducing the concept of TDM; Metro's leadership role in advancing TDM planning, funding, and implementation; and the activities and engagement that went into the development of the Regional TDM Strategy.

The Regional TDM Strategy is a topical plan of the Regional Transportation Plan (RTP). It defines 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 summary of the proposed updates to Metro's RTP identified in the Regional TDM Strategy are included in **Appendix A.**

What Is Transportation Demand Management (TDM)?

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. TDM focuses on **managing *how*, *when, and if* people travel** to make the existing system work better.

The primary objectives of TDM are to enhance mobility, improve the efficiency of the transportation system, promote better air quality, reduce the prevalence of single-occupancy vehicles, and decrease demand on the transportation system.

TDM addresses key behavioral, informational, and social barriers to travel, such as affordability, safety, and access. By providing tangible, reliable, and equitable travel options, TDM is an essential part of meeting Metro's mobility, safety and climate goals (further discussed in **Chapter 2: Policy Framework**). The TDM Strategy utilizes 'TDM' as the industry adopted term but often refers to 'travel options' as the ways in which people get around without use of a single occupancy vehicle, Regional Travel Options when referring to Metro's TDM program, and 'transportation options' when referring to state guidance or requirements. All these terms are referencing the same programs, policies and activities that encompass the definition of TDM in the Regional TDM Strategy.

Defining TDM

The Regional TDM Strategy defines three core elements of TDM. **Figure 1** illustrates each core element of TDM and how TDM is supported by complementary policies and investments.

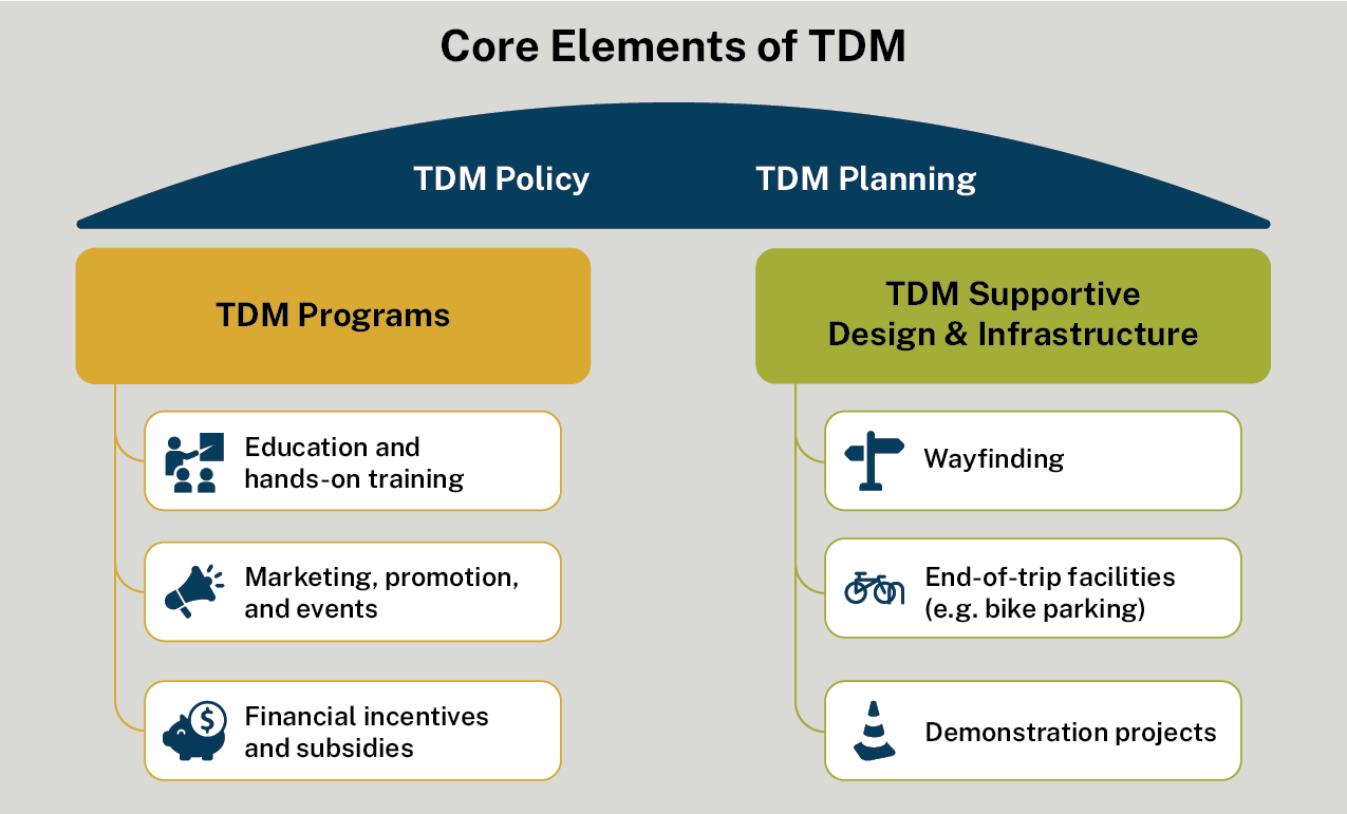


Figure 1. Defining TDM in the Regional TDM Strategy

TDM Policy and Planning

TDM Policy and Planning set the stage for successful implementation of both TDM Programs and TDM Supportive Design and Infrastructure. TDM efforts are most successful when integrated into policy and planning processes.

- **TDM Policy:** This includes both the implementation of existing policies that support TDM and the development of new policies that advance TDM efforts at the state, regional and local levels. TDM policy work requires coordination across jurisdictions, between TDM practitioners, with private entities who may be subject to policy requirements, and among policymakers.
- **TDM Planning:** Local jurisdictions can embed TDM into their long-range plans to ensure robust implementation and coordination with capital projects. This happens through Transportation System Plans and Comprehensive Plans. Through a new requirement in the state Transportation Planning Rule, planning for TDM is a growing body of work that will require dedicated resources, guidance and technical assistance for successful implementation. (See Chapter 2 for more details on the state requirements.)

TDM Programs

This TDM element focuses on behavioral interventions – the direct interaction, education, and incentive-based work needed to influence travel choices and reduce single-occupancy vehicle trips. TDM Programs include:

- **Education and hands-on training:** Educating people about the choices available to them and the benefits of travel options and providing tools for trip planning.
- **Marketing, promotion and events:** Creating the social infrastructure for choosing travel options through efforts to promote, market and design events around walking, biking or taking transit — such as community walks and rides or marketing campaigns alongside new transit service or infrastructure improvements.
- **Financial incentives and subsidies**: Offering financial perks, such as transit passes or vanpool programs, or time savings for choosing travel options, such as preferred parking for carpool participants.

A typical TDM program involves working with a defined audience that has similar travel needs or lives in a specific community. TDM programs are developed and staffed by professionals trained in understanding the travel needs of various groups, such as commuters or students, and creating methods to help them make those trips without the need for a single-occupancy vehicle trip. This work can take many forms, from participation in Get There Oregon, a statewide program provided by the Oregon Department of Transportation (ODOT) and dedicated to facilitating travel options use, to a localized outreach effort specific to a single housing development.

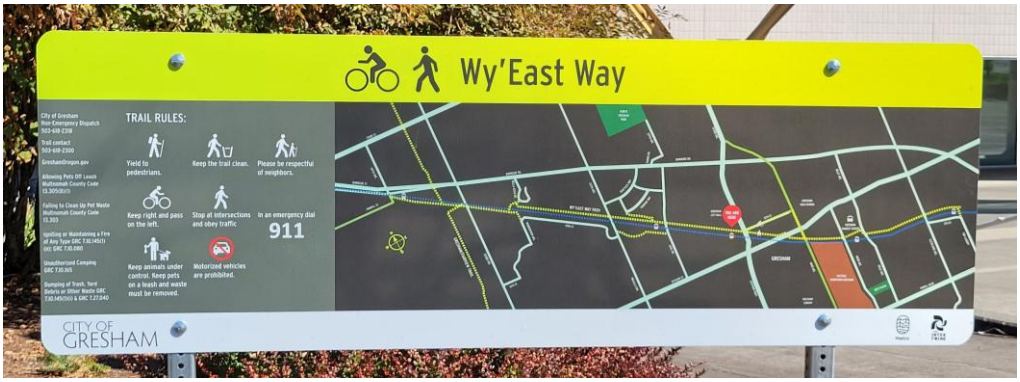
Active involvement in delivering TDM programming is needed at the state, regional, and local levels. Certain programs are most effective when developed and led by local governments, school districts, Transportation Management Associations (TMAs), employers, or community organizations. Others are better conducted on a state or regional scale.

TDM Supportive Design and Infrastructure

TDM supportive design and infrastructure includes the amenities that 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 focus on enhancing the experience for travel options users. Key examples include:

- **End-of-Trip Facilities:** Secure bike racks, lockers, repair stations, and shower/changing rooms that address the needs of travelers.
- **Wayfinding:** Clear signage and print, digital and app-based maps that help people walking, cycling, or using transit navigate the system easily and safely, reducing uncertainty and encouraging use of these travel options.
- **Demonstration projects:** Event-based or temporary projects that show residents, employees or families the opportunities associated with active travel by making short-term changes that inspire travel options use and demonstrate the potential of permanent investments.

By investing in physical amenities or including these components into the design of larger transportation projects, these elements can directly lower the effort and friction associated with choosing travel options, maximizing the return on investment for both the larger capital investment and any supportive TDM programming efforts.



Complementary Policies and Investments

The region's overall success in reducing drive alone trips will require complementary policies and capital investments that are considered *outside* how TDM is defined through the Regional TDM Strategy. These complementary efforts set the physical, operational, and financial context within which Metro's core TDM programs and infrastructure operate. **Figure 2** shows examples of complementary policies and investments that inform and influence the success of TDM.

For example, building new or improved active transportation infrastructure or adding new or improved transit services provides an opportunity to make people aware of and encourage them to use the new travel options available to them. In addition, state and regional policy encourages implementing TDM activities before investing in roadway widening projects that expand vehicle throughput as a mechanism to reduce demand.

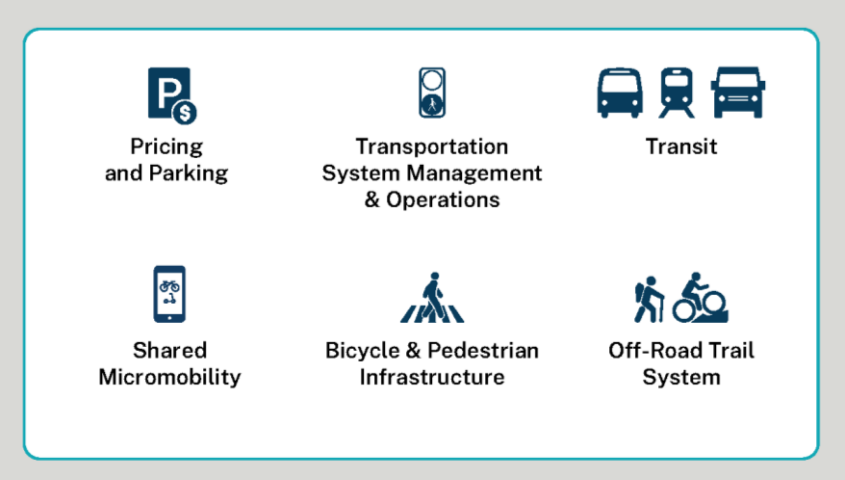


Figure 2. Complementary Policies and Investments to TDM

Enhancing Complementary Strategies

As the region considers additional strategies for reducing auto trips, such as roadway pricing and parking management (**Figure 3**), TDM programs and activities that promote and provide travel options are an important component in enhancing people's mobility when these strategies are implemented. While complementary elements like transportation pricing are often included in TDM definitions at the local level, Metro's RTP has defined separate transportation pricing policies and strategies. Metro's Pricing policies identify TDM as a critical component, detailed further in **Chapter 2: Policy Framework.**

Figure 3. RTP Pricing Strategies

Metro's Role in TDM

As the metropolitan planning organization and regional government for the greater Portland area, Metro plays a unique role in advancing TDM. Metro connects state policy direction, such as the Climate-Friendly and Equitable Communities rules and the Oregon Transportation Planning Rule, and regional policies, such as the Regional Transportation Plan and Regional Mobility Policy, with investments in on-the-ground implementation by cities, counties, and community partners.

A significant portion of the region's current TDM activities are coordinated through the Regional Travel Options (RTO) program. Through the RTO program, Metro defines regional TDM priorities, administers grant funding, and provides technical assistance to collectively support vehicle miles traveled reduction and mode shift goals established in the RTP. The RTO program acts as a critical link, translating regional policy into actionable programs through funding, technical assistance, and direct service delivery in partnership with local jurisdictions including cities, counties, K–12 schools and districts, higher education institutions and nonprofit community-based organizations.

The RTO program is primarily funded through Metro's Regional Flexible Funding Allocation (RFFA), which supports regionwide programming and planning activities that advance federal, state, and regional goals for creating a multimodal transportation system. These efforts help the region meet federal air quality regulations and comply with state mandates to reduce greenhouse gas emissions from vehicles.

Additionally, ODOT contributes funding for programming, marketing, and community outreach that supports Metro's role in delivering regional commute-focused efforts under the Get There Oregon brand. For more detailed information regarding existing funding for TDM in the region, see **Chapter 6: TDM Funding and Investment.**

RTO Program Activity Types

There are four primary activity types through which Metro's RTO program coordinates and supports regional TDM efforts:

- **Grantmaking & Resource Distribution:** Activities related to the RTO grant solicitation process and ongoing work with grant-funded partners to manage and deliver TDM activities and programs.
- **RTO Programming & Direct Services:** Activities RTO staff lead to develop programs and engage directly with community.
- **Research & Evaluation:** Activities related to Metro RTO travel options research or evaluation of program outcomes.
- **Policy & Partnerships**: Activities that involve coordination with partners and where Metro could have influence on policy outcomes but may not be final decision-makers.

RTO Program Areas

Metro's RTO program takes an "all trips" approach to TDM programs, focusing on the following three program areas that encompass the trips people take to meet their needs in the region:

- **Commute:** Focus on reducing single occupancy vehicle (SOV) trips to work and colleges or universities. In the Metro region, this programming is delivered by a variety of transit providers, local jurisdictions, transportation management agencies (TMAs), non-profit organizations, and "in-house" transportation coordinators at employers. These programs help identify worksite commute solution plans, provide on-site events and outreach, or support employee trip planning and ride matching.
- **Community:** Provides 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 come 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.
- **Safe Routes to School (SRTS):** Focuses on trips for school by pre-K12 students and families — whether by bike, bus, scooter, or mobility device. SRTS programs 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.

Regional TDM Strategy and Regional Travel Options Program Strategy

Metro's RTO program has been guided by an RTO Strategy since 2003, updated every 5-10 years. The RTO Strategy has served primarily as a grantmaking strategy document, guiding the allocation of regional flexible funding to the RTO program to support TDM activities that improve system efficiency and help meet regional goals and objectives.

Since the last RTO Strategy update in 2018, regional and state policy have identified the need for greater regionwide coordination on TDM policy, planning and programming. **Chapter 2: Policy Framework** details the specific TDM-related policies at the regional and state level that set the policy framework for the development of the Regional TDM Strategy and **Chapter 5: Metro RTO Work Program** details how Metro's RTO program will support implementation. The Regional TDM Strategy will now provide TDM guidance for the region at-large, as well as providing the framework to guide the investments and activities of Metro's RTO Program.

Regional TDM Strategy Development Process

The process to develop the Regional TDM Strategy was a comprehensive, two-phase effort that expanded the region's TDM approach to develop a policy and implementation framework for both Metro and regional partners and TDM practitioners. This process was built from regional and state policy direction and community engagement to result in a strategy that is equitable, evidence-based, and responsive to evolving travel patterns. **Figure 4** shows the timeline and phases of the Regional TDM Strategy Development Process.

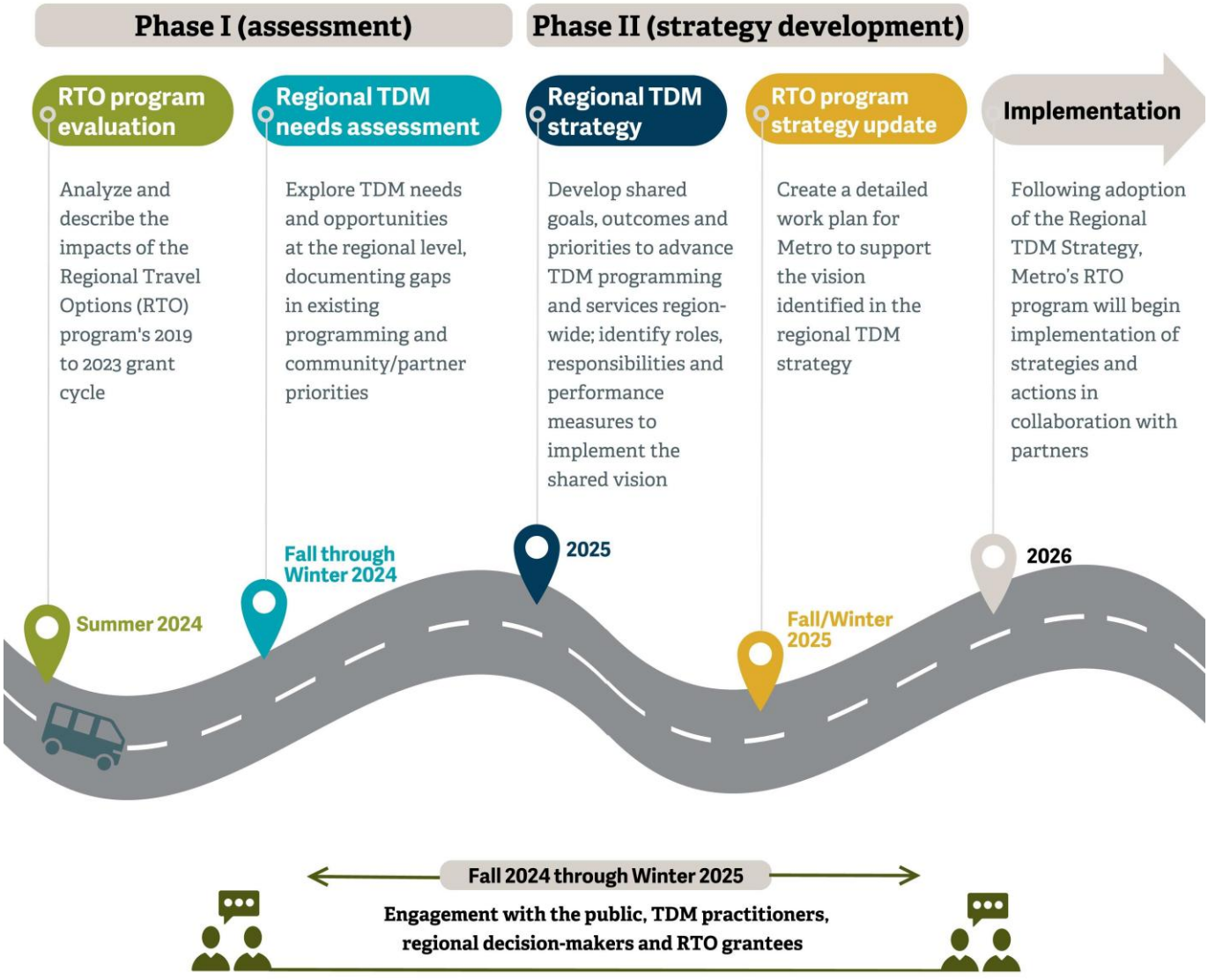


Figure 4. Regional TDM Strategy Development Timeline

Phase 1: Assessment

Phase 1 of the Regional TDM Strategy development process focused on assessing the current state of TDM in the region, identifying critical service gaps, and documenting regional needs to provide the evidence-based foundation for the strategy. This phase was conducted between April 2024 and February 2025. The Regional TDM Needs Assessment **(Appendix B)** served as the final deliverable of Phase 1, with nine themes identified for integration into the Regional TDM Strategy. This process identified the gap between current TDM services and desired regional outcomes, pinpointing specific challenges and opportunities necessary for effective strategy development. Its primary purpose was to elevate key themes across all assessment activities and provide the project team with evidence-based insights to inform strategic decision-making in the development of the Regional TDM Strategy.

Phase 1 was informed by the following activities:

Materials Review and Background Research:	Review of existing TDM plans and policies at Metro, TDM best practices and challenges, and findings from two informational interviews with TDM programs at peer agencies around the country.
2019–2023 RTO Program Evaluation:	An evaluation of the 2019–2023 RTO grant cycle reviewed the program's impact, identified program strengths and weaknesses, and produced recommendations for future grantmaking, data collection, and evaluation processes.
Past Engagement Review:	A synthesis of feedback collected through previous planning efforts, including the 2023 RTP engagement, the 2022 RTO Racial Equity Strategy, and RTO Racial Equity Learning Cohort input. This review identified key insights that community members had already shared about barriers and opportunities related to travel options access and use.
TDM Practitioner Survey:	Staff who deliver TDM programs across the region weighed in on TDM needs, gaps, and opportunities.
Targeted Focus Groups:	Metro conducted three focus groups in January 2025 to learn from key audiences how to better tailor TDM support and to gain a deeper understanding of barriers to accessing travel options. These focus groups included commute benefit providers at large and small employers, affordable housing resident service coordinators, and school-based staff in Forest Grove.
Topic-Specific Research:	Research on national best practices regarding TDM responses to changes in flexible work patterns and methods for measuring the long-term impact of TDM interventions.

Phase 2: Strategy Development

Phase 2 synthesized the input and recommendations developed in Phase 1 into the Regional TDM Strategy. The strategy development process led to recommended updates to TDM-related objectives, policies, and performance measures in the RTP, as detailed in **Appendix A.**

Phase 2 included the following activities to support the strategy development process:

TDM Technical Work Group (TWG):	Metro convened the TDM Technical Work Group (TWG) for the project and the group's insights were instrumental in shaping the final strategy. This group provided specific, collaborative input on TDM Needs Assessment outcomes and helped finalize TDM Policies and& Strategies. The TWG drew membership from the following key audiences: Regional TDM practitioners, jurisdictional planning staff, state agency staff, and Metro staff from Planning, Development, and Research.
Travel Options Survey:	Metro conducted a survey to better understand the public's prioritization of key activities, destinations, and approaches to TDM. The survey sought feedback on themes identified through the TDM Needs Assessment and priorities elevated by the TWG. Metro promoted the survey to reach people across the region and received over 400 responses.
RTO Partner Workshops:	RTO partners participated in two in-person workshops on the Regional TDM Strategy — one at the beginning of the process, and one following the TWG meetings and travel options survey. Over 50 representatives of RTO-funded TDM programs participated in each workshop.
Regional Decision-Makers Engagement:	The Regional TDM Strategy team presented to regional decision-makers at key intervals throughout the strategy development process including presentations at Transportation Policy Alternatives Committee meetings and workshops, meetings of the Joint Policy Advisory Committee on Transportation, and the Metro Council. In addition, the Regional TDM Strategy team presented at County Coordinating Technical Advisory Committees and County Coordinating Committees – made up of local agency staff and elected leaders – to inform and provide comment on the draft strategy.
Public Comment Period:	Metro conducted a public comment period on the draft Regional TDM Strategy from January 12 until February 13, 2026. Metro staff documented the comments received and proposed changes through a public comment report. Metro staff will document the comments and proposed changes through a public comment report for consideration by regional decision-makers.

The research and evaluation deliverables and engagement summaries from both Regional TDM Strategy project phases are summarized in **Appendix C** and **Appendix D**, respectively.

How to Use This Document

The Regional TDM Strategy is organized into six chapters, each building on the previous to provide a comprehensive framework for TDM implementation in the greater Portland region (**Table 1**).

Whether you are a planner, TDM practitioner, or community member, you can use the links below to navigate directly to the chapters most relevant to your work or read the report in full for a complete understanding of the Strategy's approach and findings.

Table 1. Document Organization

Chapter	Description
Chapter 1: Introduction	Introduces and provides context for the development of the Regional TDM Strategy.
Chapter 2: Policy Framework	Describes how TDM fits into, informs and supports Metro's Regional Transportation Plan as well as State of Oregon transportation policies and rules.
Chapter 3: TDM Policies and Strategies	Provides TDM policy direction and specific strategies for Metro and partners to conduct TDM in the greater Portland region.
Chapter 4: Performance Monitoring and Measurement	Identifies Metro's approach to regional performance monitoring and measurement, and to track progress of Metro's RTO investments toward TDM policies and strategies.
Chapter 5: Metro RTO Work Program	Introduces how Metro's RTO program will develop implementation actions in alignment with TDM policies, strategies and performance measurement approach.
Chapter 6: TDM Funding and Investment	Overview of existing TDM funding sources and levels, as well as considerations for potential new sources of funding.

Chapter 2: Policy Framework

Chapter 2 describes adopted regional and state policies and rules related to Transportation Demand Management (TDM). Regional and state policy provide the foundation for the Regional TDM Strategy. Through the Regional TDM Strategy process, updates to RTP policies, definitions and performance targets have been identified in subsequent chapters. A summary of the proposed updates to the RTP identified in the Regional TDM Strategy are included in **Appendix A.**

Regional Policy Guidance: Regional Transportation Plan (RTP)

The Regional Transportation Plan (RTP) provides the overarching policy framework for the region's transportation system. The Regional TDM Strategy directly responds to the RTP, proposes updates and clarifications where needed, and translates policy into guidance for practice. The following section identifies each area of the RTP that includes TDM elements.

RTP Chapter 2: Our Shared Vision and Goals for Transportation

Vision, Goals & Objectives: The Regional TDM Strategy is a topical plan of the RTP and TDM plays a role in advancing all five RTP goals, as described in **Table 2. Figure 5** includes the 2023 RTP Vision and Goals.

Figure 5. 2023 RTP Vision and Goals

Table 2. TDM Role in Advancing RTP Goals

RTP Goal	TDM Role in Advancing RTP Goals
Goal 1: Mobility Options	TDM efforts are clearly defined in Objective 1.1 Travel Options, which aims to increase the proportion of trips made by walking, bicycling, shared rides, and use of transit while reducing vehicle miles traveled (VMT). TDM helps people get around the region more easily by encouraging them to choose options like carpooling, biking, walking, or taking transit instead of driving alone.
Goal 2: Safe System	TDM supports safety with programs and education that teach people how to travel safely and comfortably and help reduce VMT. Fewer vehicles on the road, in turn, correlate with fewer fatal crashes and severe injuries.
Goal 3: Equitable Transportation	TDM improves mobility by removing barriers to travel options, particularly those related to cost, access, and knowledge. TDM programs can tailor services to specific audiences, particularly those facing transportation barriers including kids, older adults, people with disabilities, non-English speaking communities, and low-income families.
Goal 4: Thriving Economy	TDM supports a thriving economy by improving access to jobs, enhancing network reliability, and reducing household transportation costs. At employment sites, TDM efforts promote worker stability and retention. TDM programs also collaborate with businesses that provide travel-related services, enhancing the local economy.
Goal 5: Climate Action and Resilience	TDM encourages shifts from single-occupancy vehicle trips to walking, biking, transit, and shared modes, reducing VMT and associated greenhouse gas emissions. These reductions are essential to meet state-mandated climate targets. TDM also supports adaptation and resilience by making the transportation system more flexible and less dependent on any single mode or energy source.

RTP Chapter 3: System Policies to Achieve Our Vision

Regional Transportation Demand Management Concept and Policies

The 2023 RTP elevated and formalized TDM by defining a TDM concept and system policies. In addition to the TDM concept and policies, the 2023 RTP identified the development of the Regional TDM Strategy as a near-term implementation action for Metro in Chapter 8 of the 2023 RTP.

Climate Policies & Climate Smart Strategy

The 2014 Climate Smart Strategy outlines policies and actions to reduce greenhouse gas emissions from vehicles in the Portland metro area, developed in response to a 2009 Oregon legislative mandate. The Climate Smart Strategy sets the framework for the corresponding Climate policies in the RTP. TDM is identified in Policy 6: *Provide information and financial incentives to expand the use of travel options and reduce vehicle miles traveled*. In addition, the Climate Smart Strategy identifies actions and implementation monitoring measures for each policy, as well as 2035 targets for each implementation monitoring measure. **Figure 6** shows the Climate Smart Strategy's high and medium impact Greenhouse Gas Reduction Strategies, with TDM (Travel Information and Incentives) include in this list. During the 2028 RTP update, Metro will update the Climate Smart Strategy and intends to recommend revisions to the implementation monitoring measures to better align with local and regional agency roles and with available data.

Proposed Updates to RTP and Climate Smart Strategy

A key outcome of the Regional TDM Strategy is an updated TDM concept and policies. The proposed updates are defined in **Chapter 3: TDM Policies and Strategies**.

The proposed updates to the Climate Smart Strategy implementation monitoring measures are detailed in **Chapter 4: Performance Monitoring and Measurement**.

All proposed RTP and Climate Smart updates are detailed in **Appendix A**.

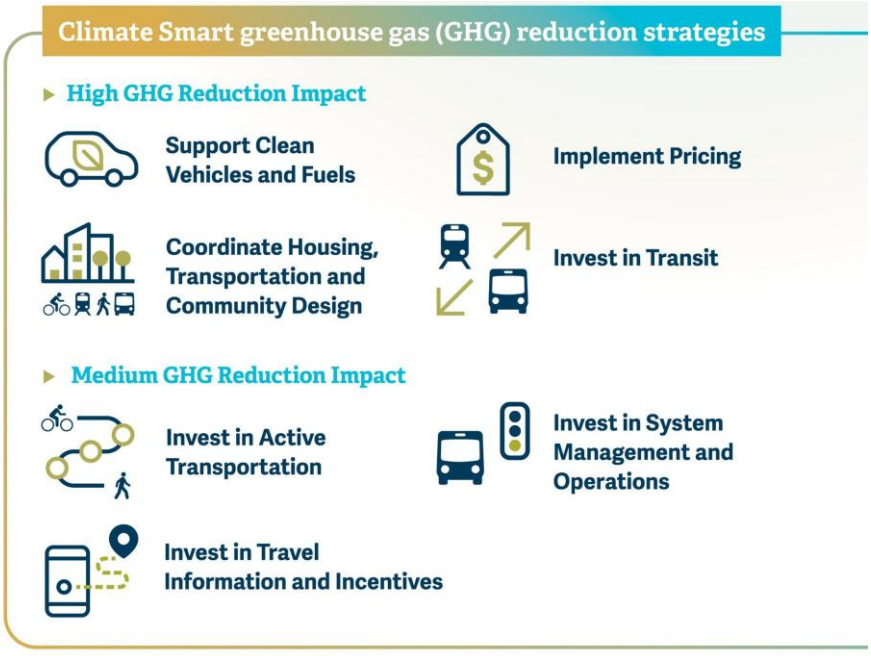


Figure 6. Climate Smart Strategy's High and Medium Impact Greenhouse Gas Reduction Strategies

Regional Mobility Policy

The 2023 RTP updated the Regional Mobility Policy, Metro's policy framework that guides how the Portland region plans for and evaluates transportation needs and investments. The Regional Mobility Policy represents a fundamental shift in how mobility is defined and measured, moving the region away from a focus solely on accommodating vehicle throughput toward a system-level approach that prioritizes multimodal access and climate goals. The Regional Mobility Policy established two new performance measures that TDM directly supports **(Table 3).**

Table 3. 2023 RTP Mobility Performance Targets Relevant to TDM

RTP Performance Measure	RTP Performance Targets and Thresholds
Vehicle Miles Traveled (VMT) per capita for household-based trips	20% reduction by 2035, 25% reduction by 2040, 30% reduction by 2045, and 35% reduction by 2050 (from 2005 levels).
System Completion	Complete networks and systems for walking, biking, transit, vehicles, and freight and implement strategies for managing the transportation system and travel demand. The planned system will be defined in the RTP and local transportation system plans (TSPs). The RTP and local TSPs may not achieve system completion for all modes to target levels but the RTP and local TSPs should identify future intent for all facilities given constraints and trade-offs. For plan amendments, the target is 100% of planned system OR reduced gaps and deficiencies.

The addition of system completion as a mobility performance measure led to the development of regional policy guidance for local jurisdictions to integrate TDM into their system plans and plan amendments. Metro developed system completeness guidance (**Figure 7**) and an associated toolbox of implementation strategies for jurisdictions in the Portland area to plan, implement, and monitor TDM and Transportation System Management and Operations (TSMO) networks. Its purpose is to support the Regional Mobility Policy outlined in the RTP by helping jurisdictions optimize their transportation systems to reduce VMT, improve multimodal connectivity, and enhance system reliability.

Figure 7. Metro TDM system completeness guide

The RTP's definition for TDM and TSMO system completion uses a context-specific, process-based framework to plan for TDM that includes baseline, defined, and optimized criteria **(Figure 8).**

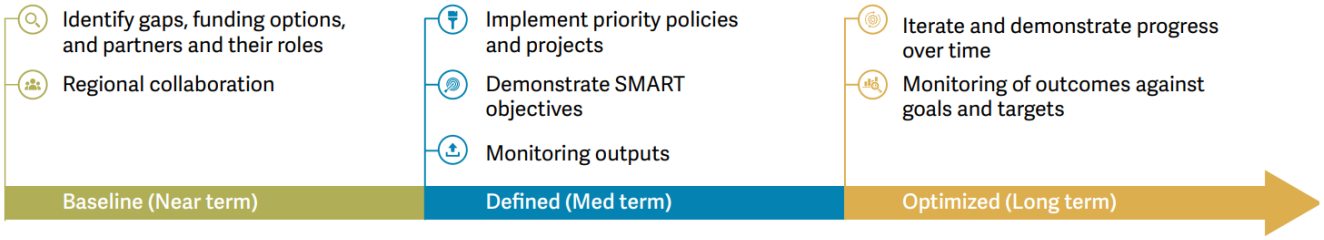


Figure 8. TDM and TSMO System Completion Framework

Congestion Management Process

Metro's RTP includes the region's Congestion Management Process (CMP), a federally required process that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet State and local needs—including system and demand management strategies that can be used to manage congestion without adding roadway capacity, consistent with the Oregon Transportation Plan, Regional Mobility Policy and Regional Transportation Functional Plan. The RTP contains a toolbox of potential CMP strategies that jurisdictions should consider prior to roadway widening or other capacity projects (**Figure 9**). There are a wide range of strategies to apply based on the context of the project or at a region-wide scale. In addition, the RTP Regional Motor Vehicle Network Policies identify the same target in Policy 10: Prior to adding new arterial street capacity beyond the planned system of motor vehicle through lanes, jurisdictions must demonstrate that system and demand management strategies cannot adequately address identified needs consistent with the Congestion Management Process and Regional Mobility Policy.

Figure 9. Excerpt from the RTP Congestion Management Process Toolbox of Strategies

Pricing Policies

The RTP details specific policies and implementation actions in relation to transportation pricing that can reduce congestion, vehicle miles traveled and improve equitable distribution of burdens and benefits. The actions include TDM efforts, with cross references to the Congestion Management Process and Climate Smart Strategy. As detailed in Chapter 1, pricing is often considered within the definition of TDM – however, pricing policies are distinct within the RTP, with TDM actions critical to success of implementation. **(Table 4).**

Table 4. RTP Pricing Policies and Actions Relevant to TDM

RTP Pricing Policy	RTP Pricing Policy Actions
Policy 1: Use pricing to improve reliability and efficiency of the transportation network, reduce VMT per capita, and increase transportation options.	**Action 5:** Consider non-infrastructure opportunities to encourage mode shift and reduce VMT per capita, including: commuter credits, funding for transit passes, bikeshare and/or micromobility subsidies, partnerships with employer commuter programs and carpooling/vanpooling.
Policy 2: Center equity and affordability into pricing programs and projects from the outset.	**Action 7:** Reinvest a portion of revenues from pricing into communities with high proportions of people with low-income and people of color, and/or in Equity Focus Areas, consistent with Federal and State law. Use of these revenues should meet the transportation-related needs identified by the equity communities and people most impacted. Examples include commuter credits and free or discounted transit passes, or improved transit facilities, stops, passenger amenities and transit priority treatments.
Policy 5: Reduce greenhouse gas emissions and vehicle miles travelled per capita while increasing access to low-carbon travel options.	**Action 4:** Develop and implement pricing so that it addresses and supports the Climate Smart Strategy and regional climate policies, including through the Congestion Management Process (CMP).

State of Oregon Policy Guidance

The following State of Oregon policies, plans and rules include TDM components and the Regional TDM strategy incorporates specific measurement, activities, or coordination to deliver on those components.

Transportation Planning Rule 660-012

Updates to the state Transportation Planning Rule (TPR) through the Climate Friendly and Equitable Communities rulemaking led to new requirements of local jurisdictions to integrate TDM into their transportation planning processes (660-012-0020 – Elements of Transportation System Plans). The Regional TDM Strategy provides the framework for Metro to support local TSP processes in meeting this new state guidance.

The TPR identifies specific TDM actions for local jurisdictions developing TSPs and specifies that all TSPs within the Portland metro area should include a travel options element in subsection 660-012-014 – Transportation Options Planning.

Three specific elements must be identified in the TDM or travel options element of TSPs, as specified in TPR Section 660-012-0145: Transportation Options Planning **(Table 5).** These are reflected in interim guidance developed for jurisdictions by Metro to support implementation.

Table 5. Transportation Options Plan Elements Required per TPR

Transportation Planning Rule Section 660-012-0145	
Transportation Options Planning Element of a Transportation System Plan (TSP) must include:	**Existing programs, services, and projects.** Cities and counties shall coordinate with transportation options providers, public transportation service providers, state agencies, and other cities and counties to identify the existing programs, services, and projects, which shall include education, encouragement, and other transportation demand management programs and services that focus on forms of transportation other than single-occupant vehicles, transportation demand management programs and policies that discourage the use of single-occupancy vehicles, and transportation options needs of underserved populations. **The future transportation demand management needs.** Cities and counties shall coordinate with transportation options providers, public transportation service providers, and other cities and counties to identify these needs, including commute trip reduction consultation and promotion of programs such as the provision of transit passes and parking cash-out, physical improvements such as carpool parking spaces and park and ride locations, and regional solutions for intercity travel. **A trip reduction strategy for large employers**.

Oregon Department of Environmental Quality (DEQ) Employee Commute Options (ECO) Program

The Oregon DEQ's Employee Commute Options (ECO) program is a mandatory program for large employers in the greater Portland area. Under this program, employers with more than 100 employees must provide commute options to employees designed to reduce the number of cars driven to work. ECO is one of several strategies included in the Ozone Maintenance Plan for the Portland Air Quality Maintenance Area. The Ozone Maintenance Plan will keep the area in compliance with the federal ozone standard. Employers must provide commute options that have the potential to reduce employee commute auto trips by 10% within three years of its baseline survey. Employers must continue to provide commute options that have the potential to achieve and maintain the reduced auto trip rate. Options are available for emission reduction measures, credits for past actions, and exemptions.

Given Metro's role in funding and supporting commute trip reduction policy, coordination with ECO implementation is critical. DEQ, TriMet, and Transportation Management Associations (TMAs) are the primary partners who support employers with ECO, and the data provided by employers can help Metro and partners better understand commute travel behavior to tailor programming to better support trip reduction.

Oregon Transportation Plan

The purpose of the Oregon Transportation Plan (OTP) is to define the long-range transportation policy for the movement of people and goods across the state and set the framework for policies and strategies from the present day to 2050. The OTP is the overarching transportation plan for Oregon's entire transportation system that supports people biking, walking or rolling, driving, or riding in cars, buses, trains, or planes to their destinations.

The role of TDM in the OTP is identified in multiple places, particularly in the mobility goal of the OTP as a specific approach to address demand prior to adding new motor vehicle capacity — as part of Objective MO.2 to reduce the per capita VMT for passenger vehicles in the state. This carries forward in the Oregon Highway Plan Policy 1G, Regional Transportation Functional Plan Section 3.08.220 and Metro's Congestion Management Process.

Oregon Transportation Options Plan

The Oregon Transportation Options (TO) Plan is a topical plan under the OTP. It establishes a vision and policy guidance to advance the state's transportation options program. It also identifies ways to integrate transportation options into transportation planning and investments. Additionally, the Oregon TO Plan identifies regional level implementation activities, including identifying transportation options as a mitigation measure in travel demand scenarios in the RTP and using transportation options as a strategy toward meeting greenhouse gas reduction goals.

Chapter 3: TDM Policies and Strategies

Chapter 3 outlines the implementation framework for TDM in the region and reflects an update to the TDM policies in the 2023 Regional Transportation Plan (RTP). This chapter defines five TDM policies that provide guidance for how TDM efforts will be implemented across the region.

The TDM policies and strategies defined in this chapter represent the primary ways that TDM efforts will advance the five RTP Goals: Mobility Options, Safe Systems, Equity & Access, Thriving Economy, and Climate Action & Resilience. Each supporting strategy contributes to each RTP goal's objectives, considering both the scale of influence and the type of benefits delivered. The five TDM policies are presented on the next page.

Each policy area includes the following components:

1. A policy statement and description of the policy.
2. Desired outcomes of the policy – a brief statement summarizing the intended benefits.
3. Identified needs and opportunities within each policy area from the Regional TDM Needs Assessment.
4. Key strategies to implement the policy and address needs, challenges, and opportunities.
5. Implementation roles for state, regional and local partners to deliver each strategy.
6. Examples from local and national programs to provide context for strategies within each policy area and support effective implementation.
7. Complementary state, regional, or local policies and strategies that:
    a. Identify specific actions that advance TDM; and/or
    b. Have been identified as necessary for success of TDM.

TDM Policies

Policy 1: TDM Policy, Planning, and Funding

Strengthen and sustain TDM implementation at state, regional and local levels with supportive policies, planning efforts, and funding.

Policy 2: Financial Incentive Programs

Expand access to existing financial programs and establish new programs to reach more people.

Policy 3: Place- and Event-Based TDM Programs

Deliver programs that meet the unique needs of specific locations and communities.

Policy 4: Community-Centered and Inclusive TDM Programs

Support TDM programs that create welcoming and safe environments for people with diverse lived experiences, abilities and identities.

Policy 5: Adaptive and Resilient TDM Programs

Design flexible and innovative TDM programs that respond to a changing climate, service disruptions, emerging technologies, and the evolving needs of travelers.

Implementation Roles Overview

The Regional TDM Strategy intends for state, regional, and local implementers to determine the specific activities needed to advance TDM policies and strategies for the communities that they serve. To clarify responsibilities and foster effective collaboration, each strategy in this chapter is assigned one or more of the following roles:

Lead: The *Lead* is the entity with primary responsibility for a strategy's success. The *Lead* is the main driver and is accountable for a project or program's direction and outcomes.

The *Lead* role involves:

- **Direct:** Set the overall vision, goals, and scope.
- **Fund:** Contribute funds or resources through securing and managing the budget and staff.
- **Manage:** Oversee implementation, ensuring deadlines are met, issues are resolved, and measuring progress.

Partner: A *Partner* is a key collaborator who shares responsibility with the lead. *Partners* are essential for the project's success and often bring unique expertise, resources, or authority to the table.

The *Partner* role includes:

- **Participate:** Contribute directly to the implementation of the strategy.
- **Collaborate:** Share accountability for the project's success and outcomes.
- **Execute:** Carry out specific tasks or subprojects as part of the overall strategy and supporting the measurement of progress.

Support: A *Support* role provides assistance and expertise to the lead and partners but does not have primary responsibility for the strategy's success. Their contributions are valuable but often advisory or supplementary in nature.

The *Support* role involves:

- **Analyze:** Offer specialized knowledge or data.
- **Advise:** Provide guidance and feedback.
- **Contribute:** Contribute a specific resource, such as information, data, or funding, without managing the project itself.

Develop: Strategies that require additional development, coordination or exploration before implementation will include a *Develop* role. All *Develop* roles are assigned to Metro, with the expectation that leadership will transition to other implementers and potentially identified through the development process. *Partner* and *Support* roles are also identified under strategies with a *Develop* role but may not have an identified *Lead*.

The *Develop* role includes:

- **Convene:** Bring partners together to discuss the strategy and develop a plan for implementation.
- **Explore:** Perform additional research or engagement to better define implementation roles and actions.
- **Create:** Develop a program plan or list of actions and partners needed to implement the strategy.

The roles for each strategy are organized by the different scales of implementation – state, regional, or local. There may be more than one Lead role identified, particularly if leadership for a given strategy is needed at multiple scales. Partnerships between public and private entities are critical to TDM implementation. In particular, community-based organizations (CBOs) and transportation management associations (TMAs) are critical intermediaries in cross-jurisdictional programming and implementation of TDM programs that support local planning and policy guidance.

Chapter 5: Metro RTO Work Program provides an implementation framework for all strategies with an identified role for Metro. Staff will use the work program framework to define the specific actions that the Regional Travel Options (RTO) program will take to advance the Regional TDM Strategy, with priority strategies identified for Metro to advance in the near and long term.

Policy 1: TDM Policy, Planning, and Funding

Strengthen and sustain TDM implementation at state, regional and local levels with supportive policies, planning efforts, and funding.

This policy focuses on strengthening the framework for funding and coordination of TDM across local, regional, and state levels by embedding TDM into transportation plans, funding priorities, and policy development. Metro acts as a regional coordinator, bringing together and streamlining TDM information and resources to prevent duplication of efforts and encourage collaboration among community-based organizations, employers, and jurisdictions. To implement new rules at the state and regional level, an increased level of coordination, support, and focus on how TDM is delivered in the region is required.

Policy 1 Desired Outcomes

Policy alignment across jurisdictions provides a framework for consistent and equitable TDM implementation. When TDM is embedded into transportation planning and funding priorities through coordinated policy development, programs become more stable, scalable, and impactful. Over time, these changes will increase the effectiveness of TDM strategies, reduce single-occupancy vehicle use, and support broader regional mobility, equity, and environmental goals.

Needs and Opportunities

- **Funding:** TDM efforts rely on a narrow set of revenue streams, limiting the ability to expand or innovate in response to changing community needs. The current funding available in the region is not expected to increase given uncertainty at the state and federal levels for transportation funding overall. In addition, there is a tension between maintaining funding for existing TDM programming and expanding TDM funding to new partners to support community needs or meet new policy expectations.
- **Capacity**: Jurisdictions and organizations may not have the programmatic support needed at the local level to integrate new TDM guidance into transportation system plans, and agencies may not have the staff or partnerships to lead and support implementation following the planning process.
- **Collaboration:** Existing policies with strong potential — such as the DEQ Employee Commute Option (ECO) rule — can be leveraged through further coordination on commute benefit program support, data collection and measuring program impact. In addition, there is opportunity to develop new state, regional and local transportation and land use policies, development code, and regulations to advance TDM, requiring coordination and collaboration across organizations to develop and implement.

Policy 1 Strategies and Implementation Roles

Strategy #	Strategy	State-Level Implementers	Regional-Level Implementers	Local-Level Implementers
1A	**Integrate TDM strategies into transportation system plans, pricing and parking programs, and major capital projects.**	ODOT, DLCD, DEQ[1] – *Partner*	Metro – *Develop* Transit providers – *Lead*	Cities/Counties, Parks districts – *Lead*
1B	**Implement stable, ongoing funding for local and regional TDM programs.**	ODOT – *Partner*	Metro – *Lead*	Cities/Counties – *Partner*
1C	**Establish consistent data collection methods to measure and report on the impact of regional TDM strategies.**	ODOT, DEQ - *Partner*	Metro – *Lead* Transit providers – *Partner*	Cities/Counties – *Partner* TMAs, CBOs[2] – *Partner*
1D	**Refine existing and develop new policies at the state, regional and local levels that support effective TDM implementation.**	ODOT, DEQ – *Partner*	Metro– *Develop* Transit providers - *Partner*	Cities/Counties – *Partner*
1E	**Develop and share regional tools, guidance and resources that improve access to travel options and TDM services for a variety of audiences including community members, schools, employers and local planners.**	ODOT – *Partner* DEQ – *Support*	Metro – *Lead* Transit providers – *Partner*	CBOs, TMAs employers, school districts, Cities/Counties, Shared mobility providers – *Partner*

[1] ODOT: Oregon Department of Transportation; DEQ: Department of Environmental Quality; DLCD: Department of Land, Conservation and Development
[2] TMA: Transportation Management Association; CBO: community-based organization

Policy 1 Implementation Examples

Strategy 1A Example	Strategy 1B Example
Portland Bureau of Transportation: Lotería Go!	**San Diego Complete Communities: Mobility Choices**
The Lotería Go initiative is an interactive community game to celebrate the completion of road safety projects. The program is based on a traditional Mexican game– Lotería, which is like bingo, but uses images on a deck of cards instead of balls with numbers. Lotería Go is a super-sized version of this that gets people outside and walking to neighborhood parks by finding the posted cards along recently improved walking and biking routes. By increasing foot traffic and encouraging multimodal exploration through gamified experiences, programs like Lotería Go can strengthen community ownership of mobility improvements and increase awareness and use of travel options alongside new active transportation investments. In 2023 this program reached over 30,000 neighbors and survey respondents indicated an increased interest in driving less following participation and that the new road projects improved people's feeling of safety and experience walking in their neighborhood. 	The City of San Diego's Complete Communities: Mobility Choices program is a regulatory and investment framework designed to fundamentally shift the city's approach to transportation, aligning development with its Climate Action Plan goals. The program mandates that new development projects either implement TDM measures on site to reduce vehicle miles traveled (VMT) or pay an in-lieu fee. Developers satisfy requirements by earning "mobility points" for providing on-site amenities such as free or discounted transit passes, bikeshare memberships, carshare credits, or mobility infrastructure. The program ties mobility funding to development resulting in access to affordable low-carbon travel options. The funds collected through the in-lieu fee are strategically used by the City to construct sustainable transportation infrastructure including bicycle lanes, improved pedestrian walkways, and transit stop enhancements. COMPLETE COMMUNITIES WE'RE ALL IN

Policy 1 Complementary Policies and Strategies

DEQ Employee Commute Option (ECO) Program	Provides a complementary, implementation-level mechanism requiring large employers to reduce drive-alone commuting.
RTP Transportation System Management and Operations Policies, Policy 4	Refers to the provision of real-time traveler information data across devices and at physical locations that is comprehensive in serving the needs of people, businesses, and freight movement.
RTP Emerging Technology Policies, Policy 3 - Information	Directs the use of the best available data to empower travelers to make travel choices and to plan and manage the transportation system.
RTP Transit Network Concept and High-Capacity Transit Strategy	The RTP defines a regional transit network concept that connects centers and places in alignment with the 2040 Growth Concept. The High-Capacity Transit Strategy identified priority areas for investments in public transportation that moves a lot of people quickly and often — think MAX light rail, streetcar or bus rapid transit service — that would provide the most benefit to the most people. These investments will focus on equity and affordable housing in high-capacity transit areas and help to complete a vision for an integrated regional transportation system.
Parking and Curbside Management	These strategies typically occur at the local level and define where micromobility devices can be parked, staged, and accessed, as well as parking policies that may direct funding to support travel options programs and influence travel choices and traveler behavior.

Policy 2: Financial Incentive Programs

Expand access to existing financial programs and establish new programs to reach more people.

This policy focuses on advancing programs to reach more people and expand existing incentive programs. Transit pass programs and financial incentives are proven ways to increase transit ridership and improve access and mobility. By piloting new incentive models, the region can continue to encourage mode shift, reduce transportation costs, and support equitable access to travel options. The 2025 TDM Needs Assessment & Travel Options Survey found that existing transit pass programs can be challenging to administer but there is broad demand for these programs.

Policy 2 Desired Outcomes

Financial incentives for travel options — such as transit fare or e-bike subsidies, or carpool rewards — lower the cost of sustainable travel, making it more competitive and accessible, and have a proven impact on travel behavior. Improving access and expanding financial incentive programs for travel options can result in increased mobility for community members and mode shift away from single-occupancy vehicles.

Needs and Opportunities

- **Flexible Programs:** Employers and higher education providers seek more flexibility in pass programs to serve a more diverse range of employees, including hybrid workers and day passes for site staff for whom the cost of a universal pass is difficult to justify. Community-based groups have requested additional support to effectively manage enrollment in reduced fare programs, as well as access data to assess usage and need.
- **Non-Commute Benefits:** As regional TDM programs work to encompass an "all-trips approach," there is a gap for people who do not have access to commute benefit programs through their work or who may primarily travel for other needs. Beyond transit passes, other incentive programs to improve access to travel modes have also seen success in mode-shift, such as Portland's **Transportation Wallet** program or "earn a bike" programs.
- **Addressing Cost Barriers:** For many people, the cost of transportation is a significant obstacle to accessing jobs, services, and daily needs. Financial incentive programs help bridge this gap by reducing out-of-pocket expenses for existing travel services and improving access to essential equipment needed to participate in travel options. This is especially relevant for bicycling, where the up-front cost of a bicycle and safety gear can be prohibitive for many households.

Policy 2 Strategies and Implementation Roles

Strategy #	Strategy	State-Level Implementers	Regional-Level Implementers	Local-Level Implementers
2A	**Improve access to and streamline administration of transit pass programs that reach employees, community members, and students.**	ODOT – *Support*	Metro – *Develop* Transit providers – *Lead*	Cities/Counties, TMAs, CBOs – *Partner* Employers, school districts – *Support*
2B	**Develop new and expand existing programs that advance universal basic mobility.**	ODOT – *Support*	Metro, Transit Agencies – *Partner*	Cities/Counties - *Lead* TMAs, CBOs, private sector operators – *Partner*
2C	**Research and pilot new incentive programs that encourage mode shift and support existing travel options users.**	ODOT – *Support*	Metro – *Develop* Transit providers– *Partner*	Cities/Counties, TMAs, CBOs – *Lead*
2D	**Expand programs that reduce the cost of bicycles and scooters through earn-a-bike programs, vouchers, and subsidies**	ODOT – *Support*	Metro – *Develop*	Cities/Counties, school districts, CBOs – *Lead*
2E	**Expand employer parking cash-out programs to incentivize travel options at work sites.**	ODOT, DEQ - *Support*	Metro – *Partner*	Employers – *Lead* Cities/Counties, TMAs – *Partner*

Policy 2 Implementation Examples

Strategy 2A Example	Strategy 2B Example
Minneapolis Metro Transit: Residential Pass Program	**City of Oakland: Universal Basic Mobility Pilot**
Metro Transit in Minneapolis, MN operates the Residential Pass Program that offers multifamily housing developments with over 10 units the option to purchase transit passes for $14 per month per pass. This is an 88% discount from the full price of $120 per month for each pass. The management company must commit to one year and supply one Go-To Card for each unit at their complex. They can offer this service at their own expense or charge the value of the cards back to the resident. They cannot charge more than what they are being charged. This program pays for itself with the requirement that a pass for every unit is purchased for the entire year. Metro Transit	The City of Oakland's **Universal Basic Mobility (UBM) pilot** was a targeted multimodal incentive program designed to address transportation inequities in communities with limited access to affordable and reliable transportation. The pilot provided income-eligible residents with prepaid mobility credits that could be used across public transit and shared mobility services, reducing cost barriers to everyday travel. By offering flexible, user-directed funds rather than mode-specific subsidies, the program expanded participants' access to jobs, food, healthcare, and other essential destinations. Evaluation findings showed increased use of transit and shared modes, reduced reliance on personal vehicles, and improved perceptions of mobility choice and access.

Universal Basic Mobility (UBM) is the concept of providing a foundational level of mobility to all members of society, regardless of factors such as geographic location or income level, through partnerships and policies.

Definition from ITS America

Policy 2 Complementary Policies and Strategies

RTP Climate Policies, Policy 6	Provides information and financial incentives to expand the use of travel options and reduce VMT.
RTP Transportation Equity Policies, Policy 3	Eliminate transportation-related disparities and barriers for communities of color and people with low income through transportation investments.
Climate Smart Strategy, Policy 7: Parking Management	Describes potential policies that regulate parking costs or supply at destinations and provide financial incentives (e.g., transit passes and parking cash-out and employer buy-back programs) to make sustainable modes more competitive.
Metro Comprehensive Climate Action Plan	Calls for offering discounted transit passes as a key transportation action to reduce greenhouse gas emissions, with Metro's RTO program, transit agencies, and local employers as key partners.
E-Bike Voucher Programs and Policies	Programs and policies that reduce the up-front cost of e-bike ownership and encourage adoption among a broader range of users, directly supporting mode shift and equitable access to low-carbon travel. In Oregon, these happen at the local level and are also being discussed at the state level.
Shared Micromobility Policies and Programs	Shared micromobility policies and programs provide the regulatory and partnership framework to manage bikeshare and e-scooter share systems, integrate them with transit and TDM programs, and ensure equitable and safe service delivery across the region.

Policy 3: Place- and Event-Based TDM Programs

Deliver programs that meet the unique needs of specific locations and communities.

This policy focuses on designing TDM programs that address the unique needs of specific locations and communities — such as schools, major events and destinations, and new active transportation capital projects and transit service. The rationale is rooted in the recognition that travel behavior is strongly influenced by the characteristics of places and events, and that targeted TDM interventions can effectively manage demand, increase mode shift, and improve access where transportation needs are most acute.

Policy 3 Desired Outcomes

Travel behavior is strongly influenced by the characteristics of a location, community or the activity leading to a travel need. Targeted TDM interventions can effectively manage demand, increase mode shift, and improve access where transportation needs are most acute.

Needs and Opportunities

- **Managing Demand and Providing Transportation Choices:** Major destinations, including airports, event venues, and health care centers, are a leading source of recreational and essential trips. Seasonal demand in recreational and place-based transportation can create challenges in sustaining transportation strategies year-round rather than concentrating services only during peak periods. Major one-time events provide an opportunity to work with event coordinators to support shifting attendees' travel choices, as well as provide relief for the neighboring community which may be impacted by increased vehicle traffic. The most persistent challenge for building demand for travel options is the widespread availability of free and/or abundant parking. This emerged across all Regional TDM Needs Assessment activities as a universal barrier to shifting travel behavior.
- **School-Focused Programs:** School-focused programs are growing in popularity, but many students and families still face barriers to using travel options to school. For instance, parents and caregivers have concerns that their children are not safe waiting for the bus or traveling by active modes to school. Investing in creative solutions to support student safety on the trip to school through adult-led crossing guards or paid walking school bus leaders are ways that local efforts can directly impact the type of trip taken to school. In addition, school bus ridership is often not included in traditional Safe Routes to School programming, but it can be a critical way for students to travel to

school without driving – particularly for those who live too far to walk or bike - but it is often underutilized.

- **Multifamily Housing-Focused Programs:** Working with community-based organizations (CBOs) and multifamily housing providers, TDM practitioners may be able to better serve families living in affordable housing and deliver programs to those who need it. In addition, as Metro and other agencies invest in transit-oriented development — both affordable and market-rate — there is an opportunity to use TDM to encourage transit use at these locations that are already well served by transit. In addition, many families living in affordable housing may have employment that doesn't offer traditional commute benefit programs, so offering TDM programs where there is a dense population of residents to receive information, and services may be a more effective way to support their travel needs.

Policy 3 Strategies and Implementation Roles

Strategy #	Strategy	State-Level Implementers	Regional-Level Implementers	Local-Level Implementers
3A	**Design TDM programs that provide targeted support for travelers and workers at high-demand locations.**	ODOT – *Support*	Metro, transit providers – *Partner*	Major Institutions – *Lead* Cities/Counties, Parks districts – *Partner*
3B	**Support demonstration projects and quick-build efforts that activate and enhance active transportation — such as Better Block, School Streets, and school circulation improvements.**	ODOT – *Support*	Metro – *Partner*	Cities/Counties – *Lead* School districts and CBOs – *Partner*
3C	**Develop sustainable support to increase adult-led walking and rolling programs and school bus ridership at schools.**	ODOT – *Partner*	Metro – *Develop*	Cities/Counties, CBOs, school districts, PTOs[3] – *Partner*
3D	**Develop a coordinated approach to improve micromobility parking and storage, prioritizing secure storage at multifamily housing and parking at key destinations.**	ODOT – *Support*	Metro – *Develop*	Cities/Counties, major institutions, multifamily housing providers, CBOs – *Lead*
3E	**Expand employer-focused bike commute encouragement, education and incentive programming.**	ODOT – *Partner*	Metro – *Partner*	Cities/Counties, employers, TMAs, CBOs – *Lead* Shared micromobility providers – *Partner*

[3] PTO: parent-teacher organization

Policy 3 Implementation Examples

Strategy 3A Example	Strategy 3D Example
TriMet Ticket2Ride Program	**City of Tigard's Power to the Pedal E-Bike Lending Library**
Ticket2Ride is TriMet's partnership program with destination venues to integrate transit fare with digital tickets to specific events. Currently, TriMet partners with Providence Park and the Oregon Zoo to offer Ticket2Ride for select major events. Incentivizing transit to event venues at no cost to the consumer is an effective method to center travel options in marketing campaigns, promote transit use outside of event days, and reduce vehicle congestion and unsafe driving behaviors often associated with major events. 	The City of Tigard's Power to the Pedal program is a pilot e-bike lending library operated in partnership with Westside Transportation Alliance (WTA) at two multifamily affordable housing locations. By placing shared e-bikes directly where residents live, the program serves residents where they are and removes common barriers to biking such as cost, storage, and uncertainty about whether biking is a practical option. Much like the BIKETOWN program serving the Portland area, the program approach enables residents in Tigard to test e-bikes for commuting, errands, and daily trips. POWER to the PEDAL

Strategy 3C Example

Oregon Walks Walking School Bus Program

Oregon Walks designed their Walking School Bus Program to develop community transportation leaders (called School Liaisons) to learn about, create, and deploy sustainable walking school buses at elementary schools across the region. The School Liaisons lead the coordination of walking school buses for their designated neighborhood school, including recruiting volunteers, training community members and coordinating consistent walking programming. Oregon Walks provides School Liaisons with training in areas such as community engagement, safety, and route planning and they are equipped with a walking kit and safety gear. Throughout the program, School Liaisons receive monthly one-on-one goal setting support and attend monthly cohort training meetings.

Policy 3 Complementary Policies and Strategies

Metro Regional Transportation Safety Strategy	Identifies regional safety policies, strategies and actions including identification of High Injury Corridors and intersections. The RTP aims to reduce fatal and serious crashes, and place-based TDM can support identifying needed safety improvements.
RTP Climate Policies, Policy 7	Identifies the need to manage parking supply at mixed-use centers and corridors and reduce the amount of land dedicated to parking to increase multimodal trips and reduce vehicle miles traveled.
Transit-Oriented Development	By locating affordable and multi-family housing close to transit, there is an opportunity to implement TDM strategies that can further incentivize and increase transit use. Requiring developers to incorporate TDM measures such as secure bike parking, real-time transit arrival screens or integrated transit pass programs into housing developments — rather than investing in costly parking infrastructure — helps lower housing costs and promotes equitable, sustainable communities.
Event Management Plans	Specific, temporary management strategies that create opportunities to mandate or incentivize mode shift for large gatherings.
Safe Routes to School Plans	Often developed at the school, district, or local jurisdiction level, these plans identify specific infrastructure improvements determined by the school community as places with known safety issues and where children and families do not feel safe, as well as programmatic needs to better support families walking, biking and rolling to school.
Bike Parking Code Requirements or Design Standards	These requirements typically occur at the local level and expand access to secure, visible, and convenient parking at destinations, addressing one of the primary deterrents to micromobility use.
Parking Management Plans and Requirements	These plans and requirements typically occur at the local level. The availability and cost of parking can impact the travel choices that people make, particularly in traveling to high demand locations.

Policy 4: Community-Centered and Inclusive TDM Programs

Support TDM programs that create welcoming and safe environments for people with diverse lived experiences, abilities and identities.

This policy focuses on designing TDM programming with and for the communities served, directly addressing disparities and fostering inclusion. Equitable access to travel options requires programs that are welcoming, safe, and responsive to the needs of the greater Portland region's diverse communities. While efforts to encourage more inclusive and representative programs and services have been advanced through updates to the RTO grant program since the 2018 Regional Travel Options Strategy and the 2022 RTO Racial Equity Strategy, additional investment and coordination is needed.

Policy 4 Desired Outcomes

TDM programs are more effective when they are built with, and for, the communities they serve. TDM programs that emphasize inclusion can remove barriers to participation and support equitable access to travel options, resulting in increased mobility and more resilient communities.

Needs and Opportunities

- **Safety:** Safety concerns in public spaces and fears linked to an individual's identity limit the ability of some communities to feel comfortable participating in travel options — or even attend events and activities held in public. Community-led solutions are needed to address safety and security concerns in the public realm, which directly influences transit ridership and the broader use of travel options.
- **Culturally Specific Programs:** Culturally specific programs are intentionally designed to reflect the values, languages, and lived experiences of specific communities. These programs help build trust, improve participation, and ensure travel options are accessible and relevant to the people they intend to serve.
- **Education & Hands-On Training:** Knowledge and skill development supports individuals in gaining the confidence and tools needed to use travel options safely and effectively. This includes activities such as personalized trip planning, group-based education, and learn-to-ride programs.

Policy 4 Strategies and Implementation Roles

Strategy #	Strategy	State-Level Implementers	Regional-Level Implementers	Local-Level Implementers
4A	**Expand access to personalized trip planning and tailored resources to help community members feel confident using travel options.**	ODOT – *Support*	Metro, transit providers – *Partner*	TMAs, CBOs – *Lead* Cities/Counties – *Partner*
4B	**Invest in community-identified solutions that advance personal safety and security while traveling in public spaces.**	ODOT – *Support*	Metro – *Develop* Transit providers – *Partner* CBOs – *Lead*	Cities/Counties, TMAs – *Partner*
4C	**Increase active transportation group programming that removes barriers and fosters connected communities.**	ODOT – *Support*	Metro – *Partner*	CBOs – *Lead* TMAs – *Partner* Cities/Counties – *Support*
4D	**Advance education efforts that teach children and adults how to ride a bike.**	ODOT, ODE[4] – *Partner*	Metro – *Develop*	Cities/Counties, school districts, CBOs – *Partner*
4E	**Enhance and expand partnerships between TDM service providers and culturally specific organizations[5].**	ODOT – *Support*	Metro – *Develop*	Cities/Counties, school districts – *Partner* CBOs – *Partner*

[4] ODE: Oregon Department of Education
[5] Culturally specific organizations provide programs or services to a cultural community of people with shared values, traditions, languages, food, or customs. Culturally specific organizations deliver programs in ways that are relevant, approachable and cultivate a sense of belonging.

Policy 4 Implementation Examples

Strategy 4C Example	Strategy 4D Example
Beyond Traffic Safety: Building Community Belonging and Safety in Public Spaces	**WeBike Program by The Street Trust: Creating a Gender-Inclusive Space with Bicycling**
PBOT partnered with the Division Midway Alliance on the Beyond Traffic Safety project to document community members' experiences and reflections on what personal safety means to them and to identify ways government agencies and community can make public spaces safer. The Division Midway Alliance led the engagement process through their cultural liaison model, with liaisons who speak Bhutanese, Chinese, Karen, Spanish, and Vietnamese recruiting participants and facilitating focus groups. The project developed a Personal Safety Toolkit that identifies infrastructure tools and community programming.	WeBike is The Street Trust's program to inspire more trans people, gender non-conforming people, Two Spirit people, and women (both trans and cis) to incorporate a bike into their lives and use biking to meet their transportation needs and personal goals. The program aims to dismantle barriers to cycling through group rides, knowledge-sharing events, meet and greets, and mentorship. In addition to in-person events and activities, they have an active online community for members to share resources and connect with one another.

Policy 4 Complementary Policies and Strategies

RTP Transportation Equity Policies, Policies 2, 3, and 5	These policies call for investments in the transportation system that support community stability by anticipating and minimizing the effects of displacement and other affordability impacts on marginalized communities; prioritizing transportation investments that eliminate transportation-related disparities and barriers for marginalized communities; and collecting and assessing qualitative and quantitative data to understand the transportation-related disparities, barriers, needs, and priorities of communities of color and other marginalized communities.
RTP Safety and Security Policies, Policy 3	This policy prioritizes investments that benefit people with higher risk of being involved in a serious crash, including people of color, people with low incomes, people with disabilities, youth, older adults, people walking, people bicycling, people on motorcycles, and people working in the right-of-way. This policy aligns with the strategy to invest in community-identified solutions to advance personal safety and security.
Metro Emerging Technology Strategy, Policy 1 - Equity	Make emerging technology accessible, available and affordable to all and use technology to create more equitable communities.
Public Health Policies or Initiatives	These policies can support TDM by engaging communities to address health disparities, promoting active transportation like walking and biking, and targeting improvements in neighborhoods with limited infrastructure or higher health disparities.

Policy 5: Adaptive and Resilient TDM Programs

Design flexible and innovative TDM programs that respond to a changing climate, service disruptions, emerging technologies, and the evolving needs of travelers.

Policy 5 Desired Outcomes

Travel behavior can be shaped by disruptions (e.g., pandemics, weather, construction) and impacted by new options or emerging technologies. Adaptive and resilient TDM programs help maintain mobility even during unexpected changes to support a broad array of trip types and can support increased use of new services, maximizing their impact.

The COVID-19 pandemic profoundly disrupted traditional transportation patterns, exposing gaps in current TDM strategies. The region must continue to be prepared for changes to travel behavior — whether that be impacts from a changing climate or shifting travel needs and priorities of a diverse region. As noted in Metro's 2025 TDM Needs Assessment, the rise of hybrid and remote work has reduced the predictability of daily commutes, while flexible work arrangements have driven an increase in diverse, non-commute trips such as errands, medical visits, and recreational activities. This policy emphasizes building programs that can adapt and remain effective as travel patterns evolve. The strategies and implementation roles associated with this policy seek to address the following needs and opportunities identified in the assessment:

- **Commute and Non-Commute Travel:** TDM practitioners are challenged to adjust programming to focus on all types of trips, as well as effectively supporting travel options access to non-commute related opportunities. Regional data shows a strong tie between remote work and income level, meaning most jobs that require workers to be in-person are lower-wage positions. The increase in non-commute trips for essential needs is also often linked to caregiving – impacting parents and working families.
- **Data Collection and Monitoring:** Data Collection and Monitoring: TDM programs must expand trip pattern monitoring beyond traditional commute metrics to better understand changing travel behavior. Enhanced data collection and performance tracking will enable more agile, responsive, and effective program adjustments over time.
- **Collaboration and New Service Models:** As new mobility models emerge — including mobility hubs, vanpools, shuttles, shared micromobility services and expanded access to personal e-bikes — strong public-private partnerships are needed to coordinate services, maintenance, funding, and user support. Cross-sector collaboration will be critical to scaling new travel options and ensuring their long-term viability.

Policy 5 Strategies and Implementation Roles

Strategy #	Strategy	State-Level Implementers	Regional-Level Implementers	Local-Level Implementers
5A	**Design TDM programs that respond to changing travel patterns with a focus on travel to essential destinations - such as health care and social services.**	ODOT – Support	Metro, transit providers – *Partner*	Cities, Counties, TMAs, CBOs – *Lead*
5B	**Promote employer TDM strategies that support a variety of work schedules and adapt to reflect changing workforce travel norms, with a focus on workers who do not have remote options.**	ODOT – *Partner* DEQ – *Partner*	Metro, transit providers – *Partner*	Cities, Counties, employers, TMAs, CBOs – *Lead*
5C	**Coordinate with shuttles, mobility hubs, and shared micromobility options to ensure robust promotion, outreach, and use.**	ODOT – *Partner*	Metro, transit providers – *Partner*	Cities/Counties, Parks districts, TMAs, CBOs, private sector operators – *Lead*
5D	**Advance a sustainable, regionally coordinated vanpool program that is positioned to receive and distribute federal and/or state vanpool subsidies.**	ODOT – *Partner*	Metro – *Develop* Transit providers – *Partner*	CBOs, TMAs, employers, private sector operators – *Partner*
5A	**Design TDM programs that respond to changing travel patterns with a focus on travel to essential destinations - such as health care and social services.**	ODOT – Support	Metro, transit providers – *Partner*	Cities, Counties, TMAs, CBOs – *Lead*

Policy 5 Implementation Examples

Strategy 5B Example	Strategy 5D Example
Georgia Commute Options: Supporting Essential and On-Site Workers	**Vanpool Efforts in Oregon: Salem Vanpool**
The Atlanta Regional Commission's Georgia Commute Options program is a central component of its *2023 Regional TDM Plan*, promoting employer TDM strategies that support a wide range of work schedules with specific strategies tailored to workers who do not have remote options. The program partners with employers in sectors such as manufacturing, logistics, healthcare, and other onsite industries to tailor commute services for shift and non-traditional schedules. Through targeted employer outreach, carpool and vanpool matching, flexible incentives, and schedule-appropriate marketing, Georgia Commute Options helps essential workers access affordable and reliable commute alternatives. GEORGIA**COMMUTE**OPTIONS	Cherriots, the public transit provider for Salem, Keizer, and the mid-Willamette Valley, operates a successful vanpool program through its Cherriots Commuter Options (CO) program. The agency organizes and uses Oregon Department of Transportation funds to subsidize vanpools for employees with shared commute patterns, providing vehicles, rider support, and access to its Guaranteed Ride Home program. In 2025, Cherriots supported 39 active vanpools serving 216 commuters across Polk, Marion, and Yamhill counties. Strategic route coordination improved efficiency and occupancy while expanding the program. Subsidies totaled $209,169 which covered about 37% of operating costs per vanpool, helping keep vanpooling affordable and reliable for regional workers.

Policy 5 Complementary Policies and Strategies

Metro Transportation System Management and Operations (TSMO) Strategy	Provides a coordinated set of strategies and technologies for efficient regional transportation system operations with the goal of getting the most performance out of existing transportation facilities, which complements TDM's demand management focus.
Metro Emerging Technology Strategy, Policy 4 - Innovation	Elevates the need to partner with new mobility companies, support pilot projects and test new tools and data to manage the transportation system.
Metro Community Connector Transit Study	Through this study, Metro will recommend a regional approach for enhancing the public transit system with community connector transit, a type of public transportation that typically uses smaller vehicles, such as shuttles or vans. It is often more flexible than a bus — from going off-route to pick up or drop off riders to being by-request whenever and wherever needed (like Uber or Lyft). The study will identify where to allocate resources for improvements first. The outcomes of the work will inform updates to the next RTP, and TDM can play a supportive role in promotion and coordination with Community Connector investments and activities recommended through this study. It is often more flexible than a bus — from going off-route to pick up or drop off riders to being by-request whenever and wherever needed (like Uber or Lyft).
Flexible Schedule and Telework Policies	Policies that influence flexibility in work schedules and the ability to work from home, directly supporting TDM's efforts to manage peak-hour travel demand and reduce drive alone commute trips.

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Chapter 4: Performance Monitoring & Measurement

Chapter 4 describes how Metro and regional partners will track progress toward regional goals, policies and performance targets through coordinated performance monitoring and measurement of TDM in the region. A regional approach requires consideration of multiple factors to understand and plan for the TDM system holistically.

Performance Measurement Approach

The Regional TDM Strategy performance monitoring and measurement approach will:

- **Propose new Regional TDM Performance Metrics that will be used to monitor progress toward RTP performance targets.**
    - **Purpose:** Strengthen alignment among regional, state, and local performance monitoring efforts and highlight where Metro can effectively measure TDM contribution toward regional mobility and climate goals.
- **Develop an RTO Program Evaluation Framework that tracks progress toward regional TDM policies, addressing transportation barriers, and fostering meaningful behavior change.**
    - **Purpose:** Streamline reporting requirements for Regional Travel Options (RTO)-funded partners and focus on addressing the behavioral, informational and social barriers to transportation.
- **Utilize analytic tools to identify gaps and opportunities in TDM programming to better address unmet needs.**
    - **Purpose:** Further identify gaps and needs, improve understanding of performance, and inform investment decisions. The framework outlined in this chapter aligns with Metro's interim planning guidance for local jurisdictions that recommends a gap analysis approach by considering policy, programs, geography, user groups, and transportation modes.

Regional TDM Performance Metrics

Measuring regional TDM performance will inform how TDM programs contribute to progress in meeting the goals and targets outlined in the RTP and assess whether Metro and partners are on track to implement the long-term levels of TDM coverage envisioned in the RTP and Climate Smart Strategy.

The Regional TDM Strategy contributes directly to several RTP performance measures and is also guided by regional and state policy to track specific TDM actions. This section identifies Regional TDM Performance Metrics that align with and contribute to the measurement of **two RTP performance measure targets (Table 6):**

Table 6. RTP Performance Targets

RTP Performance Measure	RTP Performance Target
System Completion	Complete the motor vehicle, transit, bicycle, trail and pedestrian networks and implement strategies for managing the transportation system and travel demand, with completion of bicycle, trail and pedestrian networks by 2035.
Vehicle Miles Traveled (VMT)	Reduce vehicle miles traveled per person by 35% by 2050, with a 30% reduction by 2045 and a 25% reduction by 2040, compared to 2005.

Regional TDM Performance Metrics: System Completion

Through the 2023 RTP Regional Mobility Policy update, System Completion was established as a performance target that explicitly includes transportation demand management and system management in addition to physical multimodal networks. To support local implementation, Metro developed interim, process-oriented guidance to help jurisdictions define and plan for TDM system completion in their local transportation system planning context. This approach is described in **Chapter 2: Policy Framework.**

The following Regional TDM Performance Metric will assess progress toward TDM System Completion:

TDM Performance Metric	**Share of jurisdictions with TDM plans integrated into their TSP consistent with RTP guidelines.**
Purpose	Tracks progress toward integrating TDM into local transportation system planning in alignment with the RTP and the Regional Mobility Policy, and consistent with state transportation planning guidance.
Implementation Considerations	Monitored through Metro TSP liaison program and coordination with local partners as TSPs are updated on a rolling basis.
Next Steps	As a short-term action, Metro staff will update existing TDM System Completion Guidance and associated toolbox of strategies for local jurisdictions alongside RTP and RTFP updates, as well as develop additional tools and allocate resources to support local jurisdictions integrating TDM into local planning processes.

Exploratory TDM System Completion Performance Metrics

As Metro expands RTP project-level assessment, there is an opportunity to further integrate and evaluate TDM within the RTP call for projects process. The following exploratory metrics are intended to inform future guidance, collaboration, and measurement opportunities:

Exploratory Metric	**Identification and analysis of near-term constrained RTP capital projects that incorporate TDM-supportive street and trail design elements or include complementary TDM programming.**
Purpose	Track progress in integrating TDM into capital project scopes and budgets, a critical component of achieving system completion for TDM.
Implementation Considerations	Metro will assess updates needed to the RTP call for project process to identify TDM-supportive street and trail design elements that project leads can select as part of RTP submissions. This assessment will occur during the 2028 RTP process and may inform project-level assessment in the 2028 RTP update and subsequent RTP cycles.
Next Steps	As a short-term exploratory action, Metro staff will develop guidance on integrating TDM programs into transportation capital projects. As an additional action, Metro will continue to require delivering TDM programs upon project completion as a condition of approval for awarded Regional Flexible Fund Step 2 projects and support awarded projects with implementation.

Exploratory Metric	**Develop guidance for meeting TDM-related congestion management requirements for major capital projects.**
Purpose	Track application of Metro's Congestion Management Process and compliance with Oregon Highway Plan Policy 1G, which requires the consideration and use of TDM- in addition to other congestion management strategies- prior to roadway capacity expansion.
Implementation Considerations	Metro will assess updates needed to the RTP project submission process to collect this information. This assessment will occur during the 2028 RTP process and may inform project-level assessment in the 2028 RTP update and subsequent RTP cycles.
Next Steps	As a short-term exploratory action, Metro will develop more detailed guidance on compliance with OHP Policy 1G and Metro's Congestion Management Process as it relates to TDM, expanding on the existing toolkit provided in the RTP.

Regional TDM Performance Metrics: Vehicle Miles Traveled

Metro's Climate Smart Strategy, as the regionally approved transportation scenario, establishes implementation monitoring measures that serve as the regional reporting mechanism for all jurisdictions within Metro's boundaries under the Climate Friendly and Equitable Communities (CFEC) rulemaking process. These measures are reported by Metro every two years. The RTP provides a high-level regional assessment of progress toward the VMT reduction performance target that accounts for both RTP projects and policies and outside factors like economic change and population growth. The implementation monitoring measures identified in Climate Smart provide more detailed information on Metro and partner agencies' progress in implementing climate actions and on the climate benefits of these actions.

The following Regional TDM Performance Metrics are intended to update the existing Climate Smart Strategy Policy 6 implementation monitoring measures and support tracking Metro's progress toward the VMT reduction target identified in the RTP. Together, these metrics emphasize TDM programs that have a measurable and evidence-based impact on reducing VMT and make travel options more affordable:

TDM Performance Metric	**Share of workers who have access to an employer-provided transportation financial incentive.**
Purpose	Tracks employer-based TDM programs that offer financial benefits to employees — such as transit passes, vanpool programs, and parking cash-out — that have demonstrated potential to reduce drive-alone trips.

TDM Performance Metric	**Share of people with access to a transportation subsidy or financial incentive program, outside of employer or school-provided programs.**
Purpose	Tracks access to subsidy-based TDM programs that reach people through a variety of sources including multi-family housing, parking districts, or income-based subsidies. These subsidies can include transit passes or shared bike or scooter share credits.

TDM Performance Metric	**Share of K-12 students with access to programs that provide incentives and support to walk, bike, take transit, or ride the school bus.**
Purpose	Tracks student and family-focused TDM programming that supports non-driving school travel. These programs can include adult-led walking or biking groups, student transit pass programs, or efforts to increase school bus ridership.

Implementation Considerations	Metro staff will track these metrics in collaboration with regional partners, identified in **Table 7**.
Next Steps	Baselines, targets and data collection methodology will be identified through a subsequent collaborative process with regional partners.

Research on Climate Impact of TDM Strategies

The California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, compiles research and methods to quantify the GHG and VMT reductions from different transportation actions; measures T-5 through T-13 discuss different TDM programs. Metro's 2025 Comprehensive Climate Action Plan identified discounted transit passes as a key climate action for the region based in part on the evidence provided through this handbook, reflected in all three implementation monitoring measures.

Table 7. Regional TDM Performance Metrics

RTP Goal and Performance Measure	RTP Target	TDM Performance Metric	Data Sources
Mobility Options: System completion	Complete the motor vehicle, transit, bicycle, trail and pedestrian networks and implement strategies for managing the transportation system and travel demand, with completion of bicycle, trail and pedestrian networks by 2035.	Share of jurisdictions with TDM plans integrated into their TSP consistent with RTP guidelines.	Metro, local jurisdictions
		Exploratory: Identification and analysis of near-term constrained RTP capital projects that incorporate TDM-supportive street and trail design elements or include complementary TDM programming.	Metro, state and local jurisdictions
		Exploratory: Develop guidance for meeting TDM-related congestion management requirements for major capital projects.	Metro, transit providers, state and local jurisdictions
Climate: Vehicle miles traveled	Reduce vehicle miles traveled per person by 35% by 2050, with a 30% reduction by 2045 and a 25% reduction by 2040, compared to 2005.	Share of workers who have access to an employer-provided transportation financial incentive.	Metro, transit providers , commute program providers
		Share of people with access to a transportation subsidy or financial incentive program, outside of employer or school-provided programs.	Metro, transit providers, local jurisdictions
		Share K-12 students with access to programs that provide incentives and support to walk, bike, take transit, or ride the school bus.	Metro, transit providers, School Districts, state and local jurisdictions

RTO Program Evaluation Approach

The RTO program directs and funds a variety of TDM programs across the region that support the policies and strategies identified in the Regional TDM Strategy. Tracking progress is essential for accountability and ongoing program improvement, while ensuring that data collected by TDM service providers meaningfully contributes to understanding program impact.

As the RTO Program reorients its activities to align with the Regional TDM Strategy, performance measurement will focus on asking targeted, policy-relevant questions of both grantees and the RTO program itself. This approach emphasizes collecting the right information — at the right level — to understand where programs are being delivered, who they are reaching, and how they contribute to desired outcomes. Metro-hosted analytic tools (discussed in the following section) will be used to support this effort and to illuminate regional trends, gaps, and opportunities for TDM programming.

The RTO program's evaluation framework focuses on linking program **effort and effect** with desired **impact**.

Effort: What activities were delivered? (Quantity)	Measures of effort capture what program activities were delivered and how much was delivered (i.e. number of people participating in a specific program). The RTO program will work with grantees to identify a flexible library of metrics tailored to the activities funded in each grant cycle, aligning with Regional TDM Policies and Strategies.
Effect: Who did the activities reach and where were they delivered? (Quality)	The RTO program will use analytic tools (detailed in the following section of this chapter) to determine if program activities are reaching intended populations or priority geographies, as well as identify service gaps or unmet needs. Metro RTO will work with partners to identify metrics and data collection methods to support evaluating the effectiveness of program activities, which may include demographic data on participation or intended audience and/or data on delivery location(s).
Impact: What difference did these activities make?	Measures of impact assess effect of program activities. Impact examines whether TDM programs improved access to travel options, increased knowledge or skills, or supported changes in travel behavior. Because TDM programs influence behavior over time and in different ways, impact is evaluated using a "stages of change" framework. This framework will be applied to program activities and metrics, to track investment and outcomes across these stages.

TDM programs seek to influence travel behavior by increasing awareness of options, building skills and confidence, and improving access to resources. Program outcomes can be assessed across the following stages of behavior change:[6]

Contemplation:	Individuals become aware of available travel options and consider trying a new mode. This stage focuses on a change in perception, attitude or opinion toward travel options.
Preparation:	Individuals gain the information, skills or tools needed to make new travel choices, increasing readiness to change behavior.
Action:	Individuals actively use a new mode of travel, due to a change in circumstances, such as access to a transit pass, or a behavioral choice.
Maintenance:	Individuals are supported in sustaining new travel behaviors through ongoing engagement, participation in programming that is relevant to their circumstance, or feeling connection to a travel options community.

Together, measures of effort, effect, and impact provide a more complete picture of how RTO-funded programs contribute to removing transportation barriers and supporting travel behavior change over time.

Supporting Equitable Transportation

In addition to contributing to regional mobility and climate goals, TDM plays a critical role in reducing transportation barriers for communities across the region.

RTP Goal 3, Equitable Transportation, identifies the objective (3.2) to "eliminate barriers that people of color, people with low incomes, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs."

Current RTP performance measures in support of this objective track geographic investment and built environment conditions. However, travelers in the region experience many additional barriers that are behavioral, informational, or social in nature — such as affordability, safety, and comfort, or access to travel information, education, and resources. These barriers often disproportionately impact marginalized communities.

Through its evaluation approach, the RTO program provides an opportunity to better understand and track progress in reducing transportation barriers and advancing equitable access across the region.

[6] The Stages of Change Theory, or Transtheoretical Model (TTM), describes behavior change as a gradual, cyclical process: https://www.ncbi.nlm.nih.gov/books/NBK556005/

Figure 10 shows example measures of effort, assessments of effect, and indicators of impact associated with different types of activities and illustrates how these measures align with policies in the Regional TDM Strategy. The examples shown are illustrative and are not intended to represent a required or exhaustive set of metrics. The RTO program will work with grantees to identify a flexible library of metrics tailored to the activities funded in each grant cycle along with standardized qualitative and quantitative assessment tools, focusing required data collection on measures that meaningfully assess quantity, quality, and potential impact.

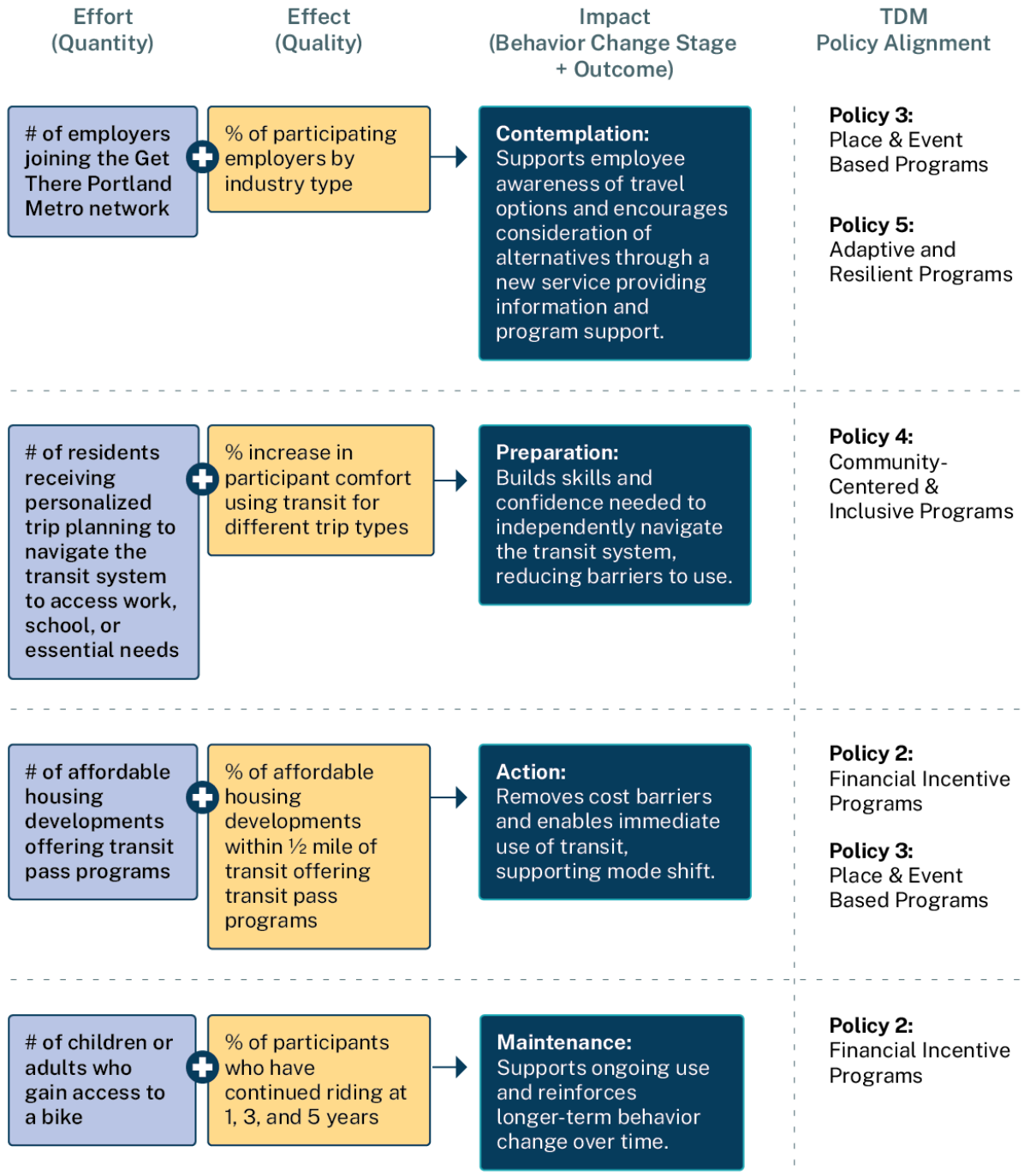

Figure 10. TDM Evaluation Framework for RTO-Funded Programs

Monitoring Progress and Assessing Gaps

Effective TDM programs complement transportation infrastructure and services, reach communities across the region, and prioritize populations with the greatest needs. By leveraging Metro-developed tools and monitoring key RTP performance measures, the RTO program can target TDM investments to areas and populations where they can be most effective. This section describes the analytic approach Metro will take to improve understanding of performance, further identify gaps and needs, and inform investment decisions.

Metro hosts several analytic tools that support assessment of TDM needs across geographies and populations, helping Metro and partners identify gaps, prioritize investments, and tailor programs to local context, as described in this section.

Equity Focus Areas

Metro defines Equity Focus Areas (EFAs) **(Figure 11)** as census tracts where the rate of Black, Indigenous, or People of Color, people with limited English proficiency, or people with low income is greater than the regional average. The density (persons per acre) of one or more of these populations must be double the regional average to qualify as an EFA. EFAs can help Metro and partners assess whether TDM programs are reaching high-priority populations.

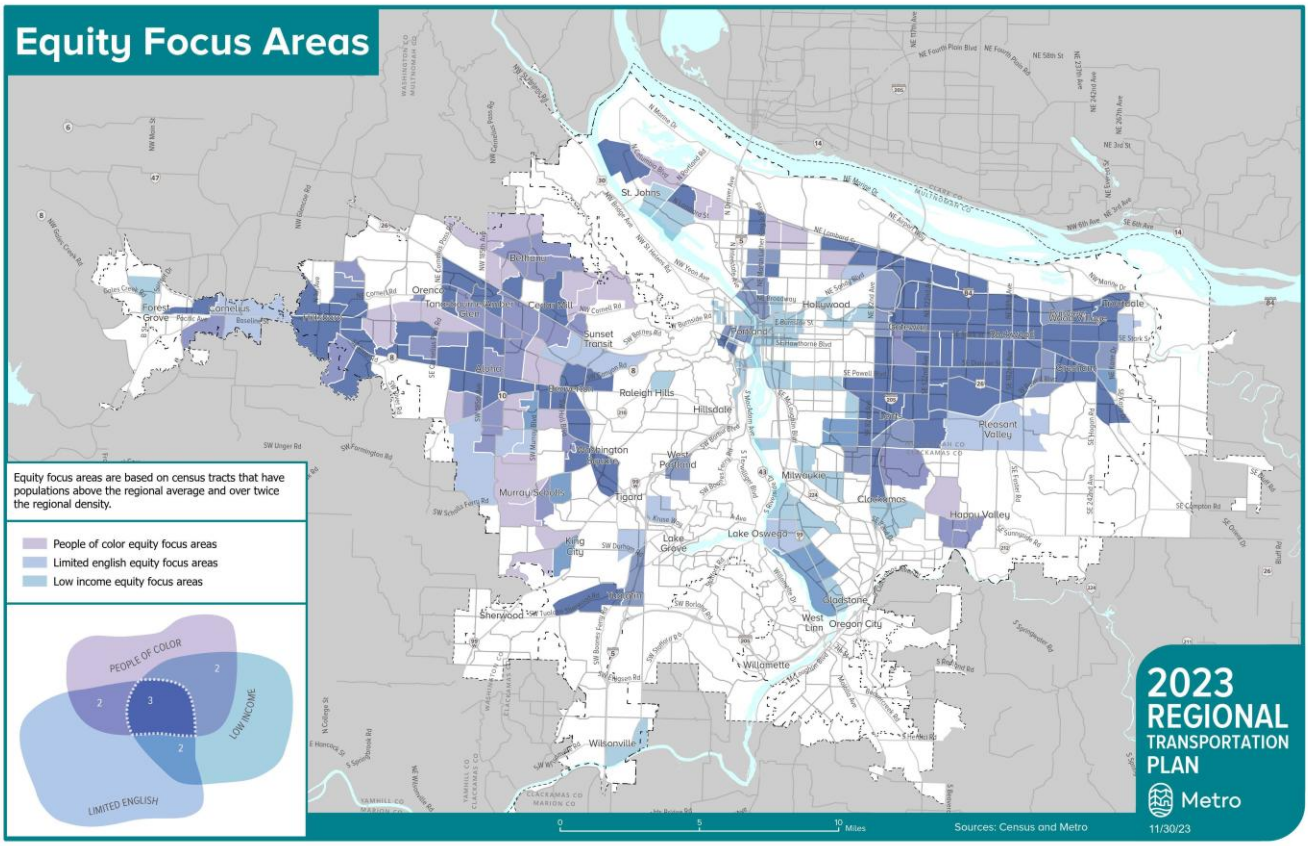

Figure 11. Image of Metro Equity Focus Areas

Social Vulnerability Index

Metro's Social Vulnerability Index (SVI) models general social vulnerability for the 5-county Portland, Oregon metropolitan region and is calculated from many indicators including low income, age and more. Mapped in Metro's Social Vulnerability Explorer (**Figure 12**), darker blue tracts indicate that the Social Vulnerability Index is higher (more vulnerability) in that part of the region.

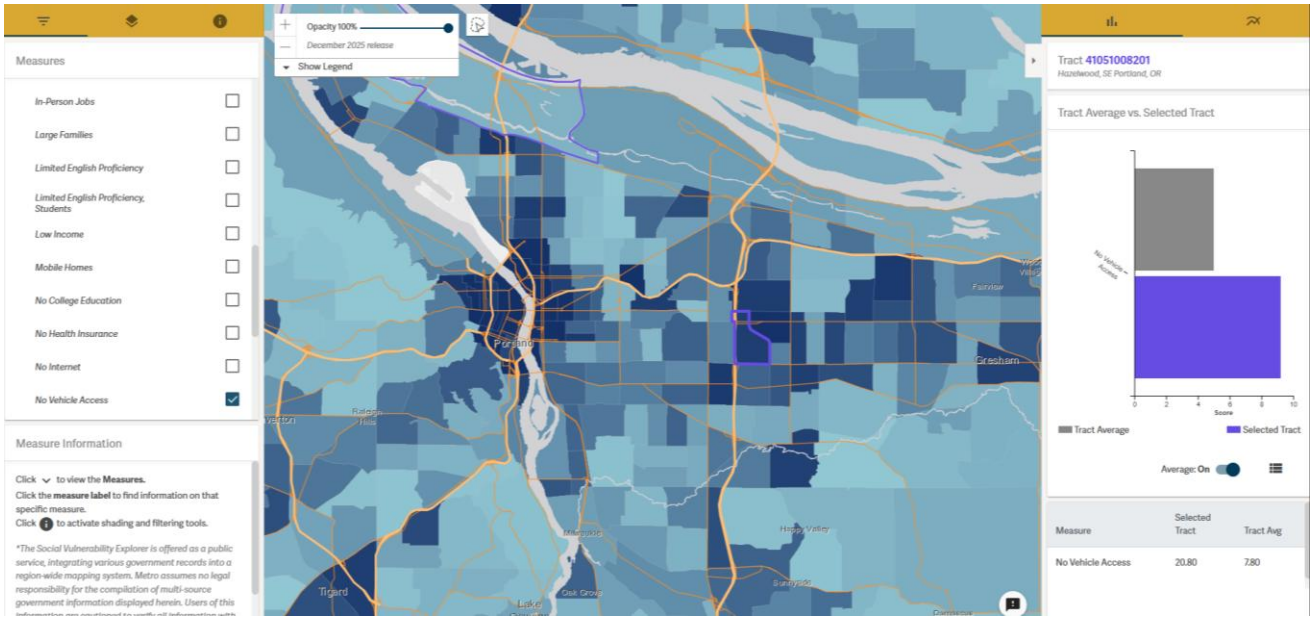

Figure 12. Image of Metro's Social Vulnerability Explorer

Context Score Tool

The Context Score tool produces an index of travel options-related metrics for a given location. Metrics include proximity to parks, bike route density, sidewalk density, transit access (density of stops weighted by number of total weekday headways), urban living infrastructure (density of amenities), intersection density, and block size density. Context scores can be applied to specific locations or summarized by geography. This tool can help Metro and partners understand which types of TDM programs are most likely to succeed in different areas. **Figure 13** shows an example application of the Context Score Tool developed during the 2019-2023 RTO Grant Evaluation process.

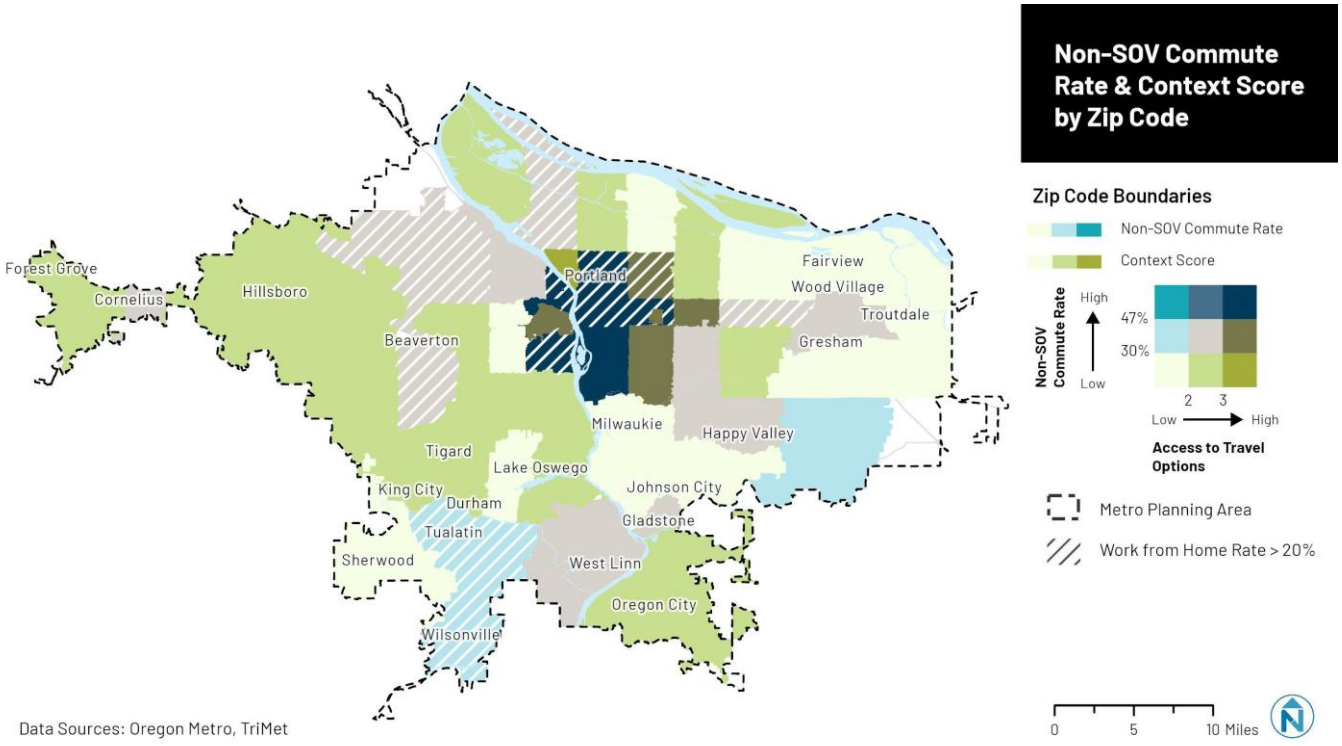

Figure 13. Example application of Metro Context Score Tool

Safe Routes to School Walkshed Analysis Tool

This Regional SRTS Walkshed Analysis Tool (**Figure 14**) assigns all schools in the region a Walkshed Quintile, a relative score which combines metrics for physical infrastructure limitations (barrier streets, crashes, and missing sidewalks) with student transportation vulnerability indicators (students of color, students with a disability, English learners, students experiencing poverty, and absenteeism). Higher scores indicate higher relative vulnerability and need compared to other schools in the region. This tool can help Metro and partners identify where Safe Routes to School and related programs are needed most.

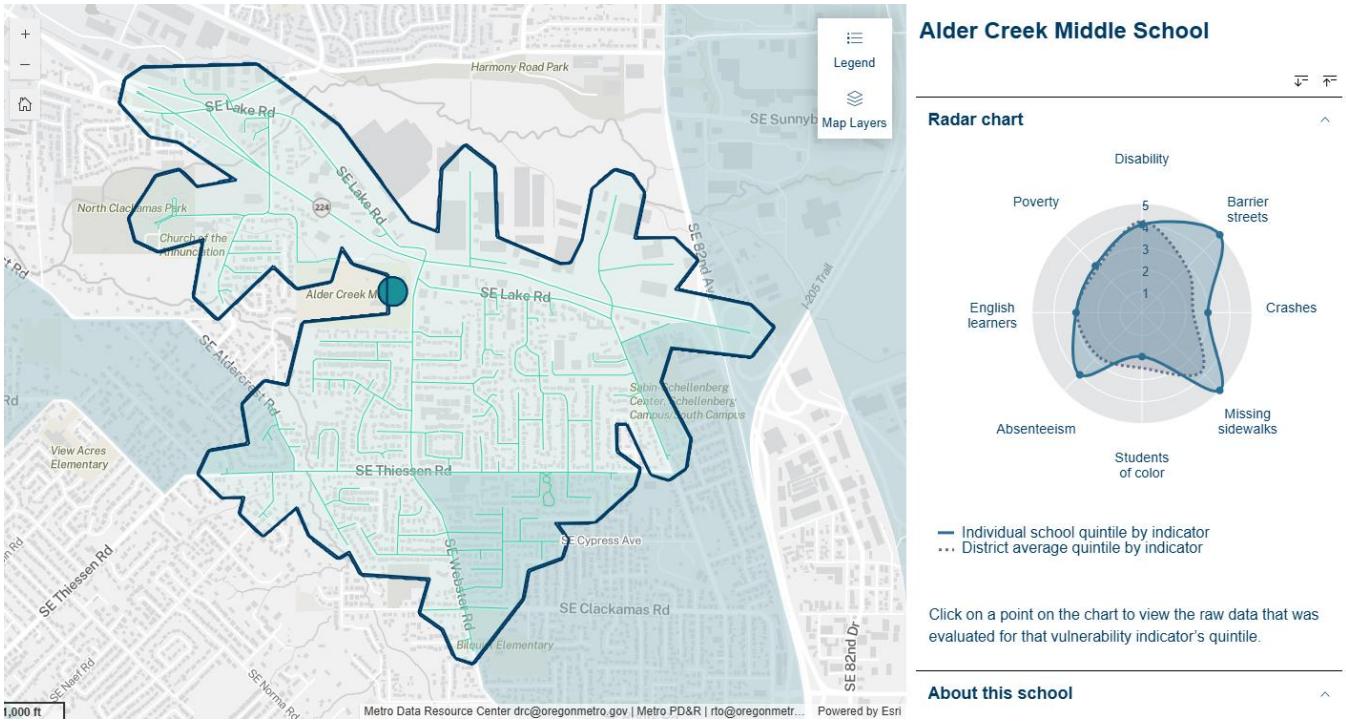

Figure 14. Image of Metro's Safe Routes to School Walkshed Analysis Tool

Get There Portland Metro Employer Mapping Application

The Get There Portland Metro Employer Mapping Application (**Figure 15**) limited-access inventory of employment sites and characteristics supports collaboration among RTO Commute Program partners. This tool presents an opportunity to track employer-related TDM performance metrics spatially, understand the distribution of commute benefit programs in relation to other spatial datasets, and prioritize employee-focused TDM programs and services based on industry type and local context.

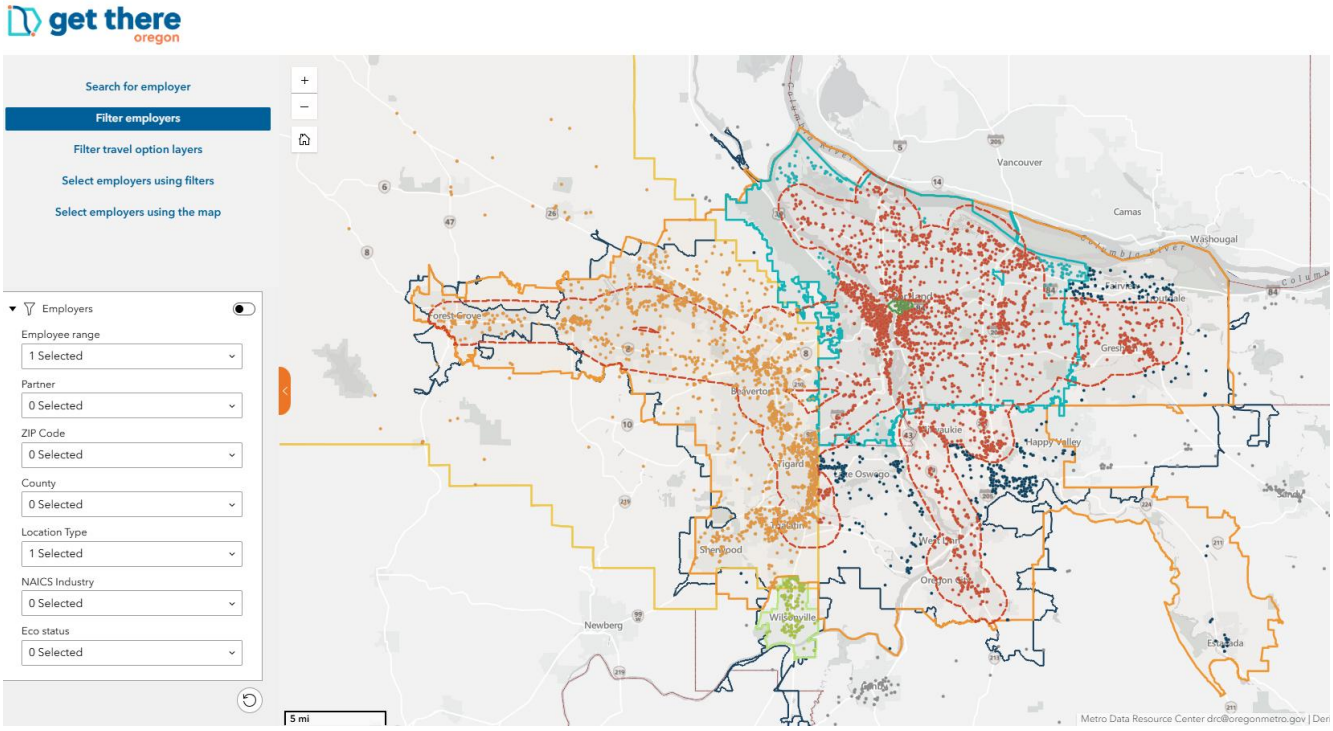

Figure 15. Image of Get There Oregon Employer Mapping Application

Oregon Travel Study

The Oregon Travel Study (OTS) provides detailed data on travel behavior and attitudes from more than 20,000 households statewide, including a week-long smartphone-based data collection for many participants. Data was collected between 2023-2024 and the study includes emerging topics included such as e-bikes and micromobility, ride-hailing, e-commerce, electric vehicles, and working from home. Insights derived from OTS can help RTO staff and partners identify shifts in travel behavior, assess post–COVID-19 trends, and identify opportunities for TDM strategies and investments. While not hosted by Metro, OTS includes Metro data analytics staff in its development and analysis and will inform the 2028 RTP update.

RTP Performance Targets

RTP performance targets provide a regional framework for tracking progress on system outcomes related to safety, access, reliability, and mode shift. Monitoring progress towards these targets enables the RTO program to identify gaps, prioritize TDM investments, and align programming with broader transportation system improvements – such as bicycle network completion, crash reduction efforts, and transit service enhancements.

Table 8 identifies 2023 RTP performance measures and targets that the RTO program and partners should monitor to assess programs, identify gaps, and inform TDM program design, prioritization, and service delivery. Implementation activities should continue to adapt to future RTP updates reflecting evolving regional needs and performance benchmarks.

Table 8. RTP Performance Targets to Monitor

RTP Performance Measure	RTP Performance Target Description
Mode share	The RTP aims to triple transit, bike and pedestrian mode shares relative to the performance targets base year of 2010 (7.7% for transit, 3.7% for walk, 2.3% for bike).
System completion near transit	The RTP prioritizes completing the bicycle and pedestrian system near transit (relative to the regional average) in order to provide safe and convenient access to stations and stops.
Serious crashes	The RTP aims to eliminate transportation-related fatalities and serious injuries for all users of the region's transportation system by 2035 with a 16% reduction by 2020 (compared to 2015) and a 50% reduction by 2025.
Serious crashes and equity	The RTP aims to eliminate transportation-related fatalities and serious injuries for all users of the region's transportation system in equity focus areas with a 16% reduction by 2020 (compared to 2015), and a 50% reduction by 2025.
Safe system completion and equity	The RTP prioritizes completing the bicycle and pedestrian system in equity focus areas (relative to other communities) to provide safe streets for the most vulnerable travelers.
Access to jobs and equity	The RTP prioritizes improving access to jobs within equity focus areas (relative to other communities).
Access to options	The RTP aims to increase the share of households that are located near transit and bicycle or pedestrian facilities relative to the current base year.
System completion – job centers	The RTP prioritizes completing the bicycle and pedestrian system in job and activity centers (relative to the regional average) in order to provide safe and convenient options for short trips and connections to transit.

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Chapter 5: Metro RTO Work Program

As a key regional implementer of the Regional Transportation Demand Management (TDM) Strategy, Metro will develop a work program of implementation actions for the RTO program to advance the policies and strategies for which Metro is identified as having a role in Chapter 3. The work program will define near-term actions to be taken during the first three years following adoption of the Regional TDM Strategy and will be updated every three years over the ten-year duration of the strategy.

RTO Activity Types and Program Impact

The RTO program has four primary activity types, described in Chapter 1 and summarized below. The work program will identify specific actions within each activity type to advance the Regional TDM Strategy.

Grantmaking and Resource Distribution: Activities related to the RTO grant solicitation process, ongoing coordination with grant-funded partners, and other efforts to distribute resources that reach local programs.	Metro's grant program provides dedicated funding for TDM service providers across the region, along with project-based funding to support new partners and innovation opportunities. Metro works closely with grant-funded partners to deliver TDM services, identify gaps, and address community-identified needs. Local practitioners play a central role in implementing the Regional TDM Strategy, and Metro's grant program will provide the framework for advancing local work in alignment with regional TDM policies and strategies.
RTO Programming and Direct Services: Activities led directly by RTO staff through program development, implementation, and engaging directly with community.	Metro staff provide coordination, program delivery and technical assistance across the three RTO Program Areas (Commute, Community and Safe Routes to School), particularly where gaps or opportunities have been identified by local partners or Metro that regional support can help advance. The RTO work program will identify specific policies and strategies in which Metro can advance emerging needs or underdeveloped areas of work but may not yet be fully operational in the region.
Research and Evaluation: Activities related to travel options research and evaluation of RTO program outcomes.	Metro conducts ongoing evaluation of RTO investments, as well as research on travel options needs and opportunities, to inform both grantmaking and programming. Consistent with its performance measurement role identified in the Regional TDM Strategy, RTO staff will also support expanded regional data collection and coordination with partners.
Policy and Partnerships Activities that involve coordination with partners and opportunities to influence policy outcomes, even when Metro may not be the final decision-maker.	As a regional convener, Metro plays an important role in bringing partners together to collaborate, advance policies, and influence decision-making on issues that directly affect TDM. This role will be important in advancing work identified in the Regional TDM Strategy, particularly Policy 1.

Additional RTO Work Program Elements

In addition to aligning the RTO work program with the policy and strategy framework outlined in Chapter 3, the following elements will inform its development:

- **Activities called for in other RTO plans**, including the 2022 RTO Racial Equity Strategy and Commute Program Action Plan.
- **Existing RTO program activities**, leveraging ongoing work by RTO partners and Metro staff, the RTO work program will prioritize, expand upon and adapt work already underway that is in alignment with the Regional TDM Strategy.
- **Needs and opportunities identified** in the 2025 Regional TDM Needs Assessment, including findings from the RTO Grant Program Evaluation and engagement conducted during Phase 1 of the Regional TDM Strategy development process (see Appendix B).
- **Ongoing engagement with partners** to refine implementation actions, both during Strategy development and following adoption, to identify near-term priorities to advance TDM in the region.

Priority Strategies for RTO Work Program

The following priority strategies are those in which Metro is designated as having a Lead or Develop role and are divided into near-term (initial three-year RTO Work program following Regional TDM Strategy adoption) or long-term (integrated into future RTO Work Program development). These strategies represent high-impact opportunities where Metro's RTO program can play a critical role in development or implementation, advancing regional mobility, climate and safety goals. While these are identified as priority strategies, the RTO Work Program will also include activities for all TDM Policies and Strategies for which Metro has an identified role in Chapter 3. The timeframe and specific actions needed for strategies where Metro has a Partner or Support roles are more dependent on collaboration with other key implementers. Many strategies will also advance through partner implementation funded by Metro's RTO grant program and therefore do not require an active role for Metro RTO staff to develop or lead implementation.

Table 9 identifies the near-term priority strategies for Metro's RTO program. These strategies were elevated as a high priority through engagement with decision-makers, the Regional TDM Strategy Technical Work Group, Metro staff, TDM practitioners, and the public.

Table 9. Near-Term Priority Strategies for RTO Work Program

Policy	Strategy #	Near-Term Priority Strategy Description
Policy 1: TDM Policy, Planning, and Funding	**1A**	Integrate TDM strategies into transportation system plans, pricing and parking programs, and major capital projects.
	1C	Establish consistent data collection methods to measure and report on the impact of regional TDM strategies.
	1D	Refine existing and develop new policies at the state, regional and local levels that support effective TDM implementation.
	1E	Develop and share regional tools, guidance and resources that improve access to travel options and TDM services for a variety of audiences including community members, schools, employers and local planners.
Policy 2: Financial Incentive Programs	**2A**	Improve access to and streamline administration of transit pass programs that reach employees, residents and students.
	2D	Expand programs that reduce the cost of bicycles and scooters through earn-a-bike programs, vouchers, and subsidies
Policy 3: Place and Event-Based Programs	**3A**	Design TDM programs that provide targeted support for travelers and workers at high-demand locations.
Policy 4: Community Centered and Inclusive TDM Programs	**4D**	Advance education efforts that teach children and adults how to ride a bike.
	4B	Invest in community-identified solutions that advance personal safety and security while traveling in public spaces.
	4E	Enhance and expand partnerships between TDM service providers and culturally specific organizations.
Policy 5: Adaptive and Resilient TDM Programs	**5B**	Promote employer TDM strategies that support a variety of work schedules and adapt to reflect changing workforce travel norms, with a focus on workers who do not have remote options.
	5D	Advance a sustainable, regionally coordinated vanpool program that is positioned to receive and distribute federal and/or state vanpool subsidies.

Table 10 identifies the long-term priority strategies where further coordination or preparation may be needed prior to implementation.

Table 10. Long-Term Priority Strategies for RTO Work Program

Policy	Strategy #	Long-Term Priority Strategy Description
Policy 1: TDM Policy, Planning, and Funding	**1B**	Implement stable, ongoing funding for local and regional TDM programs.
Policy 2: Financial Incentive Programs	**2C**	Research and pilot new incentive programs that encourage mode shift and support existing travel options users.
	2D	Expand programs that reduce the cost of bicycles and scooters through earn-a-bike programs, vouchers, and subsidies
Policy 3: Place and Event-Based Programs	**3D**	Develop a coordinated approach to improve micromobility parking and storage, prioritizing secure storage at multifamily housing and parking at key destinations.

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Chapter 6: TDM Funding and Investment

Chapter 6 provides an overview of how Metro's transportation demand management (TDM) program is currently funded, additional existing resources for TDM in the region through discretionary grant programs, and considerations for future funding for TDM – including examples at the local level that could be replicated.

Federal Funding for Regional TDM

Funding for Metro's Regional Travel Options (RTO) program comes through an allocation of Regional Flexible Funds (RFFA), which are federal surface transportation funds – namely the Federal Highway Administration's (FHWA) surface transportation block grant (STBG), transportation alternatives (TA) set-aside, and congestion mitigation and air quality (CMAQ) – that Metro receives and allocate in its function as a metropolitan planning organization (MPO).

To facilitate program implementation, Metro requests that some of the STBG funds it receives via the Regional Flexible Funds Allocation (RFFA) instead be flex transferred from FHWA to FTA because the nature of the activities fit better within FTA's grant portfolio.

Metro's Regional Travel Options program funds are usually "flexed" from FHWA surface transportation block grant funds to Federal Transit Fund (FTA) 5307 funds, under the Mobility Management program that is an eligible activity within FTA 5307 funding. Mobility Management is aimed at managing and delivering transportation services with a focus on coordination of these services and providers to achieve a more efficient transportation system.

The most recent RFFA allocated funds for the years 2028 through 2030, setting up the next phase of RTO funding through 2030 with approximately $12.1 million as a RFFA 'Step 1' program (**$4 million annually**). RFFA "Step 1" refers to the initial phase of the RFFA process, which is used by Metro to allocate federal funding to support regionally significant programming and planning activities that advance federal, state, and regional goals for creating a multimodal transportation system. **Figure 16** shows how federal funding for TDM is allocated to local programs through state and regional sources.

In addition, Oregon Department of Transportation's statewide Transportation Options program utilizes state allocated STBG funds to support implementation of Get There Oregon, and to Metro to support implementation of Get There Portland Metro – the greater Portland area's commute benefit support program. Metro provides direct program implementation as well as distribution of ODOT TO funds through regional commute service providers. The current level of funding to the Metro region from the state TO funds is approximately **$292,181 annually.**

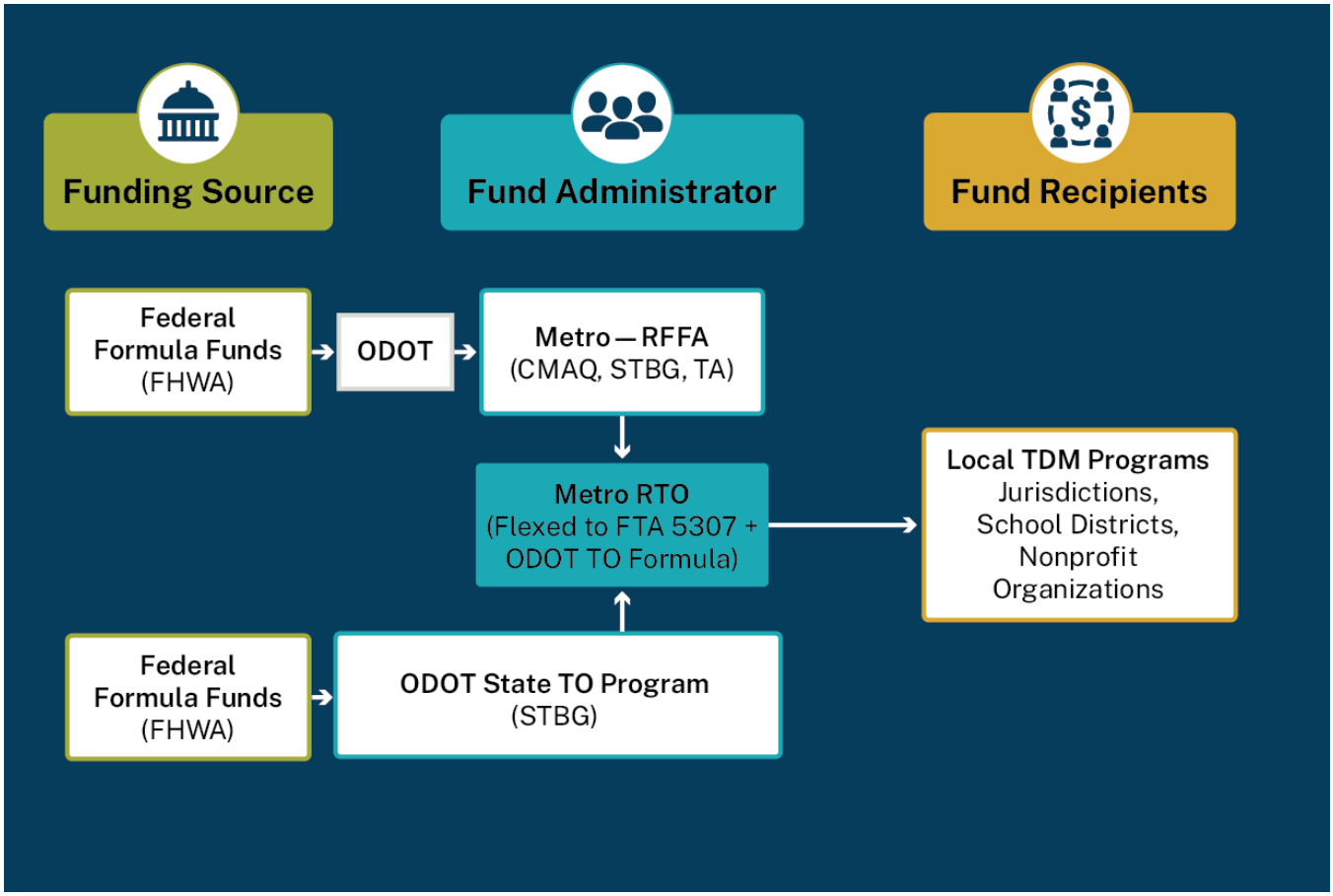

Figure 16. Diagram of Federal Funding for TDM in the Greater Portland Region

Discretionary Grant Programs for TDM

Outside of Metro's RTO program, there are several state and local funding programs that can support TDM in the region. While these programs fund a variety of project types, they are competitively selected and may fund projects in one specific jurisdiction or statewide. There are examples of successful TDM programs funded by each source.

Safe Routes to School (SRTS) Education (Non-Infrastructure) Grants

ODOT offers three different types of Safe Routes to School (SRTS) Education grants for all levels of experience with SRTS outreach and engagement. These grants are available through a competitive process, which currently opens every two years. Eligible entities include local government and tribal agencies, nonprofit organizations and school districts. ODOT also provides a Construction Grant solicitation process for services through ODOT's Construction Program. This branch of the ODOT SRTS program provides grants for infrastructure, engineering technical assistance, planning technical assistance, and traffic gardens.

Safety Education Grants

The ODOT Transportation Safety Office (TSO) provides grant funding at the state and community level for data-driven initiatives that will help the state achieve its traffic safety goals of eliminating death and serious injuries resulting from motor vehicle crashes. ODOT TSO sets aside a portion of funding to support basic and operational projects that help different agencies and groups work together to improve traffic safety across the state. The remaining funds are distributed through a competitive grant process. Organizations that are eligible to apply include cities, counties, MPOs, school districts, Tribes, local political subdivisions, government entities, and nonprofits.

Transportation and Growth Management (TGM) Grants

The Transportation and Growth Management Program is a joint effort between ODOT and the Department of Land Conservation and Development. The program typically awards between $2 and $2.5 million statewide per year to help local communities increase opportunities for transit, walking, and bicycling. TGM grants have a specific category for Transportation System Planning, supporting local communities to implement Oregon Transportation Planning Rule – and TDM plans are a required component. Projects are selected on a competitive basis within each of the five ODOT regions, with funding available in metropolitan areas for communities with 10,000 or fewer people.

Portland Clean Energy Community Benefits Fund

The Portland Clean Energy Community Benefits Fund was created by voter initiative in 2018. It is funded by a 1% surcharge on the Portland sales of large retailers with $1 billion in national sales and $500,000 in local sales. Revenue from the surcharge — about $200 million a year — is invested in projects and programs that support clean energy, transportation decarbonization, green infrastructure, and climate-related workforce development. The transportation decarbonization fund currently supports existing PBOT TDM programs as well as community-based organizations through their competitive grant program.

Considerations for Future TDM Funding

State Funding

The future of transportation funding in Oregon faces significant uncertainty with new revenue sources needed to address funding shortages to avoid reductions in transit service and the ability to maintain existing assets.

Many sources of state transportation funding are tied to roadway improvements only, due to restrictions in spending of funding mechanisms that go into Oregon's State Highway Fund – which is part of Oregon's Constitution[7]. As such, only some mechanisms included in any transportation funding proposal may be eligible for TDM, limiting the potential ways for TDM to be integrated into proposed bills at the state level.

Simultaneously, Oregon's recently developed Innovative Mobility Program, which provided dedicated funding to increase access to public and active transportation for historically underserved communities and supported TDM efforts across the state, is sunsetting as its primary funding source was through IIJA.

As Oregon continues to seek stable funding for transportation needs in the state, there maintains opportunity to integrate TDM into funding discussions as a cost effective and community supported approach to managing demand and meeting statewide climate, equity and safety goals. TDM practitioners should continue to engage in funding conversations at the state level.

[7] Article IX, section 3a of the Oregon Constitution specifies that highway revenues must be used "exclusively for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, streets and roadside rest areas in the state" with further Oregon Supreme Court rulings that State Highway Funds must be used for highway purposes that primarily and directly facilitate motorized vehicle travel.

Regional Funding

While the federal funding that the region currently dedicates to TDM is unlikely to see significant increases, there are a few opportunities to integrate TDM into other regional funding mechanisms that have been considered in the past and may become an opportunity again in the future:

- In 2020, Metro developed a regional ballot measure proposal to fund major transportation investments. The measure included a few TDM elements, including Safe Routes to School and youth transit pass subsidies. There is an opportunity for TDM to be integrated into new funding proposals at the regional level – and the Regional TDM Strategy sets the stage for a more coordinated approach.
- Congestion pricing is a funding mechanism where revenue generated by charging vehicles for entering congested zones or during peak hours is strategically reinvested to fund travel options. Metro's RTP identifies pricing as an important strategy for the region and provides step-by-step guidance for agencies developing pricing programs. That includes the recommendation that revenue from pricing should be dedicated to mode shift and single-occupancy vehicle reduction programs such as commuter credits, transit subsidies, bikeshare or micromobility subsidies, and carpool or vanpool benefits programs. The RTP identifies step-by-step guidance for agencies developing pricing programs.

Local Funding

With uncertainties at the federal and state level, and unprecedented inflation making current projects increase in cost, many local jurisdictions are looking to new revenue sources to fund transportation projects and programs that could have greater flexibility and stability. In addition, as identified in the Regional TDM Strategy, local leadership in TDM is critical for both planning for TDM and implementation of programs.

Local Funding Example: Transportation Wallet

In Portland's Central Eastside and Northwest Parking Districts, parking permit surcharge fees fund the Transportation Wallet program that allows residents to opt out of their parking permit and instead receive a collection of passes and credits to use on transit, bike-share and e-scooters – or purchase the wallet at a discounted rate.

Currently, some TDM programs in the Metro region are funded through local discretionary funds as well as programs tied to impact mitigation. There is opportunity to expand the use of these local sources to fund TDM with the development of new parking districts or expand these models into additional jurisdictions in the region. Some examples of existing local sources of funding used for TDM in the region include:

- Parking revenue is an ideal TDM funding source since it can be strategically redirected to encourage the use of travel options. A highly effective mechanism for ensuring these funds support TDM is the creation of a Parking Benefit District, which dedicates meter revenue back into the immediate neighborhood that generated it, funding local TDM programs, pedestrian safety improvements, and streetscape enhancements.
- TDM Ordinances at the local level can set requirements for developers of new multi-family, mixed use, commercial sites or existing employers of a certain size, to implement a TDM Plan and/or pay a fee or pay directly for the TDM services provided to their employees or visitors (i.e., in San Mateo County some jurisdictions have required developments to take part in a shuttle program and pay for 25% of the service set up and ongoing operations).

- As local jurisdictions build out their project lists for inclusion in their TSP or the RTP, TDM should be included as a key implementation action that is integrated into the project's budget and scope – particularly TDM Supportive Design and Infrastructure. As local jurisdictions consider new funding mechanisms for capital projects, TDM could be an eligible cost depending on the source of funding.
- Washington County funds the Major Streets Transportation Improvement Program (MSTIP) through an allocation of countywide property tax revenues. While this primarily funds capital projects, MSTIP developed an 'Opportunity Fund' to help leverage local dollars for additional resources for the region. This fund has provided matching funds for local TDM efforts.
- Major destinations and high demand, event-based locations could play a role in providing resources for TDM programs. In addition to exploring the use of parking fees, this could include ticket-based visitor fees, or event-related funding that could support travel options directly and may offer a path toward more sustainable and self-supporting programs at these locations.

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Memo

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

Date: Monday, January 12, 2026

From: Noel Mickelberry, Senior Transportation Planner

Subject: Proposed Updates to the 2028 Regional Transportation Plan & Climate Smart Strategy, to reflect Regional Transportation Demand Management Strategy recommendations

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This memo provides a summary of proposed updates to be included in the 2028 Regional Transportation Plan (RTP), which were developed concurrently with the Regional Transportation Demand Management (TDM) Strategy. The updates seek to align definitions, update policy direction, and address requirements within regional and state policies and rules regarding TDM. The following two attachments include a clean version of the updates (Attachment A) and a redline version of the updates to existing RTP language (Attachment B).

Chapter 2: Our shared vision and goals for transportation

- **Objective 1.1 Travel Options (Goal 1: Mobility Options):** Simplify the objective language to focus on the desired outcome, in alignment with structure of other Goal 1 objectives.
- **2.4 Regional Transportation Performance Targets, Table 2.1**: Align the performance target with the definition of system completion in the updated mobility policy (RTP Chapter 3), which includes system and demand management.

Chapter 3: System policies to achieve our vision

- **3.3.11 Transportation Demand Management Concept and Policies:** Update the TDM concept, policies, and policy descriptions to align with the updated policies identified in the Regional TDM Strategy. The updated policies reflect refinement to the RTP policies as an outcome of the two-year strategy development process.

Chapter 8: Moving forward together

- **8.2 Planning and Programs, 8.2.2.7 Regional Travel Options and Safe Routes to School programs:** Align RTO and SRTS program description with the 'activity types' defined in Regional TDM Strategy Chapter 5: Metro RTO Work Program

Appendix J: Climate Smart Strategy Implementation and Monitoring and 2014 Climate Smart Strategy Performance Monitoring Approach

- **Policy 6 Implementation Monitoring Measures:** Update measures for Policy 6 of the 2014 Climate Smart Strategy, identified through the Regional TDM Strategy process to elevate high priority TDM activities and assess impact of regional investment in these activities. The Climate Smart Strategy implementation monitoring measures support RTP performance monitoring, as detailed in Appendix J of the RTP. Baseline and targets will be developed in a subsequent process alongside the 2028 RTP Update.

Attachment A: Clean Version of Proposed RTP Updates

This document presents a clean version of updates to be included in the 2028 Regional Transportation Plan, which were developed concurrently with the Regional Transportation Demand Management Strategy. The updates are organized by RTP chapter and appendix.

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January 12, 2026

CHAPTER 2: OUR SHARED VISION AND GOALS FOR TRANSPORTATION

2.3 Goals and Objectives

Goal 1: Mobility options

People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible and welcoming.

Objectives

- **Objective 1.1 Travel options** –Increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.

2.4 Regional transportation performance targets

Table 2.1: RTP performance measures, targets and thresholds at a glance

Measure name	Description
Mobility	
System completion	The RTP aims to complete the motor vehicle, transit, bicycle, trail and pedestrian networks, and implement strategies for managing the transportation system and travel demand, with completion of bicycle, trail and pedestrian networks by 2035.

Attachment A: Clean Version of Proposed RTP Updates

This document presents a clean version of updates to be included in the 2028 Regional Transportation Plan, which were developed concurrently with the Regional Transportation Demand Management Strategy. The updates are organized by RTP chapter and appendix.

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January 12, 2026

CHAPTER 3: SYSTEM POLICIES TO ACHIEVE OUR VISION

3.3.11 Transportation Demand Management Concept and Policies

Metro's Regional TDM Strategy, a topical plan of the Regional Transportation Plan (RTP), defined the following concept, definitions and policies to advance TDM in the region. Metro's Regional Travel Options program provides funding and coordination for TDM efforts for the region. Further detail on TDM, Metro's RTO program, TDM supporting strategies and implementation roles can be found in the Regional TDM Strategy document.

3.3.11.1 Transportation demand management concept

Transportation Demand Management (TDM) encompasses a range of 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. TDM focuses on **managing *how*, *when and if* people travel** to make the existing system work better.

The primary objectives of TDM are to enhance mobility, improve the efficiency of the transportation system, promote better air quality, reduce the prevalence of single-occupancy vehicles, and decrease demand on the transportation system.

TDM addresses key behavioral, informational, and social barriers to travel, such as affordability, safety, and access. By providing tangible, reliable, and equitable travel options, TDM is an essential part of meeting Metro's mobility, safety and climate goals.

3.3.11.2 Defining TDM

TDM Policy & Planning

TDM Policy & Planning sets the stage for successful implementation of both TDM Programs and investing in TDM Supportive Design and Infrastructure. TDM efforts are most successful when integrated into policy and planning processes.

- **TDM Policy:** This includes both the implementation of existing policies that support TDM and the development of new policies that advance TDM efforts at the state, regional and local levels. This can include integration of TDM into development review and building permit approvals to implementation and refinement of state-level policy like Oregon's Employee Commute Options (ECO) rule. TDM policy work

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requires coordination across jurisdictions, between TDM practitioners, with private entities who may be subject to policy requirements, and among policymakers.

- **TDM Planning:** Local jurisdictions can embed TDM into their long-range plans to ensure robust implementation and coordination with capital projects. This happens through Transportation System Plans and Comprehensive Plans. Through a new requirement in the state Transportation Planning Rule, planning for TDM is a growing body of work that will require dedicated resources, guidance and technical assistance for successful implementation. (*See **Chapter 2** for more details on the state requirements*.)

TDM Programs

TDM Programs focuses on behavioral interventions – the direct interaction, education, and incentive-based work needed to influence travel choices and reduce single-occupancy vehicle trips. TDM Programs includes:

- **Education and hands-on training:** Educating people about the choices available to them and the benefits of travel options and providing tools for trip planning.
- **Marketing, promotion and events:** Creating the social infrastructure for choosing travel options through efforts to promote, market and design events around walking, biking or taking transit—such as community walks and rides or marketing campaigns alongside new transit service or infrastructure improvements.
- **Financial incentives and subsidies:** Offering financial perks, such as transit pass or vanpool programs, or time savings for choosing travel options, such as preferred parking for carpool participants.

A typical TDM program involves working with a defined audience that has similar travel needs or lives in a specific community. TDM programs are developed and staffed by professionals trained in understanding the travel needs of various groups, such as commuters or students, and creating methods to help them make those trips without the need for a single-occupancy vehicle trip. This work can take many forms, from participation in GetThereOregon.org, a statewide website provided by the Oregon Department of Transportation (ODOT) and dedicated to facilitating travel options use, to a localized outreach effort specific to a single housing development.

Active involvement in delivering TDM programming is needed at the state, regional, and local levels. Certain programs are most effective when developed and led by local

governments, school districts, Transportation Management Associations (TMAs), employers, or community organizations. Others are better conducted on a state or regional scale.

TDM Supportive Design and Infrastructure

TDM supportive design and infrastructure includes the amenities that 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. Key examples include:

- **End-of-Trip Facilities:** Secure bike racks, lockers, repair stations, and shower/changing rooms that address the needs of travelers.
- **Wayfinding:** Clear signage and print, digital and app-based maps that help people walking, cycling, or using transit navigate the system easily and safely, reducing uncertainty and encouraging use of these travel options.
  Demonstration projects: Event-based or temporary projects that show residents, employees or families the opportunities associated with active travel by making short-term changes that inspire travel options use and demonstrate the potential of permanent investments.

By investing in physical amenities or including these components into the design of larger transportation projects, these elements can directly lower the effort and friction associated with choosing travel options, maximizing the return on investment for both the larger capital investment and any supportive TDM programming efforts.

Complementary Policies & Investments

The region's overall success in reducing drive alone trips requires complementary policies and capital investments that are considered *outside* how TDM is defined through the Regional TDM Strategy. These complementary efforts set the physical, operational, and financial context within which Metro's core TDM programs and infrastructure operate. For example, building new or improved active transportation infrastructure or adding new or improved transit services provides an opportunity to make people aware of and encourage them to use the new travel options available to them. In addition, state and regional policy encourages implementing TDM activities before investing in roadway widening projects that expand vehicle throughput as a mechanism to reduce demand.

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As the region considers additional strategies for reducing auto trips, such as roadway pricing and parking management, TDM programs and activities that promote and provide travel options are an important component in enhancing people's mobility when these strategies are implemented.

3.3.11.2 Transportation demand management policies

TDM Policy 1	**TDM Policy, Planning, and Funding:** Strengthen and sustain TDM implementation at state, regional and local levels with supportive policies, planning efforts, and funding.
TDM Policy 2	**Financial Incentive Programs:** Expand access to existing financial programs and establish new programs to reach more people.
TDM Policy 3	**Place- and Event-Based TDM Programs:** Deliver programs that meet the unique needs of specific locations and communities.
TDM Policy 4	**Community-Centered and Inclusive TDM Programs:** Support TDM programs that create welcoming and safe environments for people with diverse lived experiences, abilities and identities.
TDM Policy 5	**Adaptive and Resilient TDM Programs:** Design flexible and innovative TDM programs that respond to a changing climate, service disruptions, emerging technologies, and the evolving needs of travelers.

TDM Policy 1

TDM Policy, Planning, and Funding: Strengthen and sustain TDM implementation at state, regional and local levels with supportive policies, planning efforts, and funding.

This policy focuses on strengthening the framework for funding and coordination of TDM across local, regional, and state levels by embedding TDM into transportation plans, funding priorities, and policy development. Metro acts as a regional coordinator, bringing together and streamlining TDM information and resources to prevent duplication of efforts and encourage collaboration among community-based organizations, employers, and jurisdictions. To implement new rules at the state and regional level, an increased level of coordination, support, and focus on how TDM is delivered in the region is required.

Needs & Opportunities:

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- **Funding:** TDM efforts rely on a narrow set of revenue streams, limiting the ability to expand or innovate in response to changing community needs. The current funding available in the region is not expected to increase given uncertainty at the state and federal levels for transportation funding overall. In addition, there is a tension between maintaining funding for existing TDM programming and expanding TDM funding to new partners to support community needs or meet new policy expectations.
- **Capacity:** Jurisdictions and organizations may not have the programmatic support needed at the local level to integrate new TDM guidance into transportation system plans, and agencies may not have the staff or partnerships to lead and support implementation following the planning process.
- **Collaboration:** Existing policies with strong potential—such as the DEQ Employee Commute Option (ECO) rule—can be leveraged through further coordination on data collection and employer engagement. In addition, there is opportunity to develop new state, regional and local transportation and land use policies, development code, and regulations to advance TDM, requiring coordination and collaboration across organizations to develop and implement.

TDM Policy 2.

Financial Incentive Programs: Expand access to existing financial programs and establish new programs to reach more people.

This policy focuses on advancing programs to reach more people and expand existing incentive programs. Transit pass programs and financial incentives are proven ways to increase transit ridership and improve access and mobility. By piloting new incentive models, the region can continue to encourage mode shift, reduce transportation costs, and support equitable access to travel options. The 2025 TDM Needs Assessment & Travel Options Survey found that existing transit pass programs can be challenging to administer but there is broad demand for these programs.

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Needs and Opportunities

- **Flexible Programs:** Employers and higher education providers seek more flexibility in pass programs to serve a more diverse range of employees, including hybrid workers and day passes for site staff for whom the cost of a universal pass is difficult to justify. Community-based groups have requested additional support to effectively manage enrollment in reduced fare programs, as well as access data to assess usage and need.
- **Non-Commute Benefits:** As regional TDM programs work to encompass an "all-trips approach," there is a gap for people who do not have access to commute benefit programs through their work or who may primarily travel for other needs. Beyond transit passes, other incentive programs to improve access to travel modes have also seen success in mode-shift, such as bundled transit and micromobility incentives or "earn a bike" programs.
- **Addressing Cost Barriers:** For many people, the cost of transportation is a significant obstacle to accessing jobs, services, and daily needs. Financial incentive programs help bridge this gap by reducing out-of-pocket expenses for existing travel services and improving access to essential equipment needed to participate in travel options. This is especially relevant for bicycling, where the up-front cost of a bicycle and safety gear can be prohibitive for many households.

TDM Policy 3

Place- and Event-Based TDM Programs: Deliver programs that meet the unique needs of specific locations and communities.

This policy focuses on designing TDM programs that address the unique needs of specific locations and communities—such as schools, major events and destinations, and new active transportation capital projects and transit service. The rationale is rooted in the recognition that travel behavior is strongly influenced by the characteristics of places and events, and that targeted TDM interventions can effectively manage demand, increase mode shift, and improve access where transportation needs are most acute.

Needs & Opportunities:

- **Managing Demand and Providing Transportation Choices:** Major destinations, including airports, event venues, and health care centers, are often located where

existing transportation choices don't always meet individual trip needs. As a result, both travelers and workers have difficulty accessing travel options and may choose to drive alone. Major one-time events also provide an opportunity to work with event coordinators to support shifting attendees' travel choices, as well as provide relief for the neighboring community which may be impacted by the increased vehicle traffic. Building demand for sustainable travel options faces persistent challenges, most notably the widespread availability of free and/or abundant parking. This emerged across all Regional TDM Needs Assessment activities as a universal barrier to shifting travel behavior

- **School-Focused Programs:** School-focused programs are growing in popularity, but many students and families still face barriers to using travel options to school. For instance, parents and caregivers have concerns that their children are not safe waiting for the bus or traveling by active modes to school. Investing in creative solutions to support student safety on the trip to school through adult-led crossing guards or paid walking school bus leaders are ways that local efforts can directly impact the type of trip taken to school. In addition, school bus ridership is often not included in traditional Safe Routes to School programming, but it can be a critical way for students to travel to school without driving – particularly for those who live too far to walk or bike - but it is often underutilized.

- **Multifamily Housing-Focused Programs:** Working with community-based organizations (CBOs) and multifamily housing providers, TDM practitioners may be able to better serve families living in affordable housing and deliver programs to those who need it. In addition, as Metro and other agencies invest in transit-oriented development—both affordable and market-rate—there is an opportunity to use TDM to encourage transit use at these locations that are already well served by transit. In addition, many families living in affordable housing may have employment that doesn't offer traditional commute benefit programs, so offering TDM programs where there is a dense population of residents to receive information, and services may be a more effective way to support their travel needs.

TDM Policy 4

Community-Centered and Inclusive TDM Programs: Support TDM programs that create welcoming and safe environments for people with diverse lived experiences, abilities and identities.

This policy focuses on designing TDM programming with and for the communities served, directly addressing disparities and fostering inclusion. Equitable access to travel options requires programs that are welcoming, safe, and responsive to the needs of the greater Portland region's diverse communities. While efforts to encourage more inclusive and representative programs and services have been advanced through updates to the RTO grant program since the 2018 Regional Travel Options Strategy and the 2022 RTO Racial Equity Strategy, additional investment and coordination is needed.

Needs & Opportunities:

- **Safety:** Safety concerns in public spaces and fears linked to an individual's identity limit the ability of some communities to feel comfortable participating in travel options—or even attend events and activities held in public. Community-led solutions are needed to address safety and security concerns in the public realm, which directly influences transit ridership and the broader use of travel options.
- **Culturally Specific Programs:** Culturally specific programs are intentionally designed to reflect the values, languages, and lived experiences of specific communities. These programs help build trust, improve participation, and ensure travel options are accessible and relevant to the people they intend to serve.
- **Education & Hands-On Training:** Knowledge and skill development supports individuals in gaining the confidence and tools needed to use travel options safely and effectively. This includes activities such as personalized trip planning, group-based education, and learn-to-ride programs.

TDM Policy 5

Adaptive and Resilient TDM Programs: Design flexible and innovative TDM programs that respond to a changing climate, service disruptions, emerging technologies, and the evolving needs of travelers.

The COVID-19 pandemic profoundly disrupted traditional transportation patterns, exposing gaps in current TDM strategies. The region must continue to be prepared for changes to travel behavior—whether that be impacts from a changing climate or shifting travel needs and priorities of a diverse region. As noted in Metro's 2025 TDM Needs Assessment, the rise of hybrid and remote work has reduced the predictability of daily commutes, while flexible work arrangements have driven an increase in diverse, non-

commute trips such as errands, medical visits, and recreational activities. This policy emphasizes building programs that can adapt and remain effective as travel patterns evolve. By prioritizing programming for diverse trip types and developing robust performance measurement tools, the region's TDM investments can deliver long-term value and resilience.

Needs & Opportunities:

- **Commute and Non-Commute Travel:** TDM practitioners are challenged to adjust programming to focus on all types of trips; supporting the needs of workers most likely to continue to have a daily commute (such as essential workers and shift workers), as well as effectively supporting travel options access to non-commute related opportunities. Regional data shows a strong tie between remote work and income level, meaning most jobs that require workers to be in-person are lower-wage positions. In addition, the increase in non-commute trips for essential needs is often linked to caregiving – impacting parents and working families.
- **Data Collection and Monitoring:** TDM programs must expand trip pattern monitoring beyond traditional commute metrics to better understand changing travel behavior. Enhanced data collection and performance tracking will enable more agile, responsive, and effective program adjustments over time.
- **Collaboration and New Service Models:** As new mobility models emerge—such as mobility hubs, vanpools, shuttles, and e-bikes—strong public-private partnerships are needed to coordinate services, maintenance, funding, and user support. Cross-sector collaboration will be critical to scaling new travel options and ensuring their long-term viability.

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CHAPTER 8: MOVING FORWARD TOGETHER

8.2.2.7 Regional Travel Options (RTO) and Safe Routes to School programs

The Regional Travel Options program implements RTP policies and the Regional Transportation Demand Management (TDM) Strategy. The program's purpose is to reduce drive-alone auto trips and personal vehicle miles of travel and increase use of travel options. The program improves mobility and reduces greenhouse gas emissions and air pollution by carrying out the transportation demand management components of the RTP through three primary program areas:

- **Commute:** Focus on reducing single occupancy vehicle (SOV) trips to work and colleges or universities. In the Metro region, this programming is delivered by a variety of transit providers, local jurisdictions, transportation management agencies (TMAs), non-profit organizations, and "in-house" transportation coordinators at employers. These programs help identify worksite commute solution plans, provide on-site events and outreach, or support employee trip planning and ride matching.
- **Community:** Provides 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.
- **Safe Routes to School (SRTS):** Focuses on trips for school by pre-K12 students and families - whether by bike, bus, scooter, or mobility device. SRTS programs 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.

Each RTO program area works to advance RTP goals through the following activities:

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- **Grantmaking & Resource Distribution:** Activities related to the RTO grant solicitation process, ongoing coordination with grant-funded partners, and other efforts to distribute resources that reach local programs.
    - Metro's grant program provides dedicated funding for TDM service providers across the region, along with project-based funding to support new partners and innovation opportunities. Metro works closely with grant-funded partners to deliver TDM services, identify gaps, and address community-identified needs. Local practitioners play a central role in implementing the Regional TDM Strategy, and Metro's grant program will provide the framework for advancing local work in alignment with regional TDM policies and strategies.
- **RTO Programming & Direct Services:** Activities led directly by RTO staff through program development, implementation, and engaging directly with community.
    - Investments in staff time, coordination and technical assistance support efforts across the three RTO program areas (Commute, Community and Safe Routes to School), particularly where gaps or opportunities have been identified by local partners or Metro that regional support can help advance. The RTO work program will identify specific policies and strategies in which Metro can advance emerging needs or underdeveloped areas of work but may not yet be fully operational in the region.
- **Research & Evaluation:** Activities related to travel options research and evaluation of RTO program outcomes.
    - Metro conducts ongoing evaluation of RTO investments, as well as research on travel options needs and opportunities, to inform both grantmaking and programming. Consistent with its performance measurement role identified in the Regional TDM Strategy, RTO staff will also support expanded regional data collection and coordination with partners.
- **Policy & Partnerships:** Activities that involve coordination with partners and opportunities to influence policy outcomes, even when Metro may not be the final decision-maker.
    - As a regional convener, Metro plays an important role in bringing partners together to collaborate, advance policies, and influence decision-making on issues that directly affect TDM.

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RTP APPENDIX J: CLIMATE SMART STRATEGY IMPLEMENTATION AND MONITORING AND 2014 CLIMATE SMART STRATEGY PERFORMANCE MONITORING APPROACH

Appendix J Table 2: Climate Smart Strategy implementation and performance monitoring

6. Provide information and incentives to expand the use of travel options
a. Share of people with access to a transportation subsidy or financial incentive program, outside of employer or school-provided programs.
b. Share of workers who have access to an employer-provided transportation financial incentive.
c. Share of K-12 students with access to programs that provide incentives and support to walk, bike, take transit, or ride the school bus.

Attachment B: Redline Version of Proposed RTP Updates

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CHAPTER 2: OUR SHARED VISION AND GOALS FOR TRANSPORTATION

2.3 GOALS AND OBJECTIVES

Goal 1: Mobility options

People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible and welcoming.

Objectives

- **Objective 1.1 Travel options** – ~~Plan communities and design and manage the transportation system to i~~Increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.

2.4 Regional transportation performance targets

Table 2.1: RTP performance measures, targets and thresholds at a glance

Measure name	Description
Mobility	
System completion	The RTP aims to complete the motor vehicle, transit, bicycle, trail and pedestrian networks, and implement strategies for managing the transportation system and travel demand, with completion of bicycle, trail and pedestrian networks by 2035.

CHAPTER 3: SYSTEM POLICIES TO ACHIEVE OUR VISION

3.3.11 Transportation Demand Management Concept and Policies

Metro's Regional TDM Strategy, a topical plan of the Regional Transportation Plan (RTP), defines the following concept, definitions and policies to advance TDM in the region.

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Metro's Regional Travel Options program provides funding and coordination for TDM efforts for the region. Further detail on TDM, Metro's RTO program, TDM supporting strategies and implementation roles can be found in the Regional TDM Strategy document.

~~The Regional Travel Options (RTO) program is led by Metro and supports TDM work in the region primarily through awarding grants to partners leading outreach and engagement programs. This methodology has led to successful program implementation in the places and instances where it has been used. But there remain significant gaps in where TDM is used in the region and limits on expanding TDM efforts.~~

~~The RTO Strategy has established a goal of expanding the number of partners and programs to support the region's goals, but clearer policy direction is needed to better define how TDM is to be implemented in the region and move TDM efforts beyond their current levels.~~

3.3.11.1 Transportation demand management concept

Transportation Demand Management (TDM) encompasses a range of 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. TDM focuses on **managing *how*, *when and if* people travel** to make the existing system work better.

The primary objectives of TDM are to enhance mobility, improve the efficiency of the transportation system, promote better air quality, reduce the prevalence of single-occupancy vehicles, and decrease demand on the transportation system.

TDM addresses key behavioral, informational, and social barriers to travel, such as affordability, safety, and access. By providing tangible, reliable, and equitable travel options, TDM is an essential part of meeting Metro's mobility, safety and climate goals.

3.3.11.2 Defining TDM

TDM Policy & Planning

TDM Policy & Planning sets the stage for successful implementation of both TDM Programs and investing in TDM Supportive Design and Infrastructure. TDM efforts are most successful when integrated into policy and planning processes.

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- **TDM Policy:** This includes both the implementation of existing policies that support TDM and the development of new policies that advance TDM efforts at the state, regional and local levels. This can include integration of TDM into development review and building permit approvals to implementation and refinement of state-level policy like Oregon's Employee Commute Options (ECO) rule. TDM policy work requires coordination across jurisdictions, between TDM practitioners, with private entities who may be subject to policy requirements, and among policymakers.
- **TDM Planning:** Local jurisdictions can embed TDM into their long-range plans to ensure robust implementation and coordination with capital projects. This happens through Transportation System Plans and Comprehensive Plans. Through a new requirement in the state Transportation Planning Rule, planning for TDM is a growing body of work that will require dedicated resources, guidance and technical assistance for successful implementation.

TDM Programs

TDM Programs focuses on behavioral interventions – the direct interaction, education, and incentive-based work needed to influence travel choices and reduce single-occupancy vehicle trips. TDM Programs include:

- **Education and hands-on training:** Educating people about the choices available to them and the benefits of travel options and providing tools for trip planning.
- **Marketing, promotion and events:** Creating the social infrastructure for choosing travel options through efforts to promote, market and design events around walking, biking or taking transit—such as community walks and rides or marketing campaigns alongside new transit service or infrastructure improvements.
- **Financial incentives and subsidies:** Offering financial perks, such as transit pass or vanpool programs, or time savings for choosing travel options, such as preferred parking for carpool participants.

A typical TDM program involves working with a defined audience that has similar travel needs or lives in a specific community. TDM programs are developed and staffed by professionals trained in understanding the travel needs of various groups, such as commuters or students, and creating methods to help them make those trips without the need for a single-occupancy vehicle trip. This work can take many forms, from participation in GetThereOregon.org, a statewide website provided by the Oregon

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Department of Transportation (ODOT) and dedicated to facilitating travel options use, to a localized outreach effort specific to a single housing development.

Active involvement in delivering TDM programming is needed at the state, regional, and local levels. Certain programs are most effective when developed and led by local governments, school districts, Transportation Management Associations (TMAs), employers, or community organizations. Others are better conducted on a state or regional scale.

TDM Supportive Design and Infrastructure

TDM supportive design and infrastructure includes the amenities that 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.

Key examples include:

- **End-of-Trip Facilities:** Secure bike racks, lockers, repair stations, and shower/changing rooms that address the needs of travelers.
- **Wayfinding:** Clear signage and print, digital and app-based maps that help people walking, cycling, or using transit navigate the system easily and safely, reducing uncertainty and encouraging use of these travel options.
  Demonstration projects: Event-based or temporary projects that show residents, employees or families the opportunities associated with active travel by making short-term changes that inspire travel options use and demonstrate the potential of permanent investments.

By investing in physical amenities or including these components into the design of larger transportation projects, these elements can directly lower the effort and friction associated with choosing travel options, maximizing the return on investment for both the larger capital investment and any supportive TDM programming efforts.

Complementary Policies & Investments

The region's overall success in reducing drive alone trips requires complementary policies and capital investments that are considered *outside* how TDM is defined through the Regional TDM Strategy. These complementary efforts set the physical, operational, and financial context within which Metro's core TDM programs and infrastructure operate.

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For example, building new or improved active transportation infrastructure or adding new or improved transit services provides an opportunity to make people aware of and encourage them to use the new travel options available to them. In addition, state and regional policy encourages implementing TDM activities before investing in roadway widening projects that expand vehicle throughput as a mechanism to reduce demand.

As the region considers additional strategies for reducing auto trips, such as roadway pricing and parking management, TDM programs and activities that promote and provide travel options are an important component in enhancing people's mobility when these strategies are implemented.

~~Transportation Demand Management (TDM) is a series of activities aimed at ensuring people are aware of, understand and have access to the full variety of travel options available within the region. Though the region has already done much and continues to work to improve and expand travel options through capital investments in non-auto modes, the potential exists to increase the public's use of these non-SOV modes through TDM investments.~~

~~TDM complements and enhances other RTP policy areas by helping ensure the transportation system is used in a balanced way to maximize investments in transportation. TDM provides information, encouragement, and incentives to help people make more of their trips safely and comfortably without driving alone. TDM programs are developed and staffed by professionals trained in understanding the travel needs of various groups, such as commuters or school children, and creating methods of helping them make those trips without the need for an SOV trip.~~

~~A typical TDM program involves working with a defined group of people that have similar travel needs or live in a specific place. Trained staff discuss the transportation needs and interests of the group and provide information and incentives to encourage people to try a new travel mode. This work can take many forms, from participation in GetThereOregon.org, a statewide website provided by ODOT and dedicated to facilitating travel options use, to a localized outreach effort specific to a single housing development.~~

~~Active involvement in delivering TDM programming is needed at the state, regional and local levels. Certain programs are most effective when developed and led by local governments, school districts, Transportation Management Associations (TMA),~~

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~~employers or community organizations. Others are better suited to be conducted on a state or regional scale.~~

~~TDM is particularly effective when paired with other policies or capital investments. Building new or improved active transportation infrastructure provides an opportunity for TDM efforts to help people be aware of and use the new travel options available to them. Complementary TDM activities should be planned and budgeted for in capital system improvement projects to ensure people are aware of the new travel options available to them, and to help them create new travel patterns and habits.~~

~~As the region considers roadway pricing and parking management as strategies for reducing auto trips, TDM is an important component in ensuring that people's mobility is maintained when these strategies are implemented. Making people aware of the existent options to paying a toll or fee can reduce the public's financial burden and help improve reliability and efficiency of the transportation network.~~

~~A significant portion of the region's current TDM activities are coordinated through the Regional Travel Options (RTO) program. This program, led by Metro on behalf of the entire region, currently coordinates partner activities and provides grant funds for TDM activities throughout the region. Through the RTO Strategy, the region's TDM vision, goals, objectives, and needs are defined. Roles for regional partners are defined, as is the grant funding methodology and criteria.~~

3.3.11.2 Transportation demand management policies

TDM Policy 1	**TDM Policy, Planning, and Funding:** Strengthen and sustain TDM implementation at state, regional and local levels with supportive policies, planning efforts, and funding. ~~**Develop and refine regional and local TDM policies and implementation plans to help reach climate, mobility and modal targets.**~~
TDM Policy 2	**Financial Incentive Programs:** Expand access to existing financial programs and establish new programs to reach more people. ~~**Provide adequate TDM resources and programming to meet the public's specific mobility needs for employment, education and essential services.**~~

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TDM Policy 3	**Place- and Event-Based TDM Programs: Deliver** programs that meet the unique needs of specific locations and communities. ~~**Provide and deliver TDM programming at a variety of scales: state, regional and local.**~~
TDM Policy 4	**Community-Centered and Inclusive TDM Programs:** Support TDM programs that create welcoming and safe environments for people with diverse lived experiences, abilities and identities. ~~**Improve access to travel choices and eliminating barriers for marginalized communities, with a focus on communities of color and people with low incomes.**~~
TDM Policy 5	**Adaptive and Resilient TDM Programs:** Design flexible and innovative TDM programs that respond to a changing climate, service disruptions, emerging technologies, and the evolving needs of travelers.

TDM Policy 1. TDM Policy, Planning, and Funding: Strengthen and sustain TDM implementation at state, regional and local levels with supportive policies, planning efforts, and funding. ~~**Develop and refine regional and local TDM policies and implementation plans to help reach climate, mobility and modal targets.**~~

This policy focuses on strengthening the framework for funding and coordination of TDM across local, regional, and state levels by embedding TDM into transportation plans, funding priorities, and policy development. Metro acts as a regional coordinator, bringing together and streamlining TDM information and resources to prevent duplication of efforts and encourage collaboration among community-based organizations, employers, and jurisdictions. To implement new rules at the state and regional level, an increased level of coordination, support, and focus on how TDM is delivered in the region is required.

Needs & Opportunities:

- **Funding:** TDM efforts rely on a narrow set of revenue streams, limiting the ability to expand or innovate in response to changing community needs. The current funding available in the region is not expected to increase given uncertainty at the state and federal levels for transportation funding overall. In addition, there is a tension between maintaining funding for existing TDM programming and expanding TDM funding to new partners to support community needs or meet new policy expectations.

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- **Capacity:** Jurisdictions and organizations may not have the programmatic support needed at the local level to integrate new TDM guidance into transportation system plans, and agencies may not have the staff or partnerships to lead and support implementation following the planning process.

- **Collaboration:** Existing policies with strong potential—such as the DEQ Employee Commute Option (ECO) rule—can be leveraged through further coordination on data collection and employer engagement. In addition, there is opportunity to develop new state, regional and local transportation and land use policies, development code, and regulations to advance TDM, requiring coordination and collaboration across organizations to develop and implement.

~~TDM is a component of numerous federal, state, and regional plans, including:~~

~~Climate Friendly and Equitable Communities Program~~

~~ODOT Transportation Options Plan~~

~~DEQ Employee Commute Options Rule~~

~~Metro Climate Smart Strategy~~

~~Metro Regional Travel Options Strategy~~

~~Metro Transportation System Management & Operations Strategy~~

~~Regional Congestion Management Process~~

~~These plans identify implementation of TDM programs as a part of the actions required for objectives to be met. Sufficient policy development and planning must be in place so that the roles and responsibilities of various entities are established and understood. Current local planning is insufficient in defining how TDM is to be implemented at a local level. And regional TDM planning is focused primarily on delivering grant funding through the RTO program.~~

~~Planning for TDM programs should be expanded and coordinated at the state, regional and local levels to ensure programs exist and are effective at helping people drive less. For some TDM programs, implementation at a regional scale is the most cost effective and efficient means of delivery. Other TDM programming functions best at a local, county or school district scale. A comprehensive regional TDM effort involves multiple levels of effort coordinated between government and non-government partners.~~

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TDM Policy 2. Financial Incentive Programs: **Expand access to existing financial programs and establish new programs to reach more people.** ~~**Ensure adequate TDM resources and programming are deployed to meet the public's specific mobility needs for employment, education and essential services.**~~

This policy focuses on advancing programs to reach more people and expand existing incentive programs. Transit pass programs and financial incentives are proven ways to increase transit ridership and improve access and mobility. By piloting new incentive models, the region can continue to encourage mode shift, reduce transportation costs, and support equitable access to travel options. The 2025 TDM Needs Assessment & Travel Options Survey found that existing transit pass programs can be challenging to administer but there is broad demand for these programs.

Needs and Opportunities

- **Flexible Programs:** Employers and higher education providers seek more flexibility in pass programs to serve a more diverse range of employees, including hybrid workers and day passes for site staff for whom the cost of a universal pass is difficult to justify. Community-based groups have requested additional support to effectively manage enrollment in reduced fare programs, as well as access data to assess usage and need.

- **Non-Commute Benefits:** As regional TDM programs work to encompass an "all-trips approach," there is a gap for people who do not have access to commute benefit programs through their work or who may primarily travel for other needs. Beyond transit passes, other incentive programs to improve access to travel modes have also seen success in mode-shift, such as bundled transit and shared micromobility incentives or "earn a bike" programs.

- **Addressing Cost Barriers:** For many people, the cost of transportation is a significant obstacle to accessing jobs, services, and daily needs. Financial incentive programs help bridge this gap by reducing out-of-pocket expenses for existing travel services and improving access to essential equipment needed to participate in travel options. This is especially relevant for bicycling, where the up-front cost of a bicycle and safety gear can be prohibitive for many households.

~~TDM programs are most effective when they are tailored to the specific travel needs of a group or community. The region has moved from a broad-based, one-size-fits all approach for TDM messaging and outreach, to implementing specific approaches for~~

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~~different travel needs. For example, helping commuters find other ways to get to work often involves working with employers to establish programs that include information and incentives at worksites. But for Safe Routes to School programs, an entirely different approach is needed to work with parents and children to help them see the fun being able to safely walk, bike or roll to school, as well as the benefits. The region should provide adequate funding, coordination and resources to effectively implement TDM.~~

~~Often, TDM efforts are compromised by a lack of first/last mile connections to transit, or by a lack of 24-hour transit service and vanpools. Many commuters live outside the region and have no option other than driving to work. Improvements to the regional transit system, as outlined in the transit policy section, are needed to improve TDM program effectiveness.~~

~~Regional funding for a portion of the region's TDM actions is provided through the RTO program. In its current form, the RTO program funds grants to partners conducting TDM activities. A portion of grant funds are reserved for partners with defined TDM plans and programs to ensure on-going funding is available. Other grant funds are aimed at pilot or one-time TDM projects, or to develop partner capacity to plan for and deliver TDM programs on an on-going basis. ODOT also provides funding to the RTO program to promote and expand use of the GetThereOregon.org website. Current funding levels are not sufficient to support an expanded TDM effort throughout the region. Additional state, regional and local funding will be needed to support these efforts.~~

TDM Policy 3. **Place- and Event-Based TDM Programs:** Deliver programs that meet the unique needs of specific locations and communities. ~~**Provide and deliver TDM programming at a variety of scales: state, regional and local.**~~

This policy focuses on designing TDM programs that address the unique needs of specific locations and communities—such as schools, major events and destinations, and new active transportation capital projects and transit service. The rationale is rooted in the recognition that travel behavior is strongly influenced by the characteristics of places and events, and that targeted TDM interventions can effectively manage demand, increase mode shift, and improve access where transportation needs are most acute.

Needs & Opportunities:

Attachment B: Redline Version of Proposed RTP Updates

This document presents a redline version of updates to be included in the 2028 Regional Transportation Plan, which were developed concurrently with the Regional Transportation Demand Management Strategy. The updates are organized by RTP chapter and appendix.

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- **Managing Demand and Providing Transportation Choices:** Major destinations, including airports, event venues, and health care centers, are often located where existing transportation choices don't always meet individual trip needs. As a result, both travelers and workers have difficulty accessing travel options and may choose to drive alone. Major one-time events also provide an opportunity to work with event coordinators to support shifting attendees' travel choices, as well as provide relief for the neighboring community which may be impacted by the increased vehicle traffic. Building demand for sustainable travel options faces persistent challenges, most notably the widespread availability of free and/or abundant parking. This emerged across all Regional TDM Needs Assessment activities as a universal barrier to shifting travel behavior

- **School-Focused Programs:** School-focused programs are growing in popularity, but many students and families still face barriers to using travel options to school. For instance, parents and caregivers have concerns that their children are not safe waiting for the bus or traveling by active modes to school. Investing in creative solutions to support student safety on the trip to school through adult-led crossing guards or paid walking school bus leaders are ways that local efforts can directly impact the type of trip taken to school. In addition, school bus ridership is often not included in traditional Safe Routes to School programming, but it can be a critical way for students to travel to school without driving – particularly for those who live too far to walk or bike - but it is often underutilized.

- **Multifamily Housing-Focused Programs:** Working with community-based organizations (CBOs) and multifamily housing providers, TDM practitioners may be able to better serve families living in affordable housing and deliver programs to those who need it. In addition, as Metro and other agencies invest in transit-oriented development—both affordable and market-rate—there is an opportunity to use TDM to encourage transit use at these locations that are already well served by transit. In addition, many families living in affordable housing may have employment that doesn't offer traditional commute benefit programs, so offering TDM programs where there is a dense population of residents to receive information, and services may be a more effective way to support their travel needs.

~~A thorough regional TDM effort entails a variety of programs, at different scales and targeted towards a spectrum of travel needs. Delivery of these programs is most effective when it is led by the appropriate organization or government, depending on the program and its purpose.~~

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~~Creation of TDM policy and ordinances through local TSPs is a successful approach to defining how TDM programs can be tailored to fit local needs and infrastructure and be coordinated with regional-scale efforts. Providing a robust variety of successful TDM programs around the region comes from harnessing the efforts and expertise of cities, counties, regional and state agencies, as well as non-governmental organizations (NGO).~~

~~Government partners have oversight authority and responsibilities for managing parking and roadway pricing. Their role in these initiatives put them in a position to also lead complementary TDM efforts to help the public understand the travel alternatives available and ensure pricing strategies are implemented to their fullest potential.Non-governmental organizations (NGOs) have insights and relationships with communities that, when combined with the capabilities and responsibilities of governments, can lead to more effective and impactful TDM programming.~~

TDM Policy 4. Community-Centered and Inclusive TDM Programs: Support TDM programs that create welcoming and safe environments for people with diverse lived experiences, abilities and identities. ~~**Improve access to travel choices and eliminating barriers for marginalized communities, with a focus on communities of color and people with low incomes.**~~

This policy focuses on designing TDM programming with and for the communities served, directly addressing disparities and fostering inclusion. Equitable access to travel options requires programs that are welcoming, safe, and responsive to the needs of the greater Portland region's diverse communities. While efforts to encourage more inclusive and representative programs and services have been advanced through updates to the RTO grant program since the 2018 Regional Travel Options Strategy and the 2022 RTO Racial Equity Strategy, additional investment and coordination is needed.

Needs & Opportunities:

- **Safety:** Safety concerns in public spaces and fears linked to an individual's identity limit the ability of some communities to feel comfortable participating in travel options—or even attend events and activities held in public. Community-led solutions are needed to address safety and security concerns in the public realm, which directly influences transit ridership and the broader use of travel options.

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- **Culturally Specific Programs:** Culturally specific programs are intentionally designed to reflect the values, languages, and lived experiences of specific communities. These programs help build trust, improve participation, and ensure travel options are accessible and relevant to the people they intend to serve.
- **Education & Hands-On Training:** Knowledge and skill development supports individuals in gaining the confidence and tools needed to use travel options safely and effectively. This includes activities such as personalized trip planning, group-based education, and learn-to-ride programs.

~~The negative impacts of auto-centric transportation investments in the region have fallen particularly hard on marginalized communities, especially communities of color and people with low incomes. TDM investments made through a racial equity focus begin to correct these impacts and improve multiple regional priorities by addressing known burdens on marginalized communities in accessing travel options, which includes cost, personal safety from harassment/bias and physical access to travel options. TDM efforts should focus on working with partners to learn together how to adapt and develop programming that is inclusive of and meets the needs of marginalized communities.~~

TDM Policy 5: Adaptive and Resilient TDM Programs: Design flexible and innovative TDM programs that respond to a changing climate, service disruptions, emerging technologies, and the evolving needs of travelers.

The COVID-19 pandemic profoundly disrupted traditional transportation patterns, exposing gaps in current TDM strategies. The region must continue to be prepared for changes to travel behavior—whether that be impacts from a changing climate or shifting travel needs and priorities of a diverse region. As noted in Metro's 2025 TDM Needs Assessment, the rise of hybrid and remote work has reduced the predictability of daily commutes, while flexible work arrangements have driven an increase in diverse, non-commute trips such as errands, medical visits, and recreational activities. This policy emphasizes building programs that can adapt and remain effective as travel patterns evolve. By prioritizing programming for diverse trip types and developing robust performance measurement tools, the region's TDM investments can deliver long-term value and resilience.

Needs & Opportunities:

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- **Commute and Non-Commute Travel:** TDM practitioners are challenged to adjust programming to focus on all types of trips; supporting the needs of workers most likely to continue to have a daily commute (such as essential workers and shift workers), as well as effectively supporting travel options access to non-commute related opportunities. Regional data shows a strong tie between remote work and income level, meaning most jobs that require workers to be in-person are lower-wage positions. In addition, the increase in non-commute trips for essential needs is often linked to caregiving – impacting parents and working families.

- **Data Collection and Monitoring:** TDM programs must expand trip pattern monitoring beyond traditional commute metrics to better understand changing travel behavior. Enhanced data collection and performance tracking will enable more agile, responsive, and effective program adjustments over time.

- **Collaboration and New Service Models:** As new mobility models emerge—such as mobility hubs, vanpools, shuttles, and e-bikes—strong public-private partnerships are needed to coordinate services, maintenance, funding, and user support. Cross-sector collaboration will be critical to scaling new travel options and ensuring their long-term viability.

~~Implementing meaningful TDM programming in many areas of the region is constrained by the lack of sidewalks, safe bicycling infrastructure or low levels of transit service. These same areas are often those with high percentages of Black, Indigenous, people of color and low-income residents. Continued focus and prioritization of improvements in these areas is a key part of ensuring that TDM programs can benefit everyone in the region.~~

CHAPTER 8: MOVING FORWARD TOGETHER

8.2.2.7 Regional Travel Options (RTO) and Safe Routes to School programs

The Regional Travel Options program implements RTP policies and the Regional ~~Travel Options Strategy.~~ Transportation Demand Management (TDM) Strategy. The program's purpose is to reduce drive-alone auto trips and personal vehicle miles of travel and increase use of travel options. The program improves mobility and reduces greenhouse

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gas emissions and air pollution by carrying out the transportation demand management components of the RTP through three primary program areas: ~~(1) commute trip reduction, (2) community-based travel options and (3) Safe Routes to School. Each RTO program area works to advance RTP goals through the following strategies:~~

- **Commute:** Focus on reducing single occupancy vehicle (SOV) trips to work and colleges or universities. In the Metro region, this programming is delivered by a variety of transit providers, local jurisdictions, transportation management agencies (TMAs), non-profit organizations, and "in-house" transportation coordinators at employers. These programs help identify worksite commute solution plans, provide on-site events and outreach, or support employee trip planning and ride matching.
- **Community:** Provides 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.
- **Safe Routes to School (SRTS):** Focuses on trips for school by pre-K12 students and families - whether by bike, bus, scooter, or mobility device. SRTS programs 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.

Each RTO program area works to advance RTP goals through the following activities:

- **Grantmaking & Resource Distribution:** Activities related to the RTO grant solicitation process, ongoing coordination with grant-funded partners, and other efforts to distribute resources that reach local programs.

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- Metro's grant program provides dedicated funding for TDM service providers across the region, along with project-based funding to support new partners and innovation opportunities. Metro works closely with grant-funded partners to deliver TDM services, identify gaps, and address community-identified needs. Local practitioners play a central role in implementing the Regional TDM Strategy, and Metro's grant program will provide the framework for advancing local work in alignment with regional TDM policies and strategies.

- **RTO Programming & Direct Services:** Activities led directly by RTO staff through program development, implementation, and engaging directly with community.
  - Investments in staff time, coordination and technical assistance support efforts across the three RTO program areas (Commute, Community and Safe Routes to School), particularly where gaps or opportunities have been identified by local partners or Metro that regional support can help advance. The RTO work program will identify specific policies and strategies in which Metro can advance emerging needs or underdeveloped areas of work but may not yet be fully operational in the region.

- **Research & Evaluation:** Activities related to travel options research and evaluation of RTO program outcomes.
  - Metro conducts ongoing evaluation of RTO investments, as well as research on travel options needs and opportunities, to inform both grantmaking and programming. Consistent with its performance measurement role identified in the Regional TDM Strategy, RTO staff will also support expanded regional data collection and coordination with partners.

- **Policy & Partnerships:** Activities that involve coordination with partners and opportunities to influence policy outcomes, even when Metro may not be the final decision-maker.
  - As a regional convener, Metro plays an important role in bringing partners together to collaborate, advance policies, and influence decision-making on issues that directly affect TDM.

~~Regional policy development~~

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- ~~The RTO program advances travel options policy through policies in the RTP and developing the Regional Travel Options Strategy. It also supports local and state policy development and implementation.~~

~~Funding local program implementation~~

- ~~The RTO program provides ongoing funding to local programs and partners to deliver critical Transportation Demand Management (TDM) services across the region. The program also seeks out new partnerships to ensure the travel needs of all residents are prioritized.~~

~~Technical assistance and regional program administration~~

- ~~The RTO program provides technical assistance to program providers through trainings, resource development and peer networking and learning. In addition, the RTO program administers regional programming to advance the goals of the RTP and RTO strategy in collaboration with local partners.~~

~~The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand, particularly during peak commute hours. Specific RTO activities include promoting transit, shared trips, bicycling, walking, telecommuting and the Regional Safe Routes to School program. The program is closely coordinated with other regional transportation programs and region-wide planning activities.~~

RTP APPENDIX J: CLIMATE SMART STRATEGY IMPLEMENTATION AND MONITORING AND 2014 CLIMATE SMART STRATEGY PERFORMANCE MONITORING APPROACH

Appendix J Table 2: Climate Smart Strategy implementation and performance monitoring

6. Provide information and incentives to expand the use of travel options
a. Share of people with access to a transportation subsidy or financial incentive program, outside of employer or school-provided programs.~~Share of households participating in individual marketing~~

Attachment B: Redline Version of Proposed RTP Updates

This document presents a redline version of updates to be included in the 2028 Regional Transportation Plan, which were developed concurrently with the Regional Transportation Demand Management Strategy. The updates are organized by RTP chapter and appendix.

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b. Share of workers who have access to an employer-provided transportation financial incentive.~~Share of workforce participating in commuter programs~~

c. Share of K-12 students with access to programs that provide incentives and support to walk, bike, take transit, or ride the school bus.

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Agenda #: 5.2

File #: COM 26-1073 **Agenda Date:**4/16/2026

Consideration of 2023 Regional Transportation Plan Amendments to Include LPAs for Three Transit Projects

Ally Holmqvist, Senior Transportation Planner, Metro

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JPACT Worksheet

Agenda Item Title: Consideration of 2023 RTP Amendments to include LPAs for Three Transit Projects

Presenter: Ally Holmqvist, Senior Transportation Planner, Metro

Contact for this worksheet/presentation: Ally Holmqvist, ally.holmqvist@oregonmetro.gov

Purpose/Objective
Metro and regional partners have made significant progress on the 82nd Avenue Transit Project, Tualatin Valley Highway Transit and Safety Project and Montgomery Park Streetcar Extension, and are ready to take the next step in project development. To be eligible, the endorsed transit projects must have their Locally Preferred Alternatives (LPAs) adopted in the Regional Transportation Plan (RTP). The next RTP update will not be completed until closer to November 30, 2028.

The amendments under consideration would include the LPAs as part of the 2023 RTP for these transit projects to become eligible to compete for federal and state funding opportunities now to support project development sooner. Both the Transportation Policy Alternatives Committee (TPAC) and JPACT, as well as Metro Technical Advisory Committee (MTAC) and Metro Policy Advisory Committee (MPAC), received introductions to the proposed amendments in February.

Action Requested/Outcome
JPACT is being asked to consider and make a recommendation on the following RTP amendments:

- Ordinance No. 26-1536 For the Purpose of Amending the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the 82nd Avenue Transit Project (**Attachments 1 and 2**)
- Ordinance No. 26-1537 For the Purpose of Amending the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project (**Attachments 3 and 4**)
- Ordinance No. 26-1538 For the Purpose of Amending the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the Montgomery Park Streetcar Extension (**Attachments 5 and 6**)

On April 3, TPAC unanimously voted to recommend JPACT adopt Ordinance Nos. 26-1536, 26-1537 and 26-1538.

What has changed since JPACT last considered this issue/item?
Last year, local partners, TPAC, MTAC, MPAC, JPACT and Metro Council endorsed the LPAs for all three transit projects which are identified as regional priorities in the 2023 RTP (and its element the High Capacity Transit Strategy) to improve transit speed, reliability, capacity, safety, comfort and access aligned with the vision established in the regional transit strategy. There are no changes proposed to the LPAs as part of these amendments. Rather the proposed amendments will incorporate the endorsed LPAs in the 2023 RTP to reflect:

- the LPA route alignment on the regional transit network map,
- LPA project description, cost and anticipated revenues, and
- the project timeline and status and related future corridor-refinement activities in appendices of the 2023 RTP.

Amendments to the RTP require a legislative process under State land use law. On November 3, 2025, Metro kicked off this process by releasing the proposed amendments for all three transit projects for public review and comment, providing a 45-day public comment period through December 19, 2025. Metro Council held a public hearing on December 4, 2025 to accept public testimony and comments. On March 5, 2026 Metro Council held an additional public hearing and first reading.

Only one comment has been received, on December 4, which opposed the transit priority lanes proposed for construction as part of the 82nd Avenue Transit Project. It is important to note that neither the Locally Preferred Alternative nor the proposed RTP amendments include this level of detail and instead identify the route and station locations. Design details, like transit priority lanes is part of project development that will occur in the next phase.

Next Steps
MTAC voted to recommend MPAC adopt Ordinance Nos. 26-1536, 26-1537 and 26-1538 (with three abstentions on the latter from the Department of Land Conservation and Development, Portland Public Schools and Multnomah County Community representatives) on March 18. MPAC will consider their recommendations to Metro Council later this month.

Metro Council will consider JPACT's actions, as well as MPAC's recommendations, when taking action on Ordinance Nos. 26-1536, 26-1537 and 26-1538 on April 23, 2026.

What packet material do you plan to include?

<u>82nd Avenue Transit Project</u>

1. Ordinance No. 26-1536
    a. Exhibit A to Ordinance No. 26-1536 (Proposed 2023 RTP Amendments)
2. Staff Report to Ordinance No. 26-1536

<u>Tualatin Valley Highway Transit and Safety Project</u>

3. Ordinance No. 26-1537
    a. Exhibit A to Ordinance No. 26-1537 (Proposed 2023 RTP Amendments)
4. Staff Report to Ordinance No. 26-1537

<u>Montgomery Park Streetcar Extension</u>

5. Ordinance No. 26-1538
    a. Exhibit A to Ordinance No. 26-1538 (Proposed 2023 RTP Amendments)
6. Staff Report to Ordinance No. 26-1538

Attachment 1

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2023 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82ND AVENUE TRANSIT PROJECT	)))))	ORDINANCE NO. 26-1536 Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Deputy Council President Duncan Hwang

WHEREAS, the Regional Transportation Plan (RTP) is the federally-recognized metropolitan transportation plan for the greater Portland region, and must be updated every five years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Statewide Planning Goal 12 (Transportation), as implemented through the Transportation Planning Rule and the Metropolitan Greenhouse Gas Reduction Targets Rule; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, transit is a key element of the Climate Smart Strategy and the RTP; and

WHEREAS, in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 RTP to comply with federal and state law, which included adoption of the Regional High Capacity Transit (HCT) System Plan; and

WHEREAS, in 2018 the Metro Council adopted the Regional Transit Strategy (RTS), as a component of the RTP, via Resolution No. 18-4892, which established the regional vision to make transit more frequent, convenient, accessible and affordable for everyone; and

WHEREAS, the HCT Strategy is a component of the 2018 RTS which was updated by Resolution No. 23-5348 to include new high capacity transit-related policies and identified high capacity transit lines on the Regional Transit Network map to better reflect the RTS vision; and

WHEREAS, the 2023 HCT Strategy identified the 82nd Avenue corridor as a Tier 1 near-term priority investment which is included on the RTP 2030 financially constrained project list; and

WHEREAS, the most recent update to the RTP was completed on November 30, 2023, following approval by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or policies or to substantially modify existing projects or policies in the RTP; and

WHEREAS, the public must be provided an opportunity to review and comment on proposed amendments to the RTP, consistent with the policies and procedures in Metro's Public Engagement Guide; and

WHEREAS, ongoing efforts to address congestion in the region include directing growth in designated centers and corridors served by high-quality transit in combination with investments in system and demand management strategies, improving transit service and reliability, increasing bicycle and pedestrian connections and adding roadway capacity in targeted ways; and

WHEREAS, the 82nd Avenue Transit Project was identified in the 2023 RTP's financially constrained list of projects and programs; and

WHEREAS, Metro's Transportation Funding Task Force also designated the 82nd Avenue Corridor as a Tier 1 priority in their 2019 Recommendation for Corridor Investments and underscored the need to complete corridor planning to facilitate longer-term corridor investments; and

WHEREAS, the City of Portland and the Oregon Department of Transportation have transferred the portion of 82nd Avenue between Clatsop Street and Killingsworth Street from state to city ownership, and the City of Portland has begun investing in safety and maintenance on 82nd Avenue and developed a plan to reenvision this part of the corridor; and

WHEREAS, in June 2022, Metro convened a Steering Committee led by Metro Councilors from District 2 and District 6 with local elected officials, representatives of project partner agencies and community members. The committee was charged with recommending a Locally Preferred Alternative (LPA) and funding strategy for high-capacity transit on the 82nd Avenue corridor; and

WHEREAS, the 82nd Avenue Transit Project Steering Committee met numerous times, heard public input and testimony, and unanimously recommended the LPA for adoption on January 16, 2025; including the mode of transportation, alignment, and general station locations;

WHEREAS, the LPA was endorsed by the Board of Clackamas County Commissioners, the Oregon Department of Transportation, and the Port of Portland with letters of support dated June 10, 2025, May 5, 2025, and May 2, 2025, respectively; and

WHEREAS, the City of Portland City Council unanimously adopted Resolution Number 37706 on May 21, 2025 endorsing the LPA with Conditions of Approval; and

WHEREAS, the Multnomah County Board of Commissioners unanimously adopted Resolution Number 2025-023 on April 17, 2025, endorsing the LPA; and

WHEREAS, the TriMet Board of Directors unanimously adopted Resolution Number 25-03-15 on March 26, 2025, recommending confirmation of the LPA; and

WHEREAS, on June 12, 2025, JPACT approved Resolution Number 25-5495 for the purpose of endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project and submitted the resolution to the Metro Council for approval; and

WHEREAS, at its meeting on June 26, 2025, Metro Council approved Resolution No. 25-5495 endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project; and

WHEREAS, FTA requires that the Locally Preferred Alternative be included in the Financially Constrained RTP and the Metropolitan Transportation Improvement Plan in order to be considered for a Small Starts Capital Investment Grant project rating; and

WHEREAS, Metro held a 45-day public comment period on the requested amendment from November 3 to December 19, 2025; and

WHEREAS, the Metro Council held a public hearing on December 4, 2025 to accept public testimony and comments regarding the requested RTP amendment; and

WHEREAS, JPACT and MPAC have recommended approval of the requested RTP amendment by the Metro Council; and

WHEREAS, the Metro Council held an additional public hearing on the requested RTP amendment on March 5, 2026; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The 2023 Regional Transportation Plan is hereby amended, as indicated in attached Exhibit A, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this 23 day of April, 2026.

Duncan Hwang, Deputy Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Proposed amendments to the 2023 RTP to reflect the **82nd Avenue Locally Preferred Alternative**

oregonmetro.gov/rtp

This exhibit documents proposed amendments to the 2023 Regional Transportation Plan to reflect the 82nd Avenue Transit Project Locally Preferred Alternative endorsed by the Joint Policy Advisory Committee on Transportation and the Metro Council in June 2025.

The amendments are shown in red ~~strikethrough~~ and underscore and include:

- Appendix AA: 82nd Avenue Transit Project LPA ***(new)***
- Chapter 3: System Policies to Achieve Our Vision
- Chapter 5: Our Transportation Funding Outlook
- Chapter 6: Regional Programs Projects to Achieve Our Vision
- Appendix A: Financially Constrained List of Projects and Programs
- Appendix W: Status of current major projects
- Appendix V: Future corridor refinement planning

Metro and regional partners have made significant progress on this project and are ready to take the next step in moving forward into project development and pursuing funding opportunities. To be eligible for federal and state funding, the Locally Preferred Alternative (LPA) must be adopted in the RTP. The requested amendments will bring the 82nd Avenue Transit Project LPA into the 2023 RTP to support the project moving forward into project development and make the project eligible to compete for federal and state funding opportunities now.

APPENDIX AA

2023 Regional Transportation Plan

82nd Avenue Transit Project Locally Preferred Alternative

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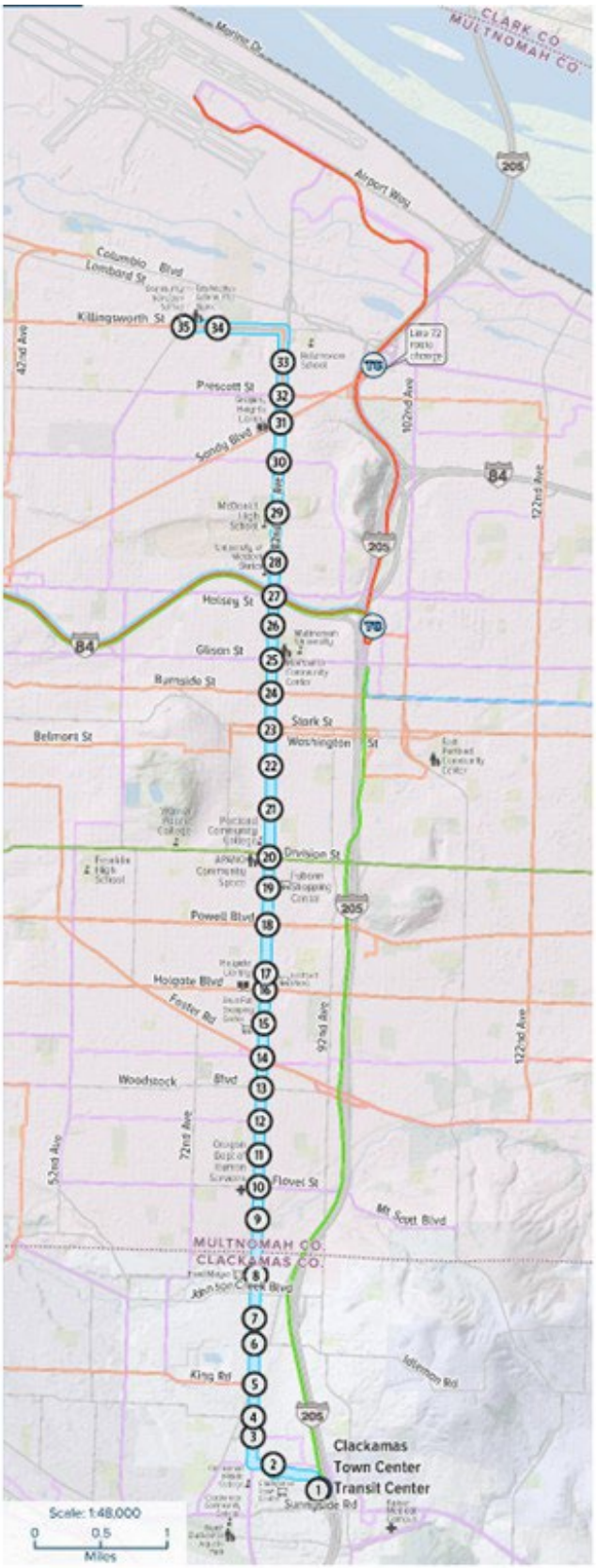
82nd Avenue Transit Project Steering Committee Locally Preferred Alternative

The recommended Locally Preferred Alternative for high-capacity transit in the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general stations at the locations indicated on the attached map, operating between Clackamas Town Center Transit Center and the Cully Boulevard and Killingsworth Street area.

82nd Avenue Transit Project Locally Preferred Alternative



Elements of Locally Preferred Alternative

- Frequent express bus rapid transit route
- General station location

Transit Network

- Green MAX line
- Red MAX line
- Blue MAX line
- Blue, green, red MAX lines
- FX-frequent express service bus line
- Frequent service bus line
- Other bus line

Transit lines for LPA

- Transit center
- Community space
- Medical facility
- School
- Major shopping hub
- Library

Map Key	Proposed General Station Locations
1	Clackamas Town Center Transit Center
2	Clackamas Town Center
3	SE Causey Ave & SE 82nd Ave
4	South of SE Boyer Dr (Winco) & SE 82nd Ave
5	SE King Rd & SE 82nd Ave
6	SE Otty Rd & SE 82nd Ave
7	SE Overland St & SE 82nd Ave
8	SE Lindy St & SE 82nd Ave
9	SE Crystal Springs Blvd & SE 82nd Ave
10	SE Flavel St & SE 82nd Ave
11	SE Bybee Blvd & SE 82nd Ave
12	SE Duke St & SE 82nd Ave
13	SE Woodstock St & SE 82nd Ave
14	SE Foster Rd & SE 82nd Ave
15	SE Raymond St & SE 82nd Ave
16	SE Holgate Blvd & SE 82nd Ave
17	SE Boise St & SE 82nd Ave
18	SE Powell Blvd & SE 82nd Ave
19	SE Woodward St & SE 82nd Ave
20	SE Division St & SE 82nd Ave
21	SE Mill St & SE 82nd Ave
22	SE Taylor Ct & SE 82nd Ave
23	SE Stark St / SE Washington St & SE 82nd Ave
24	E Burnside St & NE/SE 82nd Ave
25	NE Glisan St & NE 82nd Ave
26	NE Halladay St & NE 82nd Ave
27	I-84 & NE 82nd Ave
28	NE Tillamook St & NE 82nd Ave
29	McDaniel High School & NE 82nd Ave
30	NE Fremont St & NE 82nd Ave
31	NE Sandy Blvd & NE 82nd Ave
32	NE Prescott St & NE 82nd Ave
33	NE Alberta St & NE 82nd Ave
34	NE Lombard St & NE 72nd Ave
35	NE Cully Blvd & NE Killingsworth St

Proposed Amendments to 2023 Regional Transportation Plan Chapter 3

Amend Figure 3.24 Regional Transit Network Map to:

- Revise the northern extent and terminus of 82nd Avenue corridor high capacity transit to match the Locally Preferred Alternative (to NE Cully Blvd /NE Killingsworth St from Sandy Blvd/Parkrose Sumner Transit Center)

Proposed Amendments to 2023 Regional Transportation Plan Chapter 5

- Update **Figure 5.2 Flow of transportation revenues into the greater Portland region** to:
    - add $77,500,000 to assumed "Regional and Local Sources $39 billion",
    - add $630,000 to assumed "Federal Sources $15 billion", and
    - add $43,930,000 to the "Transit Capital $4.6B" total
    - add to figure "Source" note "*additional Federal, state, and local dedicated funding from new revenue sources identified as part of the transit project Locally Preferred Alternative(s) (not accounted for in the revenue forecast)*".
- Update **Figure 5.4: Federal transportation revenue sources in the 2023 RTP** to add $630,000.
- Update **Figure 5.6: Regional transportation revenue sources in the 2023 RTP** to add $28,000,000.
- Update **Figure 5.7: Local transportation revenue sources in the 2023 RTP** to add $49,500,000.
- Update **Table 5.5 RTP constrained revenue forecast for capital projects, 2023 to 2045 (YOE$)** to reflect the addition of $22,930,000 in revenue:
    - add a new row "*Additional Federal, state, and local dedicated funding from new revenue sources available identified as part of recent transit project Locally Preferred Alternative processes (not accounted for above)*",
    - update "Total revenues available for capital projects in the 2023 RTP: $28,130.45", and
    - update page 5-26 paragraph 1 text to reflect updates to Table 5.5 totals.
- Update **Figure 5.9 2023 RTP total anticipated spending by investment category (YOE$)** to add $22,930,000 to "27.9B Capital Project Spending" and "69.3B Total RTP anticipated spending".
- Update **Figure 5.10 Total anticipated capital and O&M investment spending, FY 2024 to FY 2045 (YOE$)** to add $22,930,000 to "69.3 billion 2023-2045 RTP Constrained List".
- Update **Table 5.7 Estimated costs for RTP Constrained Project List in YOE$, 2023-2045** to:
    - add $43,930,000 to:
        - "Transit Capital Investments (YOE$) Near Term 2023-2030: 1,575,610,000",
        - "Transit Capital Investments (YOE$) Total 2023-2045: 4,647,590,000",
    - remove $21,000,000 from:
        - "Roads and Bridges Near Term 2023-2030: 3,047,874,000" and
        - "Roads and Bridges Total 2023-2045: 3,047,874,000".
    - add $22,930,000 to:
        - "RTP Capital Projects and Programs (YOE$) Total Estimated RTP Costs (YOE$) Near Term 2023-2030: 8.57 billion",
        - "RTP Capital Projects and Programs (YOE$) Total Estimated RTP Costs (YOE$) Total 2023-2045: 27.87 billion",
        - "Total estimated RTP Costs (YOE$) Near Term 2023-2030: 19.07 billion", and
        - "Total estimated RTP Costs (YOE$) Total 2023-2045: 69.3 billion".
- Update **Figure 5.11: Cost and number of RTP constrained capital projects by investment area (YOE$)** to add $43,930,000 to "Transit Capital $4.6B"

- Update **Table 5.8: Demonstration of financial constraint of the 2023 RTP, 2023-2045 (YOE$)** to add $22,930,000:
    - to “Capital projects Constrained revenues: $28,130,454,000”,
    - to “Capital projects Constrained costs: $27,872,866,000”,
    - to “Total Constrained revenues: $70,385,197,000”,
    - to “Total Constrained costs: $69,320,668,000”,
    - by updating the table note to reflect the new revenue sources, and
    - by updating page 5-34 paragraph 1 text to reflect updates to Table 5.8 totals.
- Update **Table 5.9: Road-related revenue forecast compared to total costs, 2023 - 2045 (YOE$)** to remove $21,000,000 from:
    - “Capital projects Constrained revenues: $23,277,904,000”,
    - “Capital projects Constrained costs: $23,225,276,000”,
    - “Total Constrained revenues: $39,317,204,000”, and
    - “Total Constrained costs: $38,509,965,000”.
- Update **Table 5.10: Transit-related revenue forecast compared to total costs, 2023 - 2045 (YOE$)** to add $43,930,000:
    - to “Capital projects Constrained revenues: $4,852,550,000”,
    - to “Capital projects Constrained costs: $4,647,590,000”,
    - to “Total Constrained revenues: $31,067,993,000”,
    - to “Total Constrained costs: $30,810,703,000”, and
    - by updating the table note to reflect the new revenue sources

Proposed Amendments to 2023 Regional Transportation Plan Chapter 6

- Update **Figure 6.3: Map of RTP Financially Constrained Projects, 2023-2045** to add $22,930,000 to "27.9B Capital Project Spending".
- Update **Table 6.3 : Estimated costs for Constrained RTP Project List** to:
    - add $43,930,000 to:
        - "Transit Capital Near Term 2023-2030: $1.58 billion",
        - "Transit Capital Total 2023-2045: $4.65 billion",
    - remove $21,000,000 from:
        - "Roads and bridges capital Near Term 2023-2030: $3.05 billion" and
        - "Roads and bridges capital Total 2023-2045: $7.41 billion".
    - add $22,930,000 to:
        - "RTP Capital Projects and Programs (YOE$) Total Estimated RTP Costs (YOE$) Near Term 2023-2030: 8.57 billion",
        - "RTP Capital Projects and Programs (YOE$) Total Estimated RTP Costs (YOE$) Total 2023-2045: 27.87 billion",
        - "Total estimated RTP Costs (YOE$) Near Term 2023-2030: 19.07 billion", and
        - "Total estimated RTP Costs (YOE$) Total 2023-2045: 69.3 billion".
- Update **Figure 6.4: Total estimated investment by 2045 (YOE$)** to add $22,930,000 to "27.9B Capital Project Spending" and "69.3B Total RTP anticipated spending".
    - Update page 6-16 paragraph 1 to reflect these updates to Figure 6.4 totals.
- Update **Figure 6.6: Greater Portland region: Cost and number of RTP constrained list projects by investment category, 2023-2045** to add $43,930,000 to "Transit Capital $4.6B"
- Update **Figure 6.8: TriMet: Cost and number of RTP constrained list capital projects by investment category, 2023-2045** to add $43,930,000 to "$4.33B total constrained capital RTP spending [YOE $]"
- Update **Figure 6.10: City of Portland and Port of Portland: Cost of RTP constrained list capital projects by investment category, 2023-2045** to remove $21,000,000 from "$2.20B total constrained capital RTP spending [YOE $]
- Update **Table 6.5: Summary of RTP constrained list transit capital projects and planned service** to add $43,930,000 to "Estimated capital cost in YOE dollars Near-term Constrained List (2023-2030): $1.58 billion".
- Update **Figure 6.18: Greater Portland region: Map of RTP constrained list transit capital projects and planned service, 2030** to revise the northern extent and terminus of project #12029 to match the Locally Preferred Alternative (to NE Cully Blvd /NE Killingsworth St from Sandy Blvd/Parkrose Sumner Transit Center).
- Update **Figure 6.19: Greater Portland region: Map of RTP constrained list transit capital projects and planned service, 2045** to revise the northern extent and terminus of project #12029 to match the Locally Preferred Alternative (to NE Cully Blvd /NE Killingsworth St from Sandy Blvd/Parkrose Sumner Transit Center).

- Update **Table 6.7: Summary of RTP constrained list roads and bridges projects** to remove $21,000,000 from “Estimated capital cost in YOE dollars Near-term Constrained List (2023-2030): $3.05 billion”.

Proposed Amendments to Appendix A to the 2023 Regional Transportation Plan

(shown in red ~~strikethrough~~ and underscore)

RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Project Name	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Transit - High Capacity	Multnomah County	TriMet	TriMet	12029	HCT: 82nd Ave Transit Project	Clackamas Town Center	~~TBD~~NE Cully Blvd and NE Killingsworth Street	Contingent on federal, state and local funding commitments, the 82nd Ave Transit Project will improv travel between Clackamas Town Center and important destinations in NE Portland with easier, faster and more reliable bus service as well as necessary safety and accessibility improvements, paving and signals. Planning work will include identifying and prioritizing complementary multimodal safety improvements to make 82nd Avenue safer for all travel modes. The 82nd Avenue Transit Project would implement a new bus rapid transit line and related improvements in a 10-mile corridor in Portland and unincorporated Clackamas County, Oregon. The line would connect the NE Cully Boulevard and NE Killingsworth Street area in Portland and the Clackamas Town Center Transit Center in Clackamas County, running primarily along NE/SE 82nd Avenue.	$ ~~300,000,000~~ $ 344,000,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	11844	82nd Ave Corridor Improvements	NE Lombard St	SE Clatsop St	Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Address major asset needs including pavement, ADA ramps, and traffic signals.	~~$ 150,000,000~~ $ 129,000,000	2023-2030	Yes

Projects submitted to RTP by nominating agency.

Download the project data in excel at: www.oregonmetro.gov/rtp

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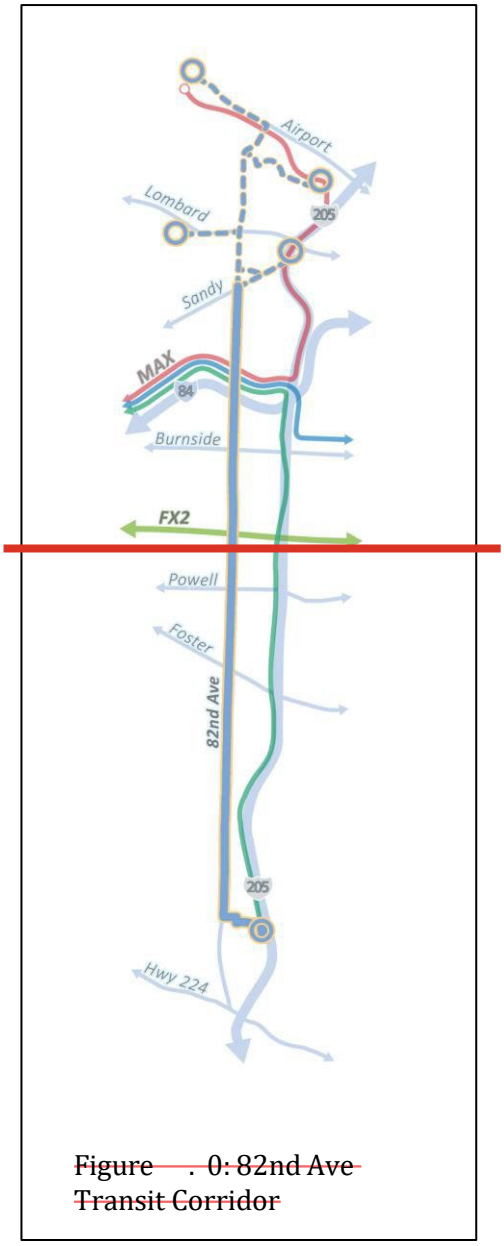
Proposed Amendments to Appendix W to the 2023 Regional Transportation Plan (shown in red ~~strikethrough~~ and underscore)

~~Metro, TriMet, the City of Portland, Clackamas County, ODOT, Multnomah County, and the Port of Portland as well as community members are collaborating to develop a rapid bus transit project in the 82nd Avenue corridor between Clackamas Town Center and a northern terminus yet-to-be-determined. In addition, Metro is working to support a community-led equitable development strategy (EDS) that will address community priorities outside of, but often-related to the transit project investment.~~

~~The 82nd Avenue corridor is a major route for the region connecting key destinations and communities in Clackamas County and Portland, Oregon and supporting the movement of people and goods in a diverse and growing area. The corridor serves many people who are part of BIPOC, limited English proficiency, and low-income communities, zero car household, or living with a disability. 82nd Avenue was once the primary north-south highway for the area before Interstate 205 was opened in 1983. Since then, the primary function of 82nd Avenue as a regional throughway has diminished, but its importance as a transit and pedestrian corridor has grown. The roadway continues to carry substantial amount of freight, auto, and bus traffic.~~

~~TriMet's Line 2 - Killingsworth/82 serves the 82nd Avenue corridor and is the highest ridership bus line in TriMet's system, and exceeds ridership on the Orange and Yellow Max light rail lines. However, unlike light rail transit, the bus runs in mixed traffic and is often delayed. Line 72 is a frequent service route connecting riders to major destinations, high-capacity transit lines (the new Division FX2 and the MAX Green, Blue, and Red Lines), and over 20 bus routes just in the corridor.~~



~~Figure . 0: 82nd Ave Transit Corridor~~

It is a workhorse with high ridership all day and weekends and saw relatively high retention of riders during the pandemic.

The need for a major transit improvement has been identified in multiple plans including the 2010 High Capacity Transit (HCT) System Plan, the 2018 Regional Transportation Plan (RTP), and the 2018 Regional Transit Strategy. In 2019, Metro's Transportation Funding Task Force selected 82nd Avenue as a Tier 1 priority to include a bus rapid transit project investment. The steering committee has called for the project to address transit speed and reliability, safety, needs of transit-dependent communities in the corridor, and to reduce pollution and greenhouse gas emissions, while designing for a constrained physical environment.

The 82nd Avenue Transit Project would improve transit in the corridor by adding: new buses with greater capacity, improved pedestrian facilities and access, better lighting, transit signal priority and physical bus priority in the roadway to move the bus through congestion, and better stations with shelters, seating, lighting, and real time bus arrival information. The work will be integrated with the streetscape improvements both planned and underway.

The need is urgent with an unprecedented opportunity for an 82nd Avenue bus rapid transit project to leverage and complement a $185 million investment that the City of Portland, the State of Oregon, and regional partners are making as part of the 82nd Avenue jurisdictional transfer. These investments provide the opportunity to reimagine the corridor to improve safety and pedestrian facilities in conjunction with high-quality, frequent, reliable Bus Rapid Transit service. The City of Portland and ODOT are already making near-term safety, paving, and maintenance fixes that will improve access to transit. A second phase of that work is underway through the City's Building a Better 82nd Avenue program to identify additional improvements within Portland for the corridor. These improvements would complement/support the transit investment and could be delivered with the transit project. The project will be further bolstered by receiving a $630,000 planning grant from the FTA's Areas of Persistent Poverty program.

The people who live along 82nd Avenue are more likely to rely on transit than the general population with a high number of equity communities in greater representation than the region as a whole. These include people that are low-income, BIPOC, have limited English proficiency, live with a disability, or live in zero car households or in affordable housing. In addition, 82nd Avenue is high injury corridor with inadequate pedestrian facilities, lighting, and limited signalized crosswalks and few transit shelters.

The project anticipates having an approved locally preferred alternative demonstrating regional consensus around the transit mode, general station locations, and alignment in winter of 2023/24. The NEPA phase of the project would begin post approval of the LPA and after early corridor design is underway.

82nd Avenue supports the movement of people and goods in a diverse and growing area, connecting people to essential jobs, education facilities, shopping and community services from Clackamas Town Center to Portland's Cully neighborhood. Once the area's primary north-south highway before Interstate 205 opened in 1983, 82nd Avenue has long been a critical regional mobility corridor, and the importance of transit and pedestrian connections has only grown since that time. A substantial number of people continue to travel the corridor each day to get where they need to go and more people are anticipated to do so in the future.

The 82nd Avenue Transit Project would implement a new bus rapid transit (BRT) line and related improvements in a 10-mile corridor in Portland and unincorporated Clackamas County, Oregon. The BRT line would be built and operated by TriMet. The line would connect the NE Cully Boulevard and NE Killingsworth Street area in Portland and the Clackamas Town Center Transit Center in Clackamas County, running primarily along NE/SE 82nd Avenue. It would operate as Frequent Express service, TriMet's brand of BRT, and would replace a portion of the existing 72-Killingsworth/82nd TriMet bus line.

The purpose of the transit project is to improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue, which is one of the most important transit corridors in the region. 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. Currently, 82nd Avenue is served by TriMet's Line 72, which is the highest ridership bus line in Oregon and experiences the greatest passenger travel delay of all TriMet bus lines.

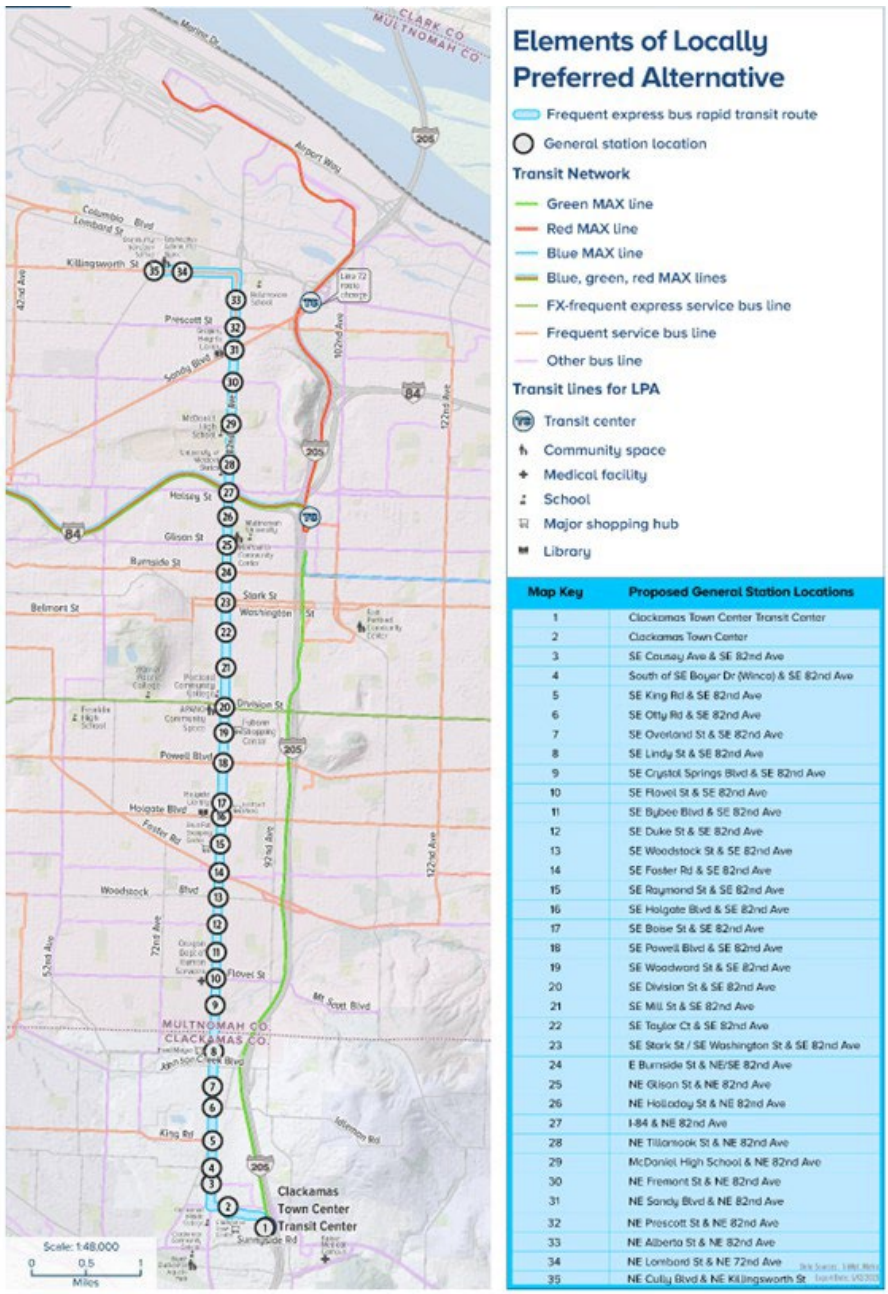
82nd Avenue has long been recognized as a priority corridor for high-capacity transit (HCT) investment. It was included in the 2009 HCT Plan, the 2018 RTP and the 2018 Regional Transit Strategy. In 2019, Metro's Transportation Funding Task Force selected 82nd Avenue as a Tier 1 priority to include a bus rapid transit project. The 82nd Avenue corridor is included in the current 2023 RTP and was identified as a priority for high-capacity transit investment in the 2023 HCT Strategy.

In 2022, following years of community advocacy and a series of fatalities, the Oregon Department of Transportation transferred ownership of most of 82nd Avenue within the City of Portland to the Portland Bureau of Transportation. This transfer created a unique opportunity to coordinate transit and corridor investments to leverage local funds and advance the goals of transit riders, safety advocates, pedestrians, and local communities. In June 2022, Metro convened a Steering Committee composed of local agency partners and representatives from four community-based organizations—Oregon Walks, Clackamas Resource Center, Unite Oregon, and the 82nd Avenue Business Alliance. This committee was established to guide the project toward a Locally Preferred Alternative (LPA) that reflects regional consensus on the project parameters of the initiative. After extensive public engagement, technical analysis, collaboration across agencies, and direction from the steering committee, the Steering Committee unanimously recommended an LPA on January 16, 2025.

Next steps for the project include completing NEPA environmental review, advancing preliminary engineering and design, developing a finance plan, and preparing construction documents. Based on the current timeline, the project is estimated to open in Summer 2029.

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

Figure W.10: 82nd Avenue Transit Project Locally Preferred Alternative

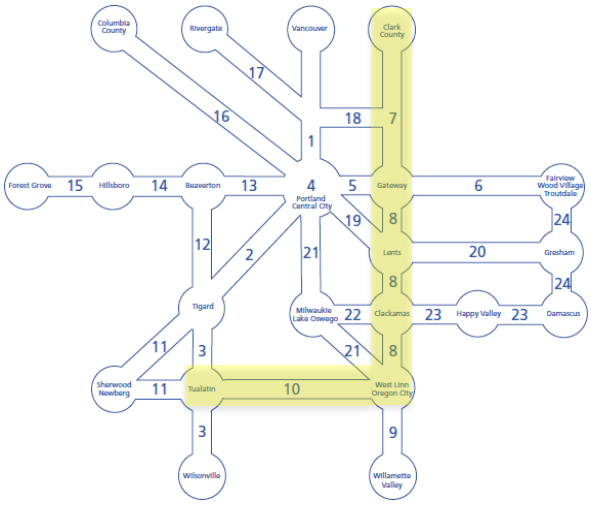


Map Key	Proposed General Station Locations
1	Clackamas Town Center Transit Center
2	Clackamas Town Center
3	SE Causey Ave & SE 82nd Ave
4	South of SE Boyer Dr (Winco) & SE 82nd Ave
5	SE King Rd & SE 82nd Ave
6	SE Otty Rd & SE 82nd Ave
7	SE Overland St & SE 82nd Ave
8	SE Lindy St & SE 82nd Ave
9	SE Crystal Springs Blvd & SE 82nd Ave
10	SE Flavel St & SE 82nd Ave
11	SE Bybee Blvd & SE 82nd Ave
12	SE Duke St & SE 82nd Ave
13	SE Woodstock St & SE 82nd Ave
14	SE Foster Rd & SE 82nd Ave
15	SE Raymond St & SE 82nd Ave
16	SE Holgate Blvd & SE 82nd Ave
17	SE Boise St & SE 82nd Ave
18	SE Powell Blvd & SE 82nd Ave
19	SE Woodward St & SE 82nd Ave
20	SE Division St & SE 82nd Ave
21	SE Mill St & SE 82nd Ave
22	SE Taylor Ct & SE 82nd Ave
23	SE Stark St / SE Washington St & SE 82nd Ave
24	E Burnside St & NE/SE 82nd Ave
25	NE Glisan St & NE 82nd Ave
26	NE Halladay St & NE 82nd Ave
27	I-84 & NE 82nd Ave
28	NE Tillamook St & NE 82nd Ave
29	McDaniel High School & NE 82nd Ave
30	NE Fremont St & NE 82nd Ave
31	NE Sandy Blvd & NE 82nd Ave
32	NE Prescott St & NE 82nd Ave
33	NE Alberta St & NE 82nd Ave
34	NE Lombard St & NE 72nd Ave
35	NE Cully Blvd & NE Killingsworth St

Proposed Amendments to Appendix V to the 2023 Regional Transportation Plan (shown in red ~~strikethrough~~ and underscore)

Clark County to I-5 via Gateway, Oregon City and Tualatin (Mobility Corridors 7, 8 and 10)

Improvements are needed in this corridor to address existing gaps and deficiencies and expected growth in travel demand in Clark, Multnomah and Clackamas counties. Construction of upgrades to the I-205/Abernethy Bridge are underway and anticipated to be complete in 2025.



Transportation solutions in this corridor should address the following needs and opportunities:

- Maintain peak period and off-peak mobility and reliability from I-5 to Clark County for freight and longer trips, with an emphasis on connections to OR 213, OR 224 and the Sunrise Corridor.
- Maintain an acceptable level of access to the Oregon City, Clackamas and Gateway regional centers and Sunrise industrial area.
- Maintain acceptable levels of access to PDX, including air cargo access.
- Coordinate refinement planning activities with planning for the Stafford area.
- Adding general purpose lanes to I-205 should be considered to meet state and regional policies to bring the freeway up to three through lanes in each direction in the southern section from Oregon City to I-5 and to allow for potential of bus-on-shoulder operations for bypassing of traffic queues on I-205 during peak periods.
- Expanded transit service in the corridor including provision of I-205 express bus service between Clackamas regional center and Bridgeport in Tualatin, and frequent bus service between Clackamas regional center and Clackamas Community College via downtown Oregon City. The 82nd Avenue Transit Project currently underway will add high capacity transit to this corridor.

Attachment 2

STAFF REPORT

IN CONSIDERATION OF ORDINANCE 26-1536 FOR THE PURPOSE OF AMENDING THE 2023 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82ND AVENUE TRANSIT PROJECT

Date: April 6, 2026
Department: Planning, Development and Research
Meeting Date: April 23, 2026
Length: 15 minutes
Prepared by:

- Ally Holmqvist, Senior Planner, Metro
- Melissa Ashbaugh, Senior Planner, Metro
- Jesse Stemmler, Interim 82nd Avenue Transit Project Director, TriMet

Presenter: Ally Holmqvist, Senior Planner, ally.holmqvist@oregonmetro.gov

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ISSUE STATEMENT

The Regional Transportation Plan (RTP) is the state- and federally-required long-range transportation plan for the Portland metropolitan area that guides planning and investment for all forms of travel – motor vehicle, transit, biking, and walking – and the movement of goods and freight. It includes a list of "financially constrained" projects eligible to move forward when there is funding and political support. The RTP was last updated in 2023.

In June 2025, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council endorsed the Locally Preferred Alternative (LPA) for the 82nd Avenue Transit Project identified as a regional priority in the 2023 RTP (and its element the High Capacity Transit Strategy) to improve transit speed, reliability, capacity, safety, comfort and access aligned with the vision established in the regional transit strategy. Planning to develop the LPA identified additional details and information that required amendments to the 2023 RTP. The amendments include updates to reflect:

- the endorsed LPA route alignment on the regional transit network map,
- LPA project description, cost and anticipated revenues, and
- the project timeline and status and related future corridor-refinement activities in appendices of the 2023 RTP.

Metro and regional partners have made significant progress on the 82nd Avenue Transit Project, as well as the Tualatin Valley Highway Transit and Safety Project and Montgomery Park Streetcar Extension, and are ready to take the next step in pursuing key federal funding opportunities. This is a key step of the project development lifecycle outlined in the HCT Strategy for these identified Tier 1 priorities (see **Attachment 1**). To be eligible for federal and state funding, the endorsed transit project must have its LPA adopted in the RTP. The next full RTP update must be completed by November 30, 2028.

The requested amendment will include the endorsed 82nd Avenue LPA as part of the 2023 RTP in order to support the project moving into project development and becoming eligible to compete for federal and state funding opportunities now.

IDENTIFIED POLICY OUTCOMES

To reflect the LPA as previously endorsed by Metro Council resolution, the requested amendment includes the following:

- Amendment to Chapter 3 System Policies to Achieve Our Vision Regional Transit Network Map (Figure 3.24) to:
    - Revise the northern extent and terminus of 82nd Avenue corridor high capacity transit to match the Locally Preferred Alternative (to NE Cully Blvd /NE Killingsworth St from Sandy Blvd/Parkrose Sumner Transit Center).
- Amendments to Chapter 5 Our Transportation Funding Outlook and Chapter 6 Regional Programs and Projects chapter text and figures to reflect additional revenues related to the transit project not accounted for in the adopted 2023 RTP financial forecast.
- Amendments to the Appendix A: Constrained Priorities Project List to update project costs and descriptions for:
    - Project 12029: 82nd Avenue Transit Project to update the end location to NE Cully Boulevard (from TBD) and NE Killingsworth Street, add detail to the project description, and update the project cost to $344M (from $300M).
        - Project 11844: 82nd Avenue Corridor Improvements Project to update the project cost to $119M (from $150M).
- Amendments to Appendix W: Status of Current Major Projects to update description of the transit project to reflect endorsement of the LPA, including project status, timeline, maps and next steps.
- Amendments to Appendix V: Future Corridor Refinement Planning to update description for transportation solutions in the corridor to add or update information about the transit project in development.
- Create a new appendix that will contain the LPA: Appendix AA: 82nd Avenue Transit Project Locally Preferred Alternative
- Amendments to numbering, pagination, formatting and other scrivener's errors as needed.

ACTION REQUESTED

Hold a public hearing on the proposed RTP amendment and consider Ordinance No. 26-1536 For the Purpose of Amending the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the 82nd Avenue Transit Project.

STAFF RECOMMENDATIONS

Staff recommends that Metro Council adopt Ordinance No. 26-1536, consistent with JPACT's action. MPAC will make a recommendation to Metro Council at their meeting on April 22, 2026. Staff will notify Metro Council of their recommendation at the second reading on April 23, 2026.

Following the amendment procedures, Metro staff has reviewed the information submitted by TriMet (Attachment 2) and finds that the requested amendment to the 2023 RTP to include the LPA for the 82nd Avenue Transit Project is regionally significant and consistent with the 2023 RTP and federal fiscal constraint requirements.

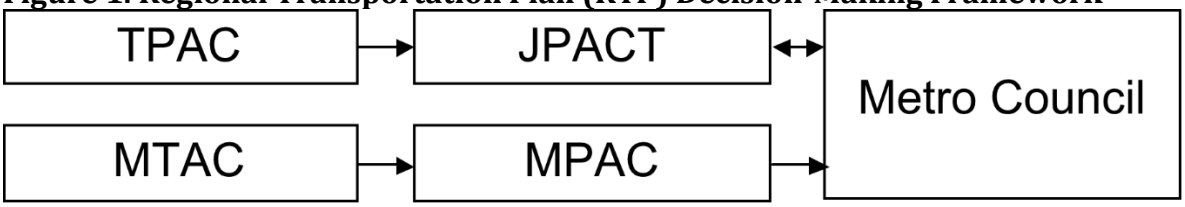
STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

In 2023, JPACT and the Metro Council adopted a significant update to the RTP that brought together the input of thousands of people who live, work and travel across the greater Portland region. Meaningful engagement and consultation with Tribes, community members, community-based organizations, businesses, transportation agencies and elected officials contributed to a shared vision and strategy for investing in a transportation system that serves everyone. The 2023 RTP forwards the values and desired outcomes for the future of the region's transportation system: mobility options, equitable transportation, climate action and resilience, safe system, and thriving economy.

As the federally-designated metropolitan planning organization for the Portland metropolitan area, Metro is responsible for developing and maintaining the RTP. As the regional government responsible for regional land use and transportation planning under state law, Metro is also responsible for developing and maintaining a regional transportation system plan, consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule, the Metropolitan Greenhouse Gas Reduction Rule, the Oregon Transportation Plan, and by extension the Oregon Highway Plan and other state modal plans.

The Metro Council and JPACT jointly share responsibility for developing and adopting an updated RTP every five years to maintain compliance with federal and state requirements. Adoption or amendment of the RTP is a land use action under the statewide land use planning program. As such, the Metro Policy Advisory Committee (MPAC) serves in an advisory role to the Metro Council. This decision-making framework is shown in Figure 1.

Figure 1. Regional Transportation Plan (RTP) Decision-Making Framework



Amendments to the RTP are considered in between scheduled updates when a sponsoring agency requests changes to the funding, phasing, mode, function or general location of a project in the plan. There are several general sources for RTP amendment requests:

(1) ODOT requests that require an amendment to the RTP for specific projects or the phasing of existing projects due to a funding decision by the Oregon State Legislature or other action by the Oregon Transportation Commission;
(2) city or county requests involving transportation projects adopted through a public process in local transportation system plans, area plans, concept plans or studies;
(3) transit agency requests to align adopted transit plans with the RTP;

(4) public agency requests resulting from a National Environmental Policy Act (NEPA) review process to reflect the LPA adopted by project partners to allow the project to proceed and be eligible for federal funding; and
(5) amendments resulting from a local, regional or state planning study or corridor refinement planning as defined in the Oregon Transportation Planning Rule, that involve additions or deletions to the RTP Financially Constrained project list or a significant change in the mode, function or general location of a project on the RTP Financially Constrained project list.

As described in Appendix Y of the RTP, such amendments require a recommendation from MPAC and adoption by the JPACT and the Metro Council by Ordinance.

Attachment 3 describes in detail how the amendment is regionally significant and consistent with the 2023 RTP and related public engagement procedures for amendments to the RTP. **Table 1** below provides a summary of the determination outcomes.

Table 1. RTP Amendment Consistency Review Outcomes Summary

Process Step	*Outcomes*
Step 1 Sponsoring agency consults with Metro Staff	*Staff from TriMet (project sponsor) met with staff from Metro between April and September 2025 on the requested amendment and the RTP consistency requirements. Metro staff also led the LPA process for the transit project.*
Step 2 Sponsoring agency submittal	*Staff from TriMet submitted a memo for the requested amendment including the RTP consistency background information outlined in the RTP Project Amendment Checklist as outlined in Appendix Y: RTP Amendment Process in October 2025.*
Step 3 Regional significance determination:	*In 2018, Metro adopted the region's first Regional Transit Strategy, as an element of the RTP. The RTP identified 82nd Avenue as an Enhanced Transit Corridor for short-term implementation with the transit project identified in the financially constrained project list. In 2023, Metro adopted the Regional High Capacity Transit (HCT) Strategy as an element of the RTP, and designated this high capacity transit project as a Tier 1: near-term HCT corridor – the highest priority for near-term HCT investment in the region. The project will also require project-level NEPA review. Additionally, the project corridor is designated on multiple RTP network maps – including transit, motor vehicle, bicycle, pedestrian, freight, and TSMO networks.*

(continued) **Table 1. RTP Amendment Consistency Review Outcomes Summary**

Process Step	*Outcomes*
Step 4 Public engagement consistency determination:	*TriMet submitted a signed Public Engagement and Non-discrimination Certification and Documentation Forms as part of the 2023 RTP certifying that they have:* • *an adopted Title VI plan and implementation procedures;* • *public engagement plans compliant with Title VI and Goals 1 and 12 for all adopted land use and/or transportation plans, strategies and studies including the project;* • *conducted project-specific engagement and analyzed potential inequitable impacts for marginalized groups;* • *conducted and will conduct non-discriminatory, inclusive engagement compliant with Title VI and Goals 1 and 12 where input followed best practices and helped shape the project; and* • *retained records related to these public engagement activities in compliance with regulations.* *The LPA endorsement process documented the extensive, consistent project development public engagement activities since that time.*
Step 5 RTP consistency determination:	*The requested amendment has elements demonstrating progress toward objectives under all five regional goals that:* • *implement the Metro 2040 Growth Concept by advancing high-capacity transit along a Main Street improving mobility between Regional Centers via a transit solution supporting planned compact, higher density land uses;* • *invest in a corridor identified for transit improvements on the RTP Transit Network Vision;* • *improve transit and pedestrian travel and access, while balancing motor vehicle travel and the many functions of mobility corridors;* • *improve multimodal options and access for Equity Focus Areas;* • *provide safer alternatives to driving, advancing implementation of Vision Zero on a Regional High Injury Corridor;* • *advance a major high-capacity transit investment to make transit more convenient, frequent, and accessible — a key strategy for implementing the Climate Smart Strategy;* • *advance transit and pedestrian system completion in a job and activity center to provide safe and convenient options for short trips and connections to transit, supporting the economy; and* • *plan to include transit signal priority and access management strategies to support system management and operations and are themselves transit strategies for increasing corridor capacity as part of the Congestion Management Toolbox.* *In all these ways, the requested amendment has been determined to support the region's progress toward both federal and regional performance targets. All project amendments (additions and deletions) are exempt from the federally-required air quality conformity analysis.*

(continued) **Table 1. RTP Amendment Consistency Review Outcomes Summary**

Process Step	*Outcomes*
Step 6 Fiscal constraint determination	*The estimated cost for the 82nd Avenue Transit Project increased from $300M to $344M. This difference is accounted for in:* • *$50M in new revenue (i.e., FTA Areas of Persistent Poverty Grant, Portland Clean Energy Fund Grant) not included in the RTP forecast;* • *$28M in regional revenue (i.e., Regional Flexible Fund Bond approved by JPACT and the Metro Council in 2025); and* • *$21M in State revenues related to the jurisdictional transfer of 82nd Avenue from ODOT to the City of Portland assumed to help fund the City's related 82nd Avenue corridor project (RTP ID 11844). The amendment proposes to shift the $21 million in state revenues assumed to help fund the 82nd Avenue Corridor Improvements project (RTP ID 11844) to the 82nd Avenue Transit Project (RTP ID 12029) to demonstrate fiscal constraint.*
Step 7 Begin Formal Amendment Process	*The RTP Amendment Process was initiated with the start of the public review period on November 3, 2025. Per Metro's adopted Public Engagement Guide, advance notice of the public comment period was provided 30 days in advance. This process was consistent with Metro's public engagement and established RTP amendment procedures.* ***Attachment 2*** *provides the process and timeline for considering the requested RTP amendment. To date that has included:* • *a 45-day public comment period which concluded on December 19, including public hearings on December 4 and March 5* • *Documentation of public comments and recommended actions in response (see* ***Attachment 4****)* • *Form 1 Notice to the Department of Land Conservation and Development on January 28* • *Consideration and recommendation by MTAC, TPAC, JPACT and MPAC* *Next steps in the process will include:* • *Consideration by Metro Council (second reading and adoption on April 23)* • *Form 2 Notice to the Department of Land Conservation and Development by May 12*

Known Support and Opposition

Overall, public input and prior endorsements demonstrate support for the transit project LPA by agency partners, local jurisdictions, and community-based organizations across the region. Extensive technical analysis was conducted to understand the benefits and tradeoffs of different LPA components for the project. Analysis was shared with community members for feedback. Public engagement has been extensive and coordinated with agency

partners and outreach for the associated Building a Better 82nd Avenue project. Additionally, the project has demonstrated compliance with Title VI and regional public involvement requirements.

At the public hearing held during the comment period on December 4th, there was one comment in opposition to transit priority lanes being constructed as part of the project. It is important to note that neither the Locally Preferred Alternative nor the proposed amendments include this level of detail (rather route and station locations), as design is part of project development to occur in the next phase. This comment is detailed in the public comment report provided in **Attachment 4**.

Legal Antecedents
Metro Council actions include:

- Resolution No. 09-4025 (For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria), adopted by the Metro Council on February 12, 2009.
- Resolution No. 09-4052, "For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments" adopted by the Metro Council on July 9, 2009.
- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted by the Metro Council on June 10, 2010.
- Resolution No. 10-4119 (For the purpose of updating the work program for Corridor Refinement Planning through 2020 and Proceeding with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle), adopted by the Metro Council on February 25, 2010.
- Ordinance No. 14-1346B (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- Ordinance No. 18-1421 (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on Dec. 6, 2018.
- Resolution No. 18-4892 (For the Purpose of Adopting the 2018 Regional Transit Strategy and Replacing the 2009 High Capacity Transit System Plan), adopted by Metro Council on Dec. 6, 2018.
- 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 by the Metro Council on November 30, 2023.

- Resolution No. 23-5348 (For the Purpose of Adopting the 2023 High Capacity Transit Strategy), adopted by the Metro Council on November 30, 2023.
- Resolution No. 25-5495 (For the purpose of endorsing the Locally Preferred Alternative for the 82nd Avenue Project), adopted by the Metro Council on June 26, 2025.

Local jurisdiction actions include:

- The TriMet Board of Directors unanimously adopted Resolution 25-03-15, to recommend confirmation of the Locally Preferred Alternative for the for the 82nd Avenue Transit Project on March 26, 2025.
- The Multnomah County Board of Commissioners unanimously adopted Resolution No. 2025-023, to adopt the Locally Preferred Alternative for the 82nd Avenue Transit Project on April 17, 2025.
- The Board of Clackamas County Commissioners, the Oregon Department of Transportation, and the Port of Portland endorsed the Locally Preferred Alternative for the 82nd Avenue Transit Project with letters of support dated June 10, 2025, May 5, 2025, and May 2, 2025, respectively.
- The Portland City Council adopted Resolution No. 37706, to adopt the Locally Preferred Alternative for the 82nd Avenue Transit Project and Conditions for Approval on May 21, 2025.

Anticipated Effects: Adoption of the Ordinance will allow project staff to continue working with TriMet and partners on the project to:

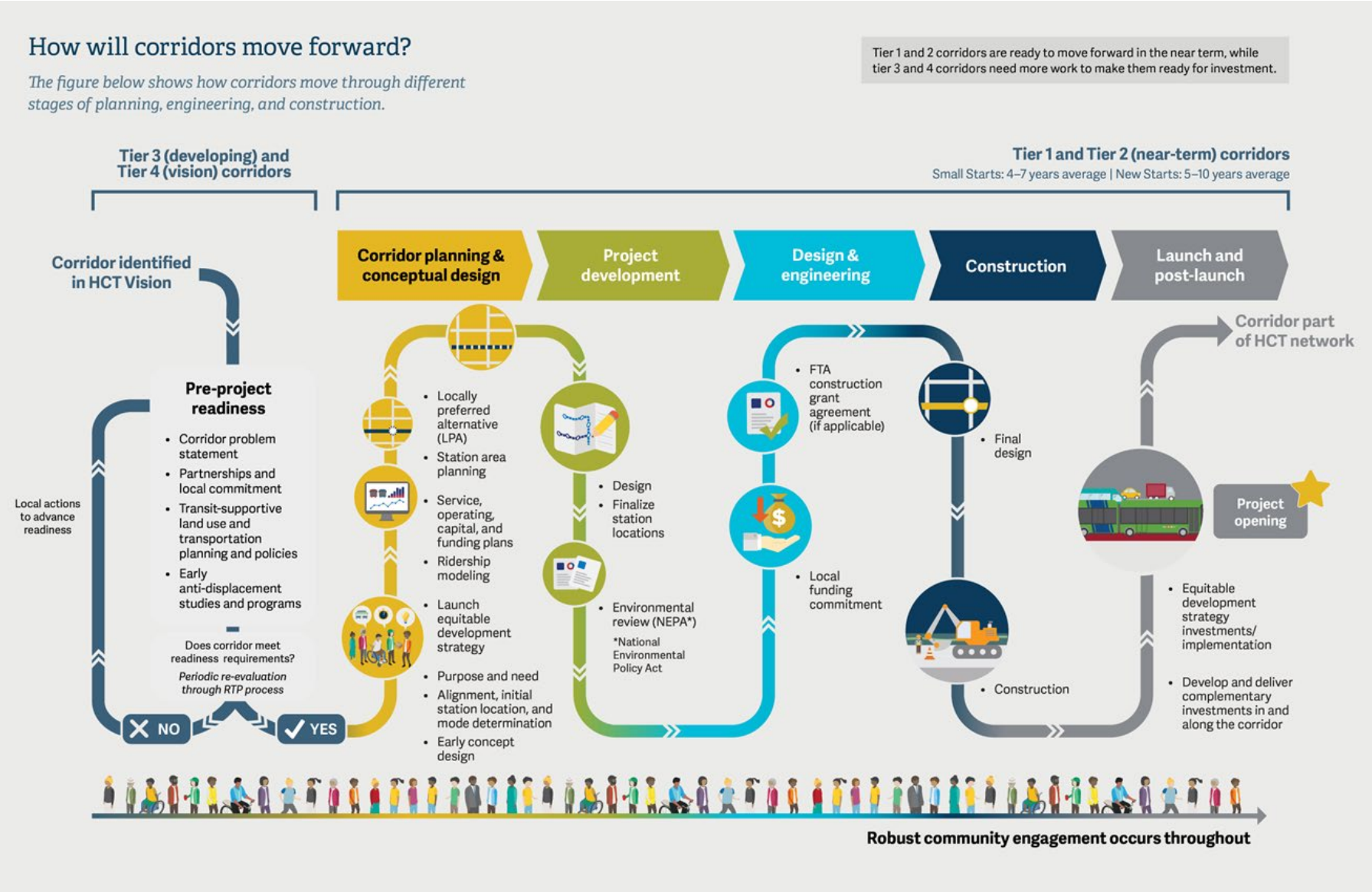
- Pursue federal funding
- Complete federally-required National Environmental Policy Act (NEPA) documentation
- Refine design and costing
- Coordinate with partners
- Support the implementation and construction of the project
- Open a new FX bus line along 82nd Avenue in 2029

Budget Impacts: Adoption of the Ordinance has no budget impact at this time. There will be future costs associated implementation of the transit projects. These costs will be shared by local, regional, state and federal partners.

ATTACHMENTS

- Attachment 1: High Capacity Transit Project Development Lifecycle
- Attachment 2: Transit Project Locally Preferred Alternative RTP Amendments Updated Process Timeline
- Attachment 3: 82nd Avenue Transit Project Locally Preferred Alternative RTP Amendment Request Memo
- Attachment 4: Public Comment Report (2025)

High Capacity Transit Project Development Lifecycle



Transit Project Locally Preferred Alternative 2023 Regional Transportation Plan Amendments Process Schedule

Below is a consolidated schedule showing the timeline for considering adoption of the proposed 82nd Avenue, Montgomery Park Streetcar, and TV Highway 2023 Regional Transportation Plan amendments.

Round	Meeting	Actions Necessary	Documents Necessary	Date
Public Comment Period (45 days) ***DLCD Proposed Change PAPA Notice (post acknowledgement plan amendment)***	45 Day Comment Period	○ Public notice of comment period 30 days in advance of start of comment period – Friday, October 3 ○ Public notice of comment period at start of comment period ○ Amendment documents posted on Metro website ○ Notice of public comment period emailed to Metro committees and RTP/Transportation Planning interested parties' lists	Public review and public hearing amendment materials: ○ Ordinance ○ Exhibit(s) to Ordinance ○ RTP Amendment ○ Staff Report[1] ○ Attachments to Staff Report ○ Documented Public Comment Print Notices	November 3 – December 19, 2025
	Metro Council	Public Hearing		**December 4, 2025**
	Notice of Proposed Change to Plan (Form 1)	*Email PAPA notice with required attachments for each amendment (submit to DLCD 35 days before first reading)*		*January 28, 2026*
1st Reading and Public Hearing **Introduce RTP Amendments to Advisory Committees**	TPAC	○ Review and discuss, identify any needed changes	Revised draft amendment materials: ○ Ordinance ○ Exhibit(s) to Ordinance ○ RTP Amendment ○ Staff Report[2] ○ Attachments to Staff Report ○ Draft Public Comment Report ○ Table documenting comments proposing a change and recommended action(s) to respond to public comment	**February 6, 2026**
	MTAC	○ Review and discuss, identify any needed changes ○ 1st Reading and Public Hearing		**February 18, 2026**
	JPACT			**February 19, 2026**
	MPAC			**February 25, 2026**
	Metro Council			**March 5, 2026**
Final rec'ds and action by Advisory Committees and Council **2nd Reading, Final Public Hearing and action**	MTAC	○ Review final documents ○ Make recommendation to MPAC on their adoption recommendation	Final: ○ Ordinance ○ Exhibit(s) to Ordinance ○ RTP Amendment (with any recommended actions incorporated) ○ Findings ○ Staff Report[2] ○ Attachments to Staff Report ○ Final Public Comment Report ○ Table documenting comments proposing a change and recommended action(s) to respond to public comment	**March 18, 2026**
	MPAC	○ Review final documents ○ Consider MTAC recommendation ○ Make recommendation to Metro Council on adoption		**April 22, 2026**
	TPAC	○ Review final documents ○ Make recommendation to JPACT on adoption		**April 3, 2026**
	JPACT	○ Review final documents ○ Consider TPAC recommendation on adoption ○ Consider adoption of Ordinance and make recommendation to Council		**April 16, 2026**
	Metro Council	○ Review final documents ○ Consider MPAC recommendation and JPACT action ○ 2nd Reading and Final Public Hearing ○ Consider adoption as recommended by JPACT (or remand to JPACT)		**April 23, 2026**
DLCD Adopted Change PAPA Notice	*Notice of Adopted Change to Plan (Form 2)*	*Email PAPA notice with required attachments for each amendment (submit to DLCD within 20 days of adoption)*	*Include final documents above*	*May 12, 2026*

[1] Staff Report address RTP project amendments checklist in RTP Appendix Y.

Attachment 3

Date: October 21, 2025
To: Kim Ellis, Climate Program Manager; Ally Holmqvist, Senior Transportation Planner
From: Jesse Stemmler, Interim 82nd Avenue Transit Project Director
Subject: 82nd Avenue Transit Project RTP Amendment Request

Overview

This memo formally requests an amendment to the Regional Transportation Plan (RTP) to incorporate the Locally Preferred Alternative (LPA) for the 82nd Avenue Transit Project and contains the background information needed to help Metro Staff to review the requested amendment for consistency with the RTP and develop the legislation and supporting staff reports for consideration by the Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC), Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council.

Background

82nd Avenue supports the movement of people and goods in a diverse and growing area, connecting people to essential jobs, education facilities, shopping and community services from Clackamas Town Center to Portland's Cully neighborhood. Once the area's primary north-south highway before Interstate 205 opened in 1983, 82nd Avenue has long been a critical regional mobility corridor, and the importance of transit and pedestrian connections has only grown since that time. A substantial number of people continue to travel the corridor each day to get where they need to go and more people are anticipated to do so in the future.

The purpose of the 82nd Avenue Transit Project is to improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue, which is one of the most important transit corridors in the region (see Appendix A for the Initial Purpose and Need Statement approved by the project's Steering Committee). 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. Currently, 82nd Avenue is served by TriMet's Line 72, which is the highest ridership bus line in Oregon and experiences the greatest passenger travel delay of all TriMet bus lines.

82nd Avenue has long been recognized as a priority corridor for high-capacity transit investment. It was included in the 2009 High Capacity Transit (HCT) Plan, the 2018 Regional Transportation Plan (RTP) and the 2018 Regional Transit Strategy. In 2019, Metro's Transportation Funding Task Force selected 82nd Avenue as a Tier 1 priority to include a bus rapid transit project. The 82nd Avenue corridor is included in the current 2023 RTP and was identified as a priority for high-capacity transit investment in the 2023 High Capacity Transit (HCT) Strategy.

In 2022, following years of community advocacy and a series of fatalities, the Oregon Department of Transportation (ODOT) transferred ownership of most of 82nd Avenue within the City of Portland to the Portland Bureau of Transportation (PBOT). This transfer created a unique opportunity to coordinate transit and corridor investments to leverage local funds and advance the goals of transit riders, safety advocates, pedestrians, and local communities. In June 2022, Metro convened a Steering Committee composed of local agency partners and representatives from four community-based organizations—Oregon Walks, Clackamas Resource Center, Unite Oregon, and the 82nd Avenue Business Alliance. This committee was established to guide the project toward a Locally Preferred Alternative (LPA) that reflects regional consensus on the project parameters of the

initiative. After extensive public engagement, technical analysis, collaboration across agencies, and direction from the steering committee, the Steering Committee unanimously recommended an LPA on January 16, 2025.

Following the Steering Committee recommendation, the LPA for the project was endorsed as follows:

- The TriMet Board of Directors unanimously adopted Resolution 25-03-15, to recommend confirmation of the LPA on March 26, 2025.
- The Port of Portland submitted a letter of support on May 2, 2025.
- The Oregon Department of Transportation submitted a letter of support on May 5, 2025.
- The Multnomah County Board of Commissioners unanimously adopted Resolution No. 2025-023, to adopt the LPA on April 17, 2025.
- The Portland City Council adopted Resolution No. 37706, to adopt the LPA and Conditions for Approval on May 21, 2025.
- JPACT approved Resolution No. 25-5495 and submitted the resolution to the Metro Council for approval on June 12, 2025.
- The Board of Clackamas County Commissioners submitted a letter of support on June 10, 2025.
- Metro Council adopted Resolution No. 25-5495 endorsing the LPA on June 26, 2025.

Project Description and Map

The 82nd Avenue Transit Project (Project) would implement a new bus rapid transit (BRT) line and related improvements in a 10-mile corridor in Portland and unincorporated Clackamas County, Oregon. The BRT line would be built and operated by TriMet. The line would connect the NE Cully Boulevard and NE Killingsworth Street area in Portland and the Clackamas Town Center Transit Center in Clackamas County, running primarily along NE/SE 82nd Avenue. It would operate as Frequent Express (FX) service, TriMet's brand of BRT, and would replace a portion of the existing 72-Killingsworth/82nd TriMet bus line.

The following agency partners will help deliver the project:

- TriMet will be the Project Sponsor and the Grantee for the FTA CIG Small Starts program.
- Metro will lead the environmental analysis and approvals required under NEPA.
- PBOT, Clackamas County, and ODOT are project partners supporting Project Development activities.
- The Federal Transit Administration is the lead federal agency for NEPA and a key financial partner through the FTA's CIG Small Starts program.

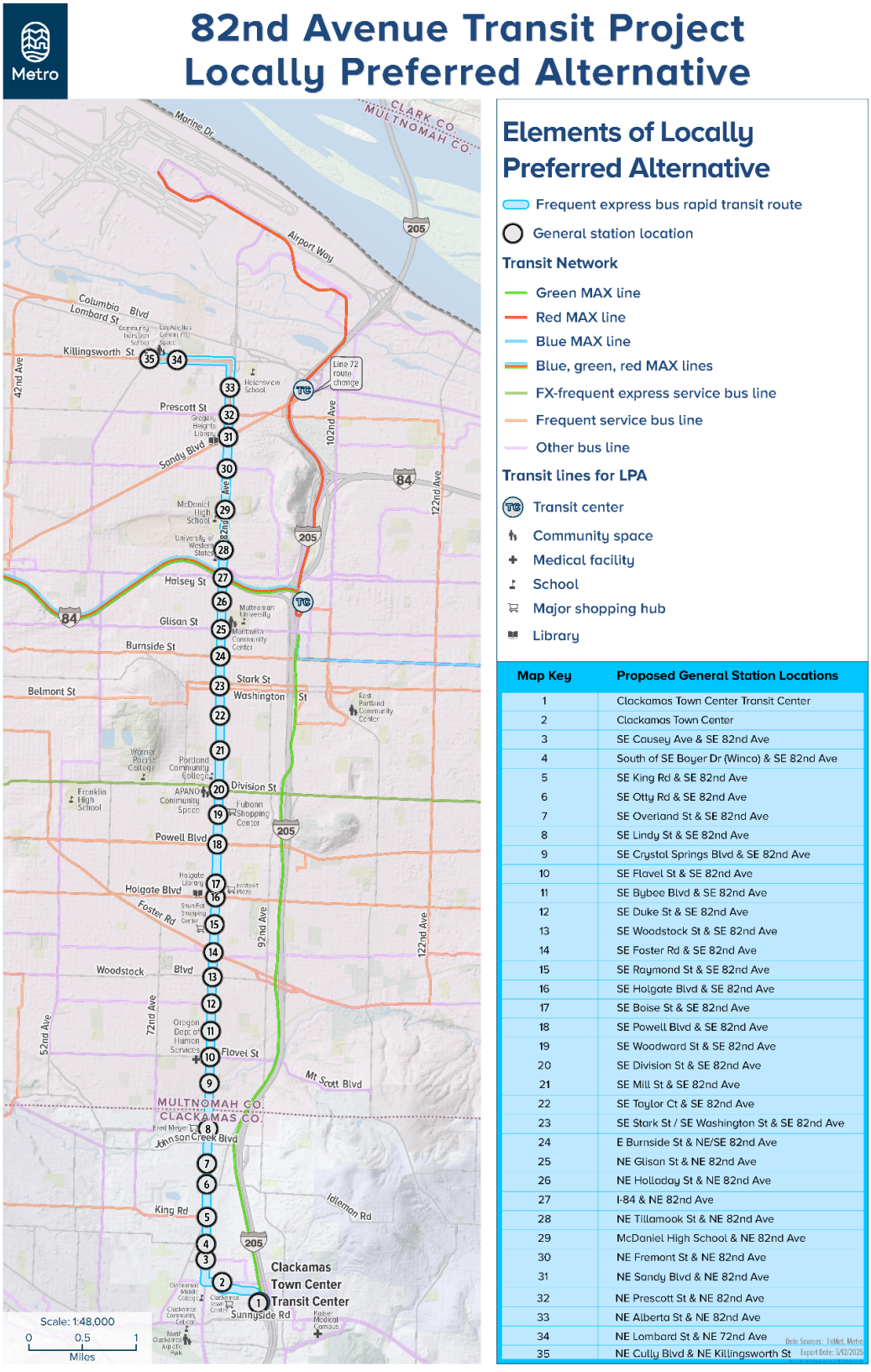
The Project includes the following scope elements:

- 68 station platforms at 35 stations – pick up locations will have upgrades including weather protection, seating, real-time information, and lighting
- Sidewalk, curb ramp, accessibility, and crossing improvements at station locations
- New signals, signal upgrades and improvements to benefit transit
- Roadway improvements/repaving at station areas
- Higher capacity hydrogen electric articulated buses
- Continuing discussions on physical transit priority through Business Access and Transit (BAT lanes)

Figure 1 outlines the project area and endorsed LPA, which starts at NE Cully Boulevard and NE Killingsworth Street in Portland and ends at Clackamas Town Center Transit Center in Clackamas

County. The northern extent of the LPA differs from the conceptual draft alignment reflected in the RTP transit network and project maps which will be updated.

Figure 1: Project Area Map



Project Development Phase Schedule and Deliverables

The Locally Preferred Alternative being amended into the RTP will support further progress on the Project and is a required step to qualify for key federal funding opportunities. It is necessary to complete the NEPA process covering all aspects of the project proposed for FTA funding, develop sufficient information for FTA to develop a project rating, complete sufficient engineering and design to develop an accurate and reliable cost, scope, and schedule for the Project, obtain all non-CIG funding commitments, complete all critical third-party agreements, meet other FTA readiness requirements, and ultimately prepare for construction. The Project formally entered the Project Development phase in July 2025, with Project Development anticipated to be completed in spring 2027, with service opening in summer 2029.

The Project Development phase includes required deliverables that will be informed by the core design team, project partners, and community engagement, including:

- Completion of environmental approvals under the National Environmental Policy Act (NEPA).
- Development of preliminary design and engineering documents.
- Development of materials necessary for a Small Starts rating by FTA and subsequent Small Starts Construction Grant Agreement.

The anticipated schedule for Project Development phase deliverables is as follows:

- Preliminary design and engineering (summer 2024 – spring 2026)
    - 15% design (early 2025)
    - 30% design (summer 2025)
    - 60% design (spring 2026)
- Draft finance plan (early 2025)
- Initial Small Starts application for rating (early 2025)
- Update to the Regional Transportation Plan and related financial elements, as necessary (fall 2025- summer 2026)
- Environmental approvals under NEPA (early 2025 – spring 2026)
    - Class-of-Action determination (anticipating a documented categorical exclusion)
    - NEPA assessment and findings, including all needed analysis and public engagement
- Small Starts construction grant agreement (spring 2027)
- Final design and construction Documents (fall 2026-spring 2027), including cost estimates for each stage documenting the total anticipated construction cost in year of expenditure dollars:
    - 90% Design package (fall 2026)
    - 100% Design – issued for construction (spring 2027)

The proposed time period for the Construction phase spring 2027-summer 2029.

Public Engagement

Metro and TriMet staff offered several opportunities for community members to learn about and provide input on the 82nd Avenue Transit Project. Many of public engagement events were co-hosted with the Portland Bureau of Transportation (PBOT) as part of their Building a Better 82nd Avenue Project to allow community members to provide input on both projects and clarify scope and purpose of each project. A demographic assessment was conducted as part of the development of the Existing Conditions report.

Additionally, members of the 82nd Avenue Coalition and community based organizations were represented on the Steering Committee, which was the decision-making body for the LPA. Appendix B includes the full summary of public engagement activities and input. Public engagement will continue to be an important aspect of the project moving forward.

Two key ways in which community engagement shaped the Project were:

- *Northern terminus selection:* To understand and address community compatibility concerns around a potential Cully neighborhood terminus, the Project team formed the Cully Terminus Evaluation Group. From July to October 2024, staff collaborated with eight Cully residents to explore design options near NE Killingsworth St and Cully Blvd. The group identified preferred transit facility locations, emphasized pedestrian safety, and raised concerns about parking loss and traffic increases—leading to design adjustments. By the final meeting, all members supported a Cully terminus.
- *General station locations*: To understand and address potential community concerns regarding stop consolidation, several rounds of engagement were conducted. Public input guided the selection and refinement of station locations. Initial concepts were shaped by technical analysis and partner workshops, then reviewed through an online open house and four in-person workshops between April and August 2023. Participants provided location-specific feedback, shared placement priorities, and weighed in on "either/or" station options. Key themes included safer access, improved station amenities, personal security, and better connectivity. This feedback, combined with technical analysis, directly informed station siting and design.

RTP Consistency and Regional Significance

The Project advances the following RTP goals, objectives, and policies, and RTP modal function(s) of the facility:

Goal 1 – Mobility Options

- (Objective 1.1) Increases proportion of trips made by use of transit and reduces per capita vehicle miles traveled.
- (Objective 1.2) Completes gap in planned regional network.
- (Objective 1.3) Increases household and job access to frequent transit service.
- (Objective 1.4) Maintains reliable person-trip and freight mobility in a regional mobility corridor.

Goal 2 – Safe System

- (Objective 2.1) Contributes to eliminating fatal and severe injury crashes by 2035.
- (Objective 2.3) Maintains and brings facilities up to a state of good repair.

Goal 3 – Equitable Transportation

- (Objective 3.1) Contributes to eliminating disparities related to access, safety, affordability, and health outcomes experienced by people of color and other marginalized communities.
- (Objective 3.2) Contributes to eliminating barriers that people of color, people with low incomes, youth, older adults, people with disabilities, and other marginalized communities face to meeting their travel needs.

Goal 4 – Thriving Economy

- (Objective 4.1) Focuses growth and transportation investment in a designated 2040 growth area and provides access to jobs, markets, and community places within and beyond the region.
- (Objective 4.2) Maintains access to industry and freight intermodal facilities.
- (Objective 4.3) Attracts new businesses and family-wage jobs and retains those already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.
- (Objective 4.4) Reduces the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.
- (Objective 4.5) Bring facilities up to a state of good repair and avoid deferred maintenance.

Goal 5 – Climate Action and Resilience

- (Objective 5.1) Contributes to meeting adopted targets for reducing transportation-related greenhouse gas emissions and vehicles miles per capita.
- (Objective 5.2) Increases the share of jobs and households in walkable, mixed-use areas served by frequent transit service.
- (Objective 5.3) Preserves and protects the region's biological, water, historic and culturally important plants, habitats, and landscapes, and integrates green infrastructure strategies to maintain habitat connectivity, reduce stormwater run-off, and reduce light pollution.
- (Objective 5.4) Increases the resilience of communities and regional transportation infrastructure to the effects of climate change and natural hazards including seismic events.
- (Objective 5.5) Brings facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs.

The Project is consistent with and supports implementation of the following RTP System, Regional Design and Regional Network Policies:

- *3.2.1 2040 Growth Concept:* The Project supports the Metro 2040 Growth Concept by advancing permanent high-capacity transit and higher-density growth along a designated Main Street of 82nd Avenue, as well as supporting planned land uses adopted in the 2040 Growth Concept by improving mobility to Regional Centers via transit.
- *3.2.2 Transportation Equity Policies*: The Project improves multimodal options and permanent transit access in several Equity Focus Areas.
- *3.2.3 Safety and Security Policies:* The Project advances safe access to transit on a Regional High Injury Corridor.
- *3.2.4 Climate Action Policies and Resilience Policies:* The Project supports Metro's Climate Smart Strategy and related policies. It will advance a major high-capacity transit investment to make transit more convenient, frequent, and accessible. It will include improvements to the pedestrian network and connect the local street grid with safe crossings.
- *3.2.6 Mobility Policies:* The Project will advance mobility policies. It will improve transit and pedestrian travel and access, while balancing motor vehicle travel and the many other functions of arterials.
- *3.3 Regional Network Policies:* The Project supports regional network policies, including policies which aim to provide transit as an attractive, convenient, accessible, and affordable travel option. It supports RTP Policy Map designations for the Transit and Pedestrian networks.

Identification of the Project followed the RTP congestion management process policies in the following ways:

- The Project utilizes multiple tools in the Congestion Management Process (CMP) toolbox. It is planned to utilize transit signal priority and access management strategies to support system management and operations. It will utilize active transportation strategies by implementing new walking connections to key destinations. It will utilize transit strategies by constructing high capacity transit and expanding transit coverage.

The Project is regionally significant. In 2018, Metro adopted the region's first Regional Transit Strategy, in support of the 2018 Regional Transportation Plan (RTP). The RTP identified the 82nd Avenue as an Enhanced Transit Corridor (ETC) for short-term implementation and included the Project in its financially-constrained project list (12029). In 2023, Metro adopted the Regional High Capacity Transit (HCT) Strategy as part of the 2023 Regional Transportation Plan update, which designates the Project as a Tier 1: near-term HCT corridor; this is the highest priority for near-term HCT investment in the region. The Project will also require project-level NEPA review. Additionally, 82nd Avenue is designated on multiple RTP network maps—transit, motor vehicles, bicycle, pedestrian, freight, and TSMO networks.

Performance

The Project makes progress toward federal and regional performance targets:

- *Mobility,* by increasing transit and pedestrian mode shares, improving access to jobs via transit, contributing to completing the transit network and the pedestrian system near transit, increasing the share of households that are located near transit and pedestrian facilities, and improving throughway reliability.
- *Safety,* by contributing to eliminating transportation related fatalities and serious injuries.
- Equity, by contributing to eliminating transportation related fatalities and serious injuries in equity focus areas, contributing to completing the pedestrian system in equity focus areas, and improving access to jobs within equity focus areas.
- *Economy,* by increasing the number and variety of jobs that households can reach within a reasonable time.
- *Climate and Environment,* by reducing per capita greenhouse gas emissions from light-duty vehicles and per capita vehicles miles traveled, helping to meet revised statewide goals requiring accelerated reductions in greenhouse gas emissions, and keeping air pollution from mobile sources levels below thresholds set by the federal government.

Fast, convenient and linked to the broader transit and transportation network – high capacity transit provides a viable, more affordable alternative to driving. Fewer cars on the road leads to less air pollution, more physical activity, less time in traffic, fewer crashes and more reliability for moving people and goods – supporting the health, safety, mobility, economy and quality of life of our region. As part of its evaluation, the 2023 High Capacity Transit Strategy found that implementing all of the corridor improvements identified in the vision would result in a 0.6% reduction in CO_2e emissions regionwide. 82nd Avenue landed in the top 20% of vision corridors evaluated where a high capacity transit investment would result in climate benefit. The HCT Strategy's analysis found that a high capacity transit investment on 82nd Avenue could result in a reduction of around 190 metric tons of CO_2e per year.

The 2023 RTP Climate Smart Strategy (CSS) states that implementing the Regional Transit Strategy vision of making transit convenient, frequent, accessible and affordable is a key strategy with a high

relative climate benefit. The CSS includes a number of near-term actions for Metro and partners related to high capacity transit, including: 1) expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations; and 2) expand partnerships with transit agencies, cities, counties and ODOT to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance.

To make progress toward the Climate Smart Strategy Performance targets, the Project implements elements of the 2040 Growth Concept and local and adopted land use and transportation plans; makes transit convenient, frequent, accessible, and affordable; makes walking safe and convenient; makes streets and highways safe and reliable; uses technology to actively manage the transportation system; provides information and incentives to expand the use of travel options; supports transition to cleaner low carbon fuels; secures adequate funding for transportation investments; and demonstrates leadership on climate change.

This is a safety project eligible for state and federal safety program funding, with Highway Safety Improvement Program funds committed for Project Development.

Fiscal Constraint

The cost estimate included in the 2023 RTP financially constrained project list was $300 million in year-of-expenditure dollars. That estimate has increased to approximately $343 million based on refined design and partner priorities. Currently, $30.63 million for Project Development has been committed, with an additional $83 million committed from the FTA Low or No-Emissions Grant Program, the Portland Clean Energy Fund, and TriMet match for other federal funds. TriMet is pursuing FTA Small Starts Capital Investment Grant (CIG) funding and will seek up to the maximum Small Starts CIG funding amount of $150 million. Additionally, the project was approved for Regional Flexible Fund Step 1A.1 New Project Bonds on July 31, 2025 by Resolution 25-5510. Additional local sources, including those in Table 1 below, will be committed as required by the FTA CIG program.

As indicated in the Project Development section above, preliminary engineering, design, and construction will all occur in the 2023-2030 near-term RTP investment time period.

Table 1. 82nd Avenue Transit Project Fiscal Constraint Documentation

Fund Source and Type	Revenue Dollar Amount	New Revenue (not assumed in 2023 RTP Forecast)[1]	Revenue Assumed in 2023 RTP Forecast - 82nd Avenue Transit Project (#12029)[2]	Proposed Shift Revenue in the 2023 RTP Forecast from 82nd Avenue Corridor Improvements Project (#11844)[3]
FTA CIG – 5309 Small Starts	$150,000,000		$150,000,000	
FTA – Areas of Persistent Poverty	$630,000	$630,000		
FTA – Low or No Emission Grant	$23,800,000		$23,800,000	
Regional Flexible Fund Bonds	$28,000,000	$28,000,000		
Portland Clean Energy Fund (PCEF) Grant	$49,500,000	$49,500,000		
State/Regional/Local Funds • *TriMet – General Funds/Bonds* • *Carbon Reduction Program Funds* • *State revenues related to jurisdictional transfer*	$92,000,000		$71,000,000	$21,000,000
Total[4]	**$343,930,000**	**$78,130,000**	**$244,800,000**	**$21,000,000**

[1]These dollars are new revenues not accounted for in the forecast in the adopted 2023 RTP. The revenues include new funds awarded by PCEF on December 18, 2024 and the RFFA Bond revenues approved by JPACT and the Metro Council on July 31, 2025. While this amount is more than the cost increase for the project ($43M) the budget also needs to demonstrate additional local revenue sources to make up for $55.2M in state funding assumed in the 2023 RTP that is not part of the revenue sources assumed in the current project budget.

[2]These dollars are revenues already assumed for the 82nd Avenue Transit Project in the revenue forecast in the adopted 2023 RTP, covering the project's estimated cost in the adopted 2023 RTP.

[3]The current 82nd Avenue Transit Project financial plan includes $21 million in State revenues related to the jurisdictional transfer of 82nd Avenue from ODOT to the City of Portland. These State revenues were accounted for in the adopted 2023 RTP revenue forecast, but not specifically committed to the 82nd Avenue Transit Project (RTP ID 12029); they were assumed to help fund the City's related 82nd Avenue corridor project (RTP ID 11844). The amendment proposes to reduce the cost of the corridor improvements (RTP ID 11844) by $21 million and update the 82nd Avenue Transit Project financial plan to shift $21 million of the state revenues assumed for the corridor project (RTP ID 11844) to the transit project (RTP ID 12029) to demonstrate fiscal constraint.

[4]Totals are generally rounded to the nearest $100,000.

Attachments:

- A: 82nd Avenue Transit Project Initial Purpose and Need Statement
- B: 2025 Engagement Summary
- C: Metro Council Staff Report on LPA Endorsement Recommendation June 26, 2025
- D: Existing Conditions

ORDINANCE 26-1536 FOR THE PURPOSE OF ADMENDING THE 2023 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82ND AVENUE TRANSIT PROJECT

Report of Comments Received and Recommended Actions

(comments received November 3 through December 19, 2025)

The proposed amendments were released for public review from November 3 through December 19, 2025. Public agencies, advocacy groups and members of the public were invited to submit comments by mail, phone or online via Metro's website, and through testimony provided at a public hearing held by the Metro Council on December 4, 2025. This document summarizes recommended changes to respond to comments received during the comment period. New wording is shown in underline; deleted words are shown in ~~strikeout~~.

#	Line or Page	Last name	First name	Affiliation	Date	Method	Comment	Response	Proposed change identified in comment (changes shown in ~~strikeout~~ and underline)	Staff recommendation (changes shown in ~~strikeout~~ and underline)
1	N/A	Littlefield	Todd	Area resident	12/2/2025	Public Hearing Testimony	I live in Lents, one block from the TriMet no. 17 bus, and the park and ride on 94th and Holgate, so I am a big believer in transit. I'm here to talk about 82nd Avenue and making one lane each direction a bus lane. I'm not sure, because I haven't gotten an accurate count of how many cars use 82nd Avenue a day - I heard it's 20,000 plus. I don't know if that includes the bus passengers. 82nd is a massive thoroughfare for tens of thousands of people each day. That's going to destroy their commute and Holgate, Powell and Foster are a nightmare as-is during commute hours in the morning. 92nd is a nightmare as-is. So unless you are going to build 92nd out to four lanes then the 82nd proposal cannot happen. You're going to make life miserable for commuters and the businesses. The businesses I've talked to are against this if they are even aware of it. So in my opinion this issue is probably more like a 95/5 issue so I'm not sure why you would even vote for doing this. So if you could put it to a vote to the people, expand 82nd to widen it to put in more lanes for the bus, but the current proposal is really going to irritate people.	Thank you for your comment. Transit priority on 82nd Avenue is something that is being discussed as part the next phase of project development, with a recommendation anticipated in early 2026. The endorsed Locally Preferred Alternative and proposed amendment to the Regional Transportation Plan focuses on the route, termini, and general station locations, and does not include this level of detail on transit priority.	Comment does not propose a change to the amendments.	No change recommended.

Attachment 3

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2023 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE FOR THE TUALATIN VALLEY HIGHWAY TRANSIT AND SAFETY PROJECT	)))))	ORDINANCE NO. 26-1537 Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Deputy Council President Duncan Hwang

WHEREAS, the Regional Transportation Plan (RTP) is the federally-recognized metropolitan transportation plan for the greater Portland region, and must be updated every five years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Statewide Planning Goal 12 (Transportation), as implemented through the Transportation Planning Rule and the Metropolitan Greenhouse Gas Reduction Targets Rule; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, transit is a key element of the Climate Smart Strategy and the RTP; and

WHEREAS, in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 RTP to comply with federal and state law, which included adoption of the Regional High Capacity Transit (HCT) System Plan; and

WHEREAS, in 2018 the Metro Council adopted the Regional Transit Strategy (RTS), as a component of the RTP, via Resolution No. 18-4892, which established the regional vision to make transit more frequent, convenient, accessible and affordable for everyone; and

WHEREAS, the HCT Strategy is a component of the 2018 RTS which was updated by Resolution No. 23-5348 to include new high capacity transit-related policies and identified high capacity transit lines on the Regional Transit Network map to better reflect the RTS vision; and

WHEREAS, the 2023 HCT Strategy identified the Tualatin Valley Highway corridor as a Tier 1 near-term priority investment which is included on the RTP 2030 financially constrained project list; and

WHEREAS, the most recent update to the RTP was completed on November 30, 2023, following approval by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or policies or to substantially modify existing projects or policies in the RTP; and

WHEREAS, the public must be provided an opportunity to review and comment on proposed amendments to the RTP, consistent with the policies and procedures in Metro's Public Engagement Guide; and

WHEREAS, ongoing efforts to address congestion in the region include directing growth in designated centers and corridors served by high-quality transit in combination with investments in system and demand management strategies, improving transit service and reliability, increasing bicycle and pedestrian connections and adding roadway capacity in targeted ways; and

WHEREAS, the Tualatin Valley Highway Transit and Safety Project was identified in the 2023 RTP's financially constrained list of projects and programs; and

WHEREAS, in January 2022 Metro and TriMet convened a Steering Committee for the TV Highway Transit and Safety Project, consisting of agency leaders, elected officials, and community representatives, to develop and recommend a Locally Preferred Alternative and funding strategy for high-capacity transit on TV Highway; and

WHEREAS, the TV Highway Transit and Safety Project Steering Committee met numerous times, heard public input and testimony, and unanimously recommended the LPA for adoption on February 13, 2025, including the mode of transportation, alignment, and general station locations; and

WHEREAS, the Board of Washington County Commissioners unanimously adopted Resolution Number 25-26 on April 22, 2025, endorsing the LPA; and

WHEREAS, the Cornelius City Council unanimously adopted Resolution Number 2025-16 on May 5, 2025, endorsing the LPA; and

WHEREAS, the Hillsboro City Council unanimously adopted Resolution Number 2881 on May 6, 2025, endorsing the LPA; and

WHEREAS, the Forest Grove City Council unanimously adopted Resolution Number 2025-17 on May 12, 2025, endorsing the LPA; and

WHEREAS, the Beaverton City Council unanimously adopted Resolution Number 25084 on May 27, 2025, endorsing the LPA; and

WHEREAS, the TriMet Board of Directors unanimously adopted Resolution Number 25-05-25 on May 28, 2025, recommending confirmation of the LPA; and

WHEREAS, the LPA was endorsed by the Oregon Department of Transportation with a letter of support dated May 28, 2025; and

WHEREAS, at its meeting on June 12, 2025, JPACT approved Resolution No. 25-5504 and submitted the resolution to the Metro Council for approval; and

WHEREAS, at its meeting on June 26, 2025, Metro Council approved Resolution No. 25-5504 endorsing the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project; and

WHEREAS, FTA requires that the Locally Preferred Alternative be included in the Financially Constrained RTP and the Metropolitan Transportation Improvement Plan in order to be considered for a Small Starts Capital Investment Grant project rating; and

WHEREAS, Metro held a 45-day public comment period on the requested amendment from November 3 to December 19, 2025; and

WHEREAS, the Metro Council held a public hearing on December 4, 2025 to accept public testimony and comments regarding the requested RTP amendment; and

WHEREAS, JPACT and MPAC have recommended approval of the requested RTP amendment by the Metro Council; and

WHEREAS, the Metro Council held an additional public hearing on the requested RTP amendment on March 5, 2026; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The 2023 Regional Transportation Plan is hereby amended, as indicated in attached Exhibit A, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this 23 day of April, 2026.

Duncan Hwang, Deputy Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A

Proposed amendments to the 2023 RTP to reflect the **Tualatin Valley Highway Transit and Safety Project Locally Preferred Alternative**

This exhibit documents proposed amendments to the 2023 Regional Transportation Plan to reflect the Tualatin Valley Highway Transit and Safety Project Locally Preferred Alternative endorsed by the Joint Policy Advisory Committee on Transportation and the Metro Council in June 2025.

The amendments are shown in red ~~strikethrough~~ and underscore and include:

- Appendix A: Financially Constrained List of Projects and Programs
- Appendix BB: Tualatin Valley Highway Transit and Safety Project LPA ***(new)***
- Appendix W: Status of current major projects
- Appendix V: Future corridor refinement planning

Metro and regional partners have made significant progress on this project and are ready to take the next step in moving forward into project development and pursuing funding opportunities. To be eligible for federal and state funding, the Locally Preferred Alternative (LPA) must be adopted in the RTP. The requested amendments will bring the Tualatin Valley Highway Transit and Safety Project LPA into the 2023 RTP to support the project moving forward into project development and make the project eligible to compete for federal and state funding opportunities now.

Proposed Amendments to Appendix A to the 2023 Regional Transportation Plan

(shown in red ~~strikethrough~~ and underscore)

Financially Constrained List of Projects and Programs

RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Project Name	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Transit - High Capacity	Washington County	TriMet	TriMet	11589	HCT: Tualatin Valley Highway Transit and Safety Project	Forest Grove	Beaverton Transit Center	~~Planning, design and construction of Rapid Transit Project along Tualatin Valley Highway to provide easier, faster and more reliable bus service as well as necessary safety and accessibility improvements and signals. Planning work will include identifying and prioritizing complementary multimodal safety improvements to make Tualatin Valley Highway safer for all travel modes.~~ The TV Highway Transit and Safety Project would bring bus rapid transit service to the 16.5-mile corridor of Tualatin Valley Highway between Beaverton and Forest Grove. The project would replace the existing Line 57 bus line, connecting Beaverton, Aloha, Hillsboro, Cornelius, and Forest Grove.	$ 300,000,000	2023-2030	Yes

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APPENDIX BB

2023 Regional Transportation Plan

Tualatin Valley Highway Transit and Safety Project Locally Preferred Alternative

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Tualatin Valley Highway Transit and Safety Project
Locally Preferred Alternative (LPA) Description

On February 13, 2025, the TV Highway Steering Committee recommended the TV Highway Transit and Safety Project Locally Preferred Alternative (LPA). The recommended LPA for high-capacity transit in the Tualatin Valley Highway corridor is bus rapid transit with stations at the general locations indicated on the attached map, operating between Beaverton Transit Center and 19th Avenue and B Street in Forest Grove. The route will generally follow the same alignment as TriMet's current Line 57 route.

TV Highway Transit and Safety Project

Locally Preferred Alternative Map

Proposed Amendments to Appendix W to the 2023 Regional Transportation Plan (shown in red ~~strikethrough~~ and underscore)

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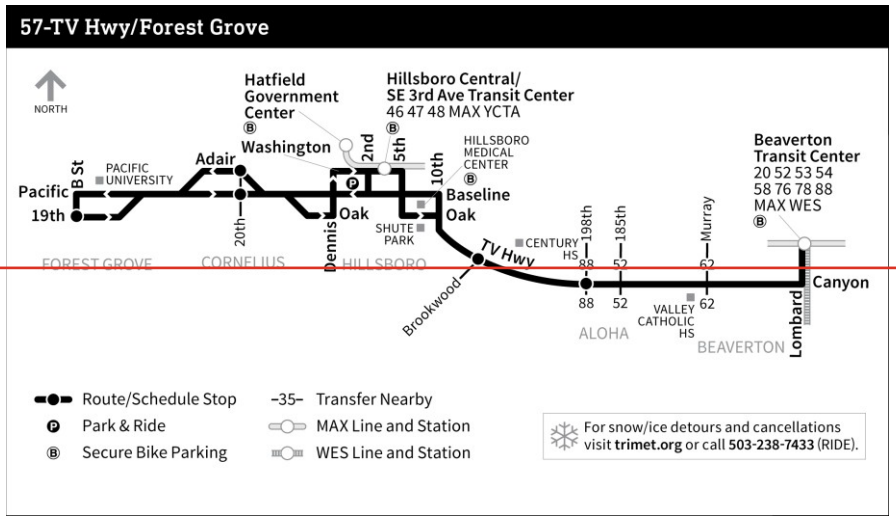
Tualatin Valley Highway Transit and ~~Development~~Safety Project

The Tualatin Valley (TV) Highway Transit and ~~Development~~Safety project ~~is~~ studied~~ying~~ the feasibility of converting the existing TriMet Line 57 bus to a bus rapid transit (BRT) line through major federal investment. ~~The route map for Line 57 is shown in Figure W.9.~~

~~Figure W.9: TriMet Line 57 Route Map~~



Metro supported the creation of a community-led equitable development strategy (EDS) alongside the transit study to support community stability in the face of a major transportation investment in the corridor. The goal of the transit study ~~i~~was to identify a locally preferred alternative (LPA) that would enable partners to apply for federal funding of transit improvements. A BRT project will~~ould~~ improve transit speed and reliability, making the bus more competitive with driving along this regional corridor. BRT investment will~~ould~~ also improve corridor safety with station access infrastructure for pedestrians and provide a more dignified and attractive transit rider experience through improvements to stations such as shelters and lighting. The BRT project ~~may be nested within or completed in tandem with a roadway~~ includes ~~project~~elements that more directly addresses the significant safety needs along this high-crash corridor, especially those of people walking, biking, and accessing transit.

The project Steering Committee, consisting of representatives from the cities of Forest Grove, Cornelius, Hillsboro, and Beaverton; Washington County; ODOT, TriMet and Metro; and four community representatives, ~~is moving toward agreement on~~ recommended ~~an~~ LPA ~~anticipated~~ in ~~late 2023~~February 2025, which has since been endorsed by all project partners . The LPA ~~will~~ covers the entire length of the corridor (Beaverton Transit Center to 19th and B Street in Forest Grove) and identifies the transit mode, route and general station locations ~~may include a minimum operable segment that defines an initial federal capital investment in a portion of the corridor~~.

Figure W.9: Tualatin Valley Highway Transit and Safety Project Map

Next steps for the project include completing NEPA environmental review, advancing preliminary engineering and design, developing a finance plan, and preparing construction documents. Based on the current timeline, the project is estimated to open in December 2030.

The EDS was completed in June 2023 and approved by the TV Highway Equity Coalition (TEC), the body who guided its development. Strategies from the EDS are being advanced by government and nonprofit partners throughout the corridor and are independent of the implementation stage of the transit study.

Additional project information is available at: https://www.oregonmetro.gov/public-projects/tualatin-valley-highway-transit-project.

Proposed Amendments to Appendix V to the 2023 Regional Transportation Plan (shown in red ~~strikethrough~~ and underscore)

RTP Design and Functional Classifications

The Tualatin Valley Highway Corridor Plan (TVCP), completed by ODOT, Metro, the cities of Hillsboro and Beaverton, and Washington County in 2013, gave policy direction to maintain the design and function of Tualatin Valley Highway as an urban arterial that will not exceed motorized vehicle capacity of two through travel lanes in each direction. Tualatin Valley Highway is classified as a "Major Arterial" on the Arterial & Throughway map and a "Regional Street" on the System Design map. The corridor has been included on the high capacity transit network since 2010 and remains a Tier 1 corridor which is currently under study to determine the most appropriate transit investment.

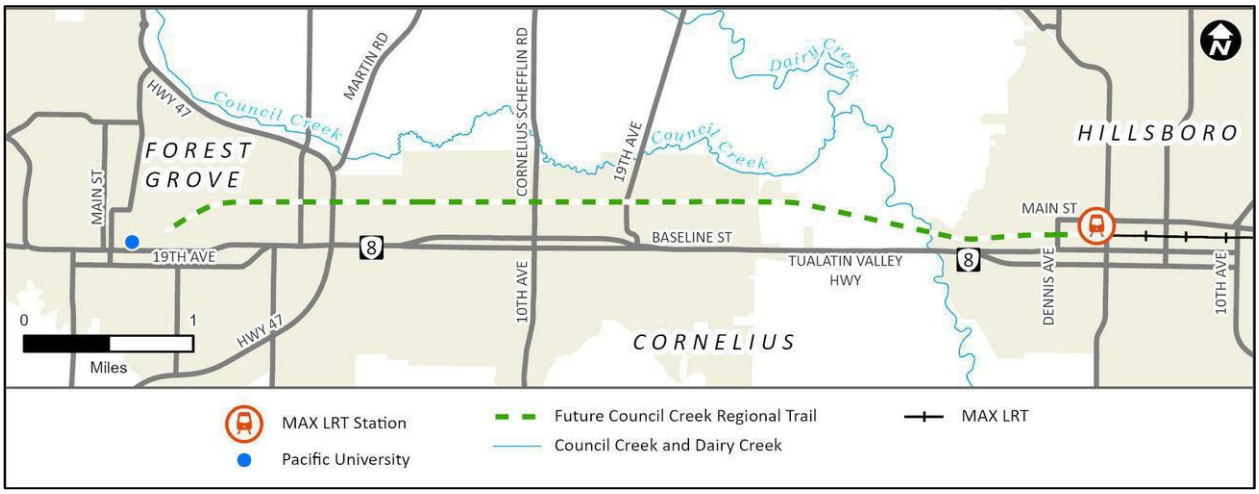
Recent planning efforts include Washington County's Moving Forward TV Highway Plan (2019), studying improvements to multimodal networks for the segment from 106th Ave to Cornelius Pass Road. The East Forest Grove Safety Action Plan (2022) which examined the portion of OR 8 between Cornelius and Quince St / OR 47. The East Forest Grove plan identified multi-modal improvements to address safety along this section of the corridor.

Forest Grove is actively pursuing funding to implement recommendations from this planning effort, and new sidewalk in this area and crossing at A & B Row will be constructed by ODOT starting in 2025. Aspects of the Moving Forward TV Highway Plan formed the basis of the ~~current~~ transit and safety project~~roadway study being~~ led by Metro.

Additional intersection and crossing projects are ongoing in the corridor, both in construction and in design and planning by ODOT from the 2021-24 STIP and 2024-27 STIP and by Washington County and the City of Hillsboro.

Mobility for people walking and biking in RTP Mobility Corridor 15 from Hillsboro to Forest Grove is being addressed by creation of a parallel facility, the Council Creek Regional Trail. This multiuse regional trail is in design and will move to construction in 2026 providing an off-street, low-stress way for people to walk and bike between the Forest Grove and Cornelius town centers, and to connect to the western end of the Hillsboro regional center, including the MAX Blue Line. While this facility will provide mobility among these centers, it does not provide direct access to destinations along Tualatin Valley Highway for people walking and biking.

Figure V.4: Council Creek Regional Trail general location



A high capacity transit solution for Tualatin Valley(TV) Highway ~~has yet to be~~ was identified and recommended by the TV Highway Transit and Safety Project. The ~~current~~project study ~~is~~ investigat~~ed~~~~ing~~ means for delivering a corridor-based bus rapid transit (BRT) line to Tualatin Valley Highway that would replace TriMet's existing line 57 with high-capacity service. This service will~~ould~~ improve transit speed and reliability, as well as provide improved pedestrian access to station locations and improved rider experience through investments in stations, such as weather protection. This project focuses on enhancing transit and transit access and does not address the wholesale multimodal mobility needs of the corridor. Future planning and design will be necessary to identify implementable strategies to construct corridor-wide enhancements that meet the specifications of ODOT's context-sensitive design approach for multimodal mobility.

Attachment 4

STAFF REPORT

IN CONSIDERATION OF ORDINANCE 26-1537 FOR THE PURPOSE OF AMENDING THE 2023 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE FOR THE TUALATIN VALLEY HIGHWAY TRANSIT AND SAFETY PROJECT

Date: April 6 2026
Department: Planning, Development and Research
Meeting Date: April 23, 2026
Length: 15 minutes
Prepared by:

- Ally Holmqvist, Senior Planner, Metro
- Kate Hawkins, Senior Planner, Metro
- Josh Brennan, Tualatin Valley Highway Transit and Safety Project Director, TriMet

Presenter: Ally Holmqvist, Senior Planner, ally.holmqvist@oregonmetro.gov

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ISSUE STATEMENT

The Regional Transportation Plan (RTP) is the state- and federally-required long-range transportation plan for the Portland metropolitan area that guides planning and investment for all forms of travel – motor vehicle, transit, biking, and walking – and the movement of goods and freight. It includes a list of "financially constrained" projects eligible to move forward when there is funding and political support. The RTP was last updated in 2023.

In June 2025, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council endorsed the Locally Preferred Alternative (LPA) for the Tualatin Valley Highway Transit and Safety Project identified as a regional priority in the 2023 RTP (and its element the High Capacity Transit Strategy) to improve transit speed, reliability, capacity, safety, comfort and access aligned with the vision established in the regional transit strategy. Planning to develop the LPA identified additional details and information that required amendments to the 2023 RTP. The amendments include updates to reflect:

- the endorsed LPA route alignment,
- LPA project description, and
- the project timeline and status and related future corridor-refinement activities in appendices of the 2023 RTP.

Metro and regional partners have made significant progress on the Tualatin Valley Highway Transit and Safety Project, as well as the 82nd Avenue Transit Project and Montgomery Park Streetcar Extension, and are ready to take the next step in pursuing key federal funding opportunities. This is a key step of the project development lifecycle outlined in the HCT Strategy for these identified Tier 1 priorities (see **Attachment 1**). To be eligible for federal and state funding, the endorsed transit project must have its LPA adopted in the RTP. The next full RTP update must be completed by November 30, 2028.

The requested amendment will include the endorsed Tualatin Valley Highway Transit and Safety Project LPA as part of the 2023 RTP in order to support the project moving into project development and becoming eligible to compete for federal and state funding opportunities now.

IDENTIFIED POLICY OUTCOMES

To reflect the LPA as previously endorsed by Metro Council resolution, the requested amendment includes the following:

- Amendments to the Appendix A: Constrained Priorities Project List to update the project description with additional detail.
- Amendments to Appendix W: Status of Current Major Projects to update description of the transit project to reflect endorsement of the LPA, including project status, timeline, maps and next steps.
- Amendments to Appendix V: Future Corridor Refinement Planning to update descriptions for transportation solutions in the corridor to add or update information about the transit project in development.
- Create a new appendix that will contain the LPA: Appendix BB: Tualatin Valley Highway Transit and Safety Project Locally Preferred Alternative
- Amendments to numbering, pagination, formatting and other scrivener's errors as needed.

ACTION REQUESTED

Hold a public hearing on the proposed RTP amendment and consider Ordinance No. 26-1537 For the Purpose of Amending the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project.

STAFF RECOMMENDATIONS

Staff recommends that Metro Council adopt Ordinance No. 26-1536, consistent with JPACT's action. MPAC will make a recommendation to Metro Council at their meeting on April 22, 2026. Staff will notify Metro Council of their recommendation at the second reading on April 23, 2026.

Following the amendment procedures, Metro staff has reviewed the information submitted by TriMet (Attachment 2) and finds that the requested amendment to the 2023 RTP to include the LPA for the Tualatin Valley Highway Transit and Safety Project is regionally significant and consistent with the 2023 RTP and federal fiscal constraint requirements.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

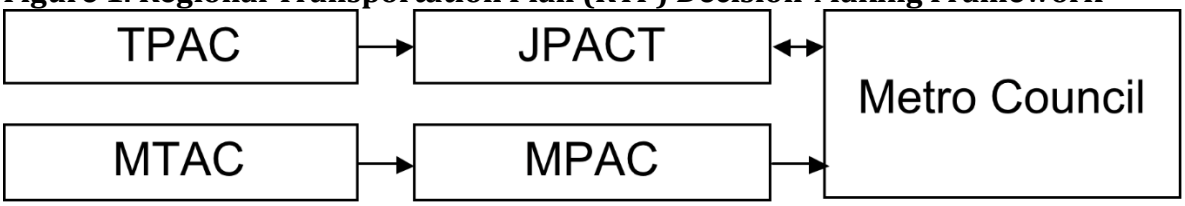
In 2023, JPACT and the Metro Council adopted a significant update to the RTP that brought together the input of thousands of people who live, work and travel across the greater Portland region. Meaningful engagement and consultation with Tribes, community members, community-based organizations, businesses, transportation agencies and elected officials contributed to a shared vision and strategy for investing in a

transportation system that serves everyone. The 2023 RTP forwards the values and desired outcomes for the future of the region's transportation system: mobility options, equitable transportation, climate action and resilience, safe system, and thriving economy.

As the federally-designated metropolitan planning organization for the Portland metropolitan area, Metro is responsible for developing and maintaining the RTP. As the regional government responsible for regional land use and transportation planning under state law, Metro is also responsible for developing and maintaining a regional transportation system plan, consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule, the Metropolitan Greenhouse Gas Reduction Rule, the Oregon Transportation Plan, and by extension the Oregon Highway Plan and other state modal plans.

The Metro Council and JPACT jointly share responsibility for developing and adopting an updated RTP every five years to maintain compliance with federal and state requirements. Adoption or amendment of the RTP is a land use action under the statewide land use planning program. As such, the Metro Policy Advisory Committee (MPAC) serves in an advisory role to the Metro Council. This decision-making framework is shown in Figure 1.

Figure 1. Regional Transportation Plan (RTP) Decision-Making Framework



Amendments to the RTP are considered in between scheduled updates when a sponsoring agency requests changes to the funding, phasing, mode, function or general location of a project in the plan. There are several general sources for RTP amendment requests:

(1) ODOT requests that require an amendment to the RTP for specific projects or the phasing of existing projects due to a funding decision by the Oregon State Legislature or other action by the Oregon Transportation Commission;
(2) city or county requests involving transportation projects adopted through a public process in local transportation system plans, area plans, concept plans or studies;
(3) transit agency requests to align adopted transit plans with the RTP;
(4) public agency requests resulting from a National Environmental Policy Act (NEPA) review process to reflect the LPA adopted by project partners to allow the project to proceed and be eligible for federal funding; and
(5) amendments resulting from a local, regional or state planning study or corridor refinement planning as defined in the Oregon Transportation Planning Rule, that involve additions or deletions to the RTP Financially Constrained project list or a significant change in the mode, function or general location of a project on the RTP Financially Constrained project list.

As described in Appendix Y of the RTP, such amendments require a recommendation from MPAC and adoption by the JPACT and the Metro Council by Ordinance.

Attachment 3 describes in detail how the amendment is regionally significant and consistent with the 2023 RTP and related public engagement procedures for amendments to the RTP. **Table 1** below provides a summary of the determination outcomes.

Table 1. RTP Amendment Consistency Review Outcomes Summary

Process Step	*Outcomes*
Step 1 Sponsoring agency consults with Metro Staff	*Staff from TriMet (project sponsor) met with staff from Metro between April and September 2025 on the requested amendment and the RTP consistency requirements. Metro staff also led the LPA process for the transit project.*
Step 2 Sponsoring agency submittal	*Staff from TriMet submitted a memo for the requested amendment including the RTP consistency background information outlined in the RTP Project Amendment Checklist as outlined in Appendix Y: RTP Amendment Process in October 2025.*
Step 3 Regional significance determination:	*In 2018, Metro adopted the region's first Regional Transit Strategy, as an element of the RTP. The RTP identified Tualatin Valley Highway as an Enhanced Transit Corridor for short-term implementation with the transit project identified in the financially constrained project list. In 2023, Metro adopted the Regional High Capacity Transit (HCT) Strategy as an element of the RTP, and designated this high capacity transit project as a Tier 1: near-term HCT corridor – the highest priority for near-term HCT investment in the region. The project will also require project-level NEPA review. Additionally, the project corridor is designated on multiple RTP network maps – including transit, motor vehicle, bicycle, pedestrian, freight, and TSMO networks.*
Process Step	***Outcomes***
Step 4 Public engagement consistency determination:	*TriMet submitted a signed Public Engagement and Non-discrimination Certification and Documentation Forms as part of the 2023 RTP certifying that they have:* • *an adopted Title VI plan and implementation procedures;* • *public engagement plans compliant with Title VI and Goals 1 and 12 for all adopted land use and/or transportation plans, strategies and studies including the project;* • *conducted project-specific engagement and analyzed potential inequitable impacts for marginalized groups;* • *conducted and will conduct non-discriminatory, inclusive engagement compliant with Title VI and Goals 1 and 12 where input followed best practices and helped shape the project; and* • *retained records related to these public engagement activities in compliance with regulations.* *The LPA endorsement process documented the extensive, consistent project development public engagement activities since that time.*

(continued) **Table 1. RTP Amendment Consistency Review Outcomes Summary**

Process Step	*Outcomes*
Step 5 RTP consistency determination:	*The requested amendment has elements demonstrating progress toward objectives under all five regional goals that:* • *implement the Metro 2040 Growth Concept by advancing high-capacity transit along a designated Corridor improving mobility between Regional Centers via a transit solution supporting planned compact, higher density land uses;* • *invest in a corridor identified for transit improvements on the RTP Transit Network Vision;* • *improve transit and pedestrian travel and access, while balancing motor vehicle travel and the many functions of mobility corridors;* • *improve multimodal options and access for Equity Focus Areas;* • *provide safer alternatives to driving, advancing implementation of Vision Zero on a Regional High Injury Corridor;* • *advance a major high-capacity transit investment to make transit more convenient, frequent, and accessible — a key strategy for implementing the Climate Smart Strategy;* • *advance transit and pedestrian system completion in a job and activity center to provide safe and convenient options for short trips and connections to transit, supporting the economy; and* • *plan to include transit signal priority and access management strategies to support system management and operations and are themselves transit strategies for increasing corridor capacity as part of the Congestion Management Toolbox.* *In all these ways, the requested amendment has been determined to support the region's progress toward both federal and regional performance targets. All project amendments (additions and deletions) are exempt from the federally-required air quality conformity analysis.*
Step 6 Fiscal constraint determination	*There are no updates to project cost included in the proposed amendment.*

(continued) **Table 1. RTP Amendment Consistency Review Outcomes Summary**

Process Step	*Outcomes*
Step 7 Begin Formal Amendment Process	*The RTP Amendment Process was initiated with the start of the public review period on November 3, 2025. Per Metro's adopted Public Engagement Guide, advance notice of the public comment period was provided 30 days in advance. This process was consistent with Metro's public engagement and established RTP amendment procedures.* ***Attachment 2** provides the process and timeline for considering the requested RTP amendment. To date that has included:* • *a 45-day public comment period which concluded on December 19, including public hearings on December 4 and March 5* • *Form 1 Notice to the Department of Land Conservation and Development on January 28* • *Consideration and recommendation by MTAC, TPAC, JPACT and MPAC* *Next steps in the process will include:* • *Consideration by Metro Council (second reading and adoption on April 23)* • *Form 2 Notice to the Department of Land Conservation and Development by May 12*

Known Support and Opposition

Overall, public input and prior endorsements demonstrate support for the transit project LPA by agency partners, local jurisdictions, and community-based organizations across the region. Extensive technical analysis was conducted to understand the benefits and tradeoffs of different LPA components for the project. Analysis was shared with community members for feedback. Public engagement has been extensive and coordinated with agency partners. Additionally, the project has demonstrated compliance with Title VI and regional public involvement requirements.

No public comments were on the Tualatin Valley Highway Transit and Safety Project or this proposed amendment during the comment period.

Legal Antecedents

Metro Council actions include:

- Resolution No. 09-4025 (For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria), adopted by the Metro Council on February 12, 2009.
- Resolution No. 09-4052, "For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments" adopted by the Metro Council on July 9, 2009.
- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation

Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted by the Metro Council on June 10, 2010.

- Resolution No. 10-4119 (For the purpose of updating the work program for Corridor Refinement Planning through 2020 and Proceeding with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle), adopted by the Metro Council on February 25, 2010.
- Ordinance No. 14-1346B (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- Ordinance No. 18-1421 (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on Dec. 6, 2018.
- Resolution No. 18-4892 (For the Purpose of Adopting the 2018 Regional Transit Strategy and Replacing the 2009 High Capacity Transit System Plan), adopted by Metro Council on Dec. 6, 2018.
- 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 by the Metro Council on November 30, 2023.
- Resolution No. 23-5348 (For the Purpose of Adopting the 2023 High Capacity Transit Strategy), adopted by the Metro Council on November 30, 2023.
- Resolution No. 25-5504 (For the purpose of endorsing the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project), adopted by the Metro Council on June 26, 2025.

Local jurisdiction actions include:

- The Board of Washington County Commissioners unanimously adopted Resolution Number 25-26 to endorse the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project on April 22, 2025.
- The Cornelius City Council unanimously adopted Resolution Number 2025-16 to endorse the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project on May 5, 2025.
- The Hillsboro City Council unanimously adopted Resolution Number 2881 to endorse the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project on May 6, 2025.
- The Forest Grove City Council unanimously adopted Resolution Number 2025-17 to endorse the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project on May 12, 2025.

- Beaverton City Council unanimously adopted Resolution Number 25084 to endorse the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project on May 27, 2025.
- The TriMet Board of Directors unanimously adopted Resolution Number 25-05-25 to endorse the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project on May 28, 2025.
- The Oregon Department of Transportation endorsed the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project with a letter of support dated May 28, 2025.

Anticipated Effects: Adoption of the Ordinance will allow project staff to continue working with TriMet and partners on the project to:

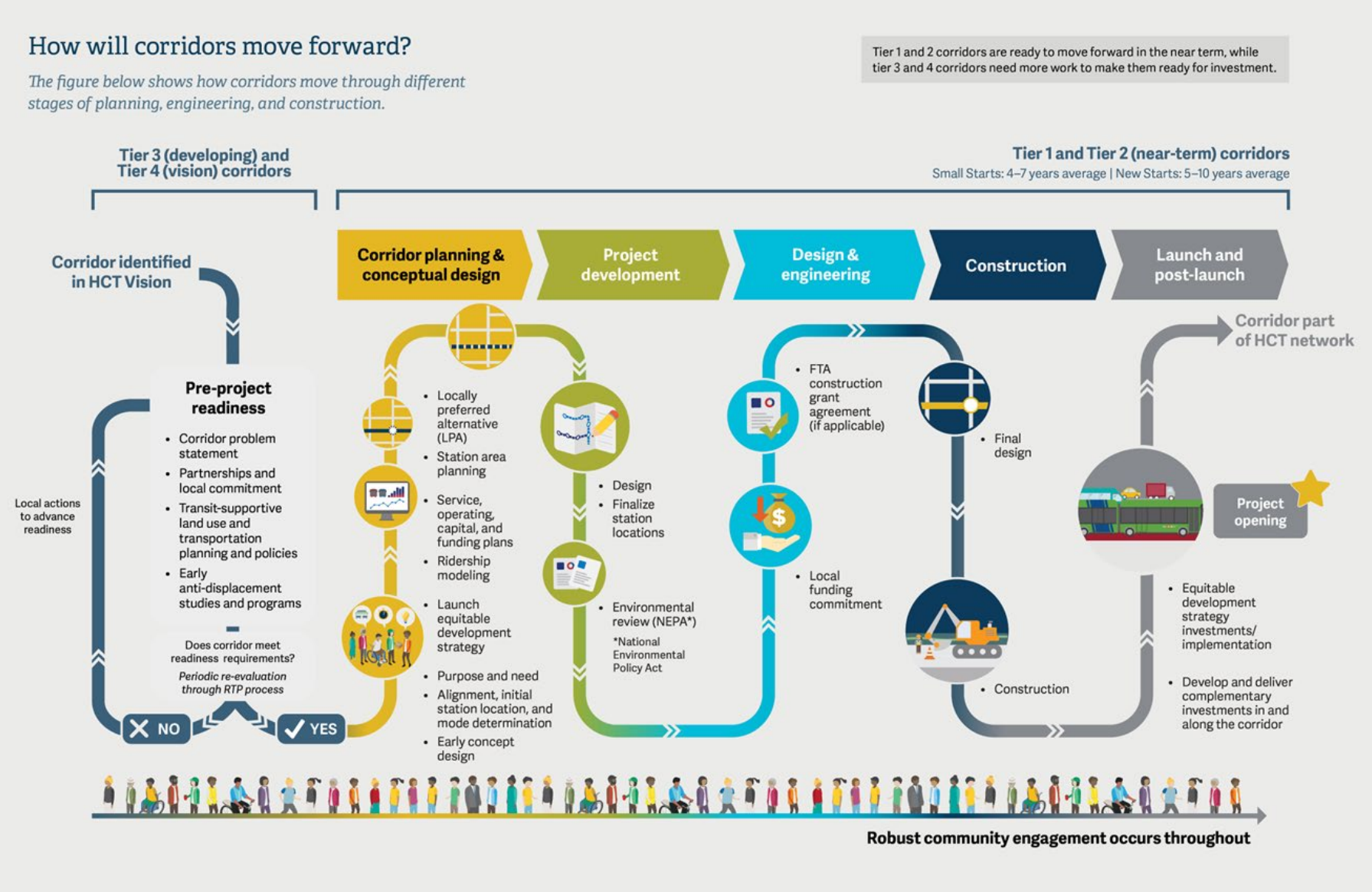
- Pursue federal funding
- Complete federally-required National Environmental Policy Act (NEPA) documentation
- Refine design and costing
- Coordinate with partners
- Support the implementation and construction of the project
- Open a new FX bus line along Tualatin Valley Highway in 2030

Budget Impacts: Adoption of the Ordinance has no budget impact at this time. There will be future costs associated implementation of the transit projects. These costs will be shared by local, regional, state and federal partners.

ATTACHMENTS

- Attachment 1: High Capacity Transit Project Development Lifecycle
- Attachment 2: Transit Project Locally Preferred Alternative RTP Amendments Process Timeline
- Attachment 3: Tualatin Valley Highway Transit and Safety Project Locally Preferred Alternative RTP Amendment Request Memo

High Capacity Transit Project Development Lifecycle



Transit Project Locally Preferred Alternative 2023 Regional Transportation Plan Amendments Process Schedule

Below is a consolidated schedule showing the timeline for considering adoption of the proposed 82nd Avenue, Montgomery Park Streetcar, and TV Highway 2023 Regional Transportation Plan amendments.

Round	Meeting	Actions Necessary	Documents Necessary	Date
Public Comment Period (45 days) ***DLCD Proposed Change PAPA Notice (post acknowledgement plan amendment)***	45 Day Comment Period	○ Public notice of comment period 30 days in advance of start of comment period – Friday, October 3 ○ Public notice of comment period at start of comment period ○ Amendment documents posted on Metro website ○ Notice of public comment period emailed to Metro committees and RTP/Transportation Planning interested parties' lists	Public review and public hearing amendment materials: ○ Ordinance ○ Exhibit(s) to Ordinance ○ RTP Amendment ○ Staff Report[1] ○ Attachments to Staff Report ○ Documented Public Comment Print Notices	November 3 – December 19, 2025
	Metro Council	Public Hearing		**December 4, 2025**
	Notice of Proposed Change to Plan (Form 1)	*Email PAPA notice with required attachments for each amendment (submit to DLCD 35 days before first reading)*		*January 28, 2026*
1st Reading and Public Hearing **Introduce RTP Amendments to Advisory Committees**	TPAC	○ Review and discuss, identify any needed changes	Revised draft amendment materials: ○ Ordinance ○ Exhibit(s) to Ordinance ○ RTP Amendment ○ Staff Report[2] ○ Attachments to Staff Report ○ Draft Public Comment Report ○ Table documenting comments proposing a change and recommended action(s) to respond to public comment	**February 6, 2026**
	MTAC	○ Review and discuss, identify any needed changes ○ 1st Reading and Public Hearing		**February 18, 2026**
	JPACT			**February 19, 2026**
	MPAC			**February 25, 2026**
	Metro Council			**March 5, 2026**
Final rec'ds and action by Advisory Committees and Council **2nd Reading, Final Public Hearing and action**	MTAC	○ Review final documents ○ Make recommendation to MPAC on their adoption recommendation	Final: ○ Ordinance ○ Exhibit(s) to Ordinance ○ RTP Amendment (with any recommended actions incorporated) ○ Findings ○ Staff Report[2] ○ Attachments to Staff Report ○ Final Public Comment Report ○ Table documenting comments proposing a change and recommended action(s) to respond to public comment	**March 18, 2026**
	MPAC	○ Review final documents ○ Consider MTAC recommendation ○ Make recommendation to Metro Council on adoption		**April 22, 2026**
	TPAC	○ Review final documents ○ Make recommendation to JPACT on adoption		**April 3, 2026**
	JPACT	○ Review final documents ○ Consider TPAC recommendation on adoption ○ Consider adoption of Ordinance and make recommendation to Council		**April 16, 2026**
	Metro Council	○ Review final documents ○ Consider MPAC recommendation and JPACT action ○ 2nd Reading and Final Public Hearing ○ Consider adoption as recommended by JPACT (or remand to JPACT)		**April 23, 2026**
DLCD Adopted Change PAPA Notice	*Notice of Adopted Change to Plan (Form 2)*	*Email PAPA notice with required attachments for each amendment (submit to DLCD within 20 days of adoption)*	*Include final documents above*	*May 12, 2026*

[1] Staff Report address RTP project amendments checklist in RTP Appendix Y.

Attachment 3

Date: October 20, 2025
To: Kim Ellis, Climate Program Manager; Ally Holmqvist, Senior Transportation Planner
From: Josh Brennan, TV Highway Project Director; Bernadette Le, Associate Project Manager
Subject: Tualatin Valley Highway Transit Project RTP Amendment Request

Purpose

This memo formally requests an amendment to the Regional Transportation Plan (RTP) to incorporate the Locally Preferred Alternative (LPA) for the Tualatin Valley (TV) Highway Transit and Safety Project and contains the background information needed to help Metro Staff to review the requested amendment for consistency with the RTP and develop the legislation and staff reports for consideration by the Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC), Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council.

Project Description and Background

The TV Highway corridor is approximately 16.2 miles long, extending between the Beaverton Transit Center and 19th and B Street in Forest Grove, and is currently served by TriMet Line 57. This corridor connects Forest Grove, Cornelius, Hillsboro, Aloha, and Beaverton and generally follows OR-8 from Beaverton to Forest Grove. OR-8 was originally built as a farm-to-town road with limited multi-modal infrastructure. The alignment is also located directly north of the Union Pacific Railroad tracks for a significant portion of the alignment through Beaverton, Aloha and Hillsboro creating challenging constraints with the railroad to the south and development to the north. The alignment also follows local roads in Hillsboro in order to access the Hillsboro Transit Center.

This corridor is currently served by TriMet's Line 57, which runs between Beaverton and Forest Grove, primarily along TV Highway. Line 57 is a frequent service line operating at 15 minutes or better throughout the day, seven days a week. It has the highest ridership in Washington County with around 6,440 average weekday boardings. This line has also seen a one of the strongest bounce back rates since COVID-19 in the TriMet system with around 89% of the ridership when comparing 2019 to 2025.

Within the TV Highway corridor, there are transfer opportunities to two MAX light rail lines, the Westside Express Service (WES) Commuter rail line, and 10 TriMet fixed-route bus lines, Ride Connection Community Connector service in Cornelius and Forest Grove, as well as regional bus service.

There are many essential services located along and nearby the 16 mile TV Highway corridor. This project will help improve transit access to 6,775 business entities and 1,349 family-supportive services sites, including educational opportunities and medical care. Employment growth in this area (47%) is also expected to be higher than the region (38%) and comparable to Washington County (47%), according to a Metro report.

Many families also live in this area and the population is expected to grow rapidly in the coming years. The 2019-2023 American Community Survey found that in this corridor area there is a higher percentage of youth compared to the region and Washington County (22.9%, 19.9%, and 22.0%, respectively) as well as a higher percentage of family households with 5 or more members (18.8%, 11.7%, and 12.8%, respectively). Population growth is also forecasted to be higher in the ½ mile area around the corridor (38%) compared to the Portland region (28%) as well as Washington County (25%) (Metro).

The project would address three major needs in the corridor:

- *Safety*: need to improve access to transit and bus stop amenities in a high injury corridor
- *Transit speed and reliability*: need to provide faster and more reliable transit service in order to be more competitive with driving and to improve access to destinations
- *Transit-dependent communities*: need to provide safe, efficient, and reliable transit service to meet the needs of the high concentration of communities who rely on transit

The TV Highway Corridor has long been identified as a priority for major transit investment and previous plans/studies of the corridor have documented transit issues, community concerns and potential solutions. The 2009 High Capacity Transit (HCT) System Plan, the 2013 Tualatin Valley Highway Corridor Plan, the 2018 Regional Transportation Plan (RTP), the 2018 Regional Transit Strategy, the 2019 Moving Forward TV Highway Enhanced Transit and Access Plan, the Get Moving 2020 Bond Measure, and the 2023 Regional Transportation plan all call for a major transit investment in the corridor. The 2009 High Capacity Transit System Plan identified the corridor as a Next Phase Regional Priority Corridor (Beaverton to Hillsboro) and Developing Regional Priority Corridor (Hillsboro to Forest Grove). The 2018 RTP identified the corridor for major transit investment and then the 2023 Regional Transportation Plan includes a high-capacity transit project as a Tier 1 corridor in the 2030 Near-Term Constrained Project list, the top level of regional prioritization for advancing in the near-term.

These previous plans have analyzed TV Highway/Line 57 within the regional transit network and explored a set of corridor-wide and location-specific transit improvements, such as transit signal priority enhancements and station location and access improvements (Get Moving 2020). Previous planning processes have also identified that pedestrian safety for riders getting to transit stops is a key priority for the community (2013 Tualatin Valley Highway Corridor Plan, 2019 Moving Forward TV Highway Enhanced Transit and Access Plan). In addition to these past plans, recent research has highlighted the dire need to improve safety along the corridor. Between 2018 and 2022, 19% of the roadway fatalities that occurred within Washington County occurred along the 16.2 mile project corridor, which is only 0.5% of the roadway miles within the County, and about half of the fatalities were pedestrians.

TriMet worked closely with Metro during the planning phase to complete early planning for a transit and safety project in this corridor. The Oregon Department of Transportation (ODOT) was also a key partner as the owner of the roadway from Beaverton to Highway 47. The Washington County and the cities of Forest Grove, Cornelius, Hillsboro and Beaverton were all members of the project steering committee, helping to guide the team to identify a project that meets the needs of their residents. The steering committee also included four members from community-based organizations that serve people in the area along TV Highway: Unite Oregon, Centro Cultural, Adelante Mujeres and APANO. These members brought community perspectives to the discussion that may otherwise not be represented.

In February 2025, the project Steering Committee recommended a locally preferred alternative (LPA) that identifies the project's transit mode, route and general station locations. The committee also approved a funding strategy to secure local, regional, state and federal funding for the project.

A timeline of partners and jurisdictions endorsements of the LPA is as follows:

- The Board of Washington County Commissioners unanimously adopted Resolution Number 25-26 to endorse the LPA on April 22, 2025.

- The Cornelius City Council unanimously adopted Resolution Number 2025-16 to endorse the LPA on May 5, 2025.
- The Hillsboro City Council unanimously adopted Resolution Number 2881 to endorse the LPA on May 6, 2025.
- The Forest Grove City Council unanimously adopted Resolution Number 2025-17 to endorse the LPA on May 12, 2025.
- Beaverton City Council unanimously adopted Resolution Number 25084 to endorse the LPA on May 27, 2025.
- The TriMet Board of Directors unanimously adopted Resolution Number 25-05-25 to endorse the LPA on May 28, 2025.
- The Oregon Department of Transportation endorsed the LPA with a letter of support dated May 28, 2025.
- JPACT approved Resolution No. 25-5504 and submitted the resolution to the Metro Council for approval on June 12, 2025.
- Metro Council adopted Resolution No. 25-5504 endorsing the LPA on June 26, 2025.

Project Description and Map

The TV Highway Transit & Safety Project will bring TriMet FX–Frequent Express bus service to the 16.2 mile corridor. The FX line would be built and operated by TriMet. The line would connect Beaverton, Aloha, Hillsboro, Cornelius, and Forest Grove. It would operate as Frequent Express (FX) service, TriMet's brand of BRT, and would replace the existing Line 57 bus line.

The following agency partners will help deliver the project:

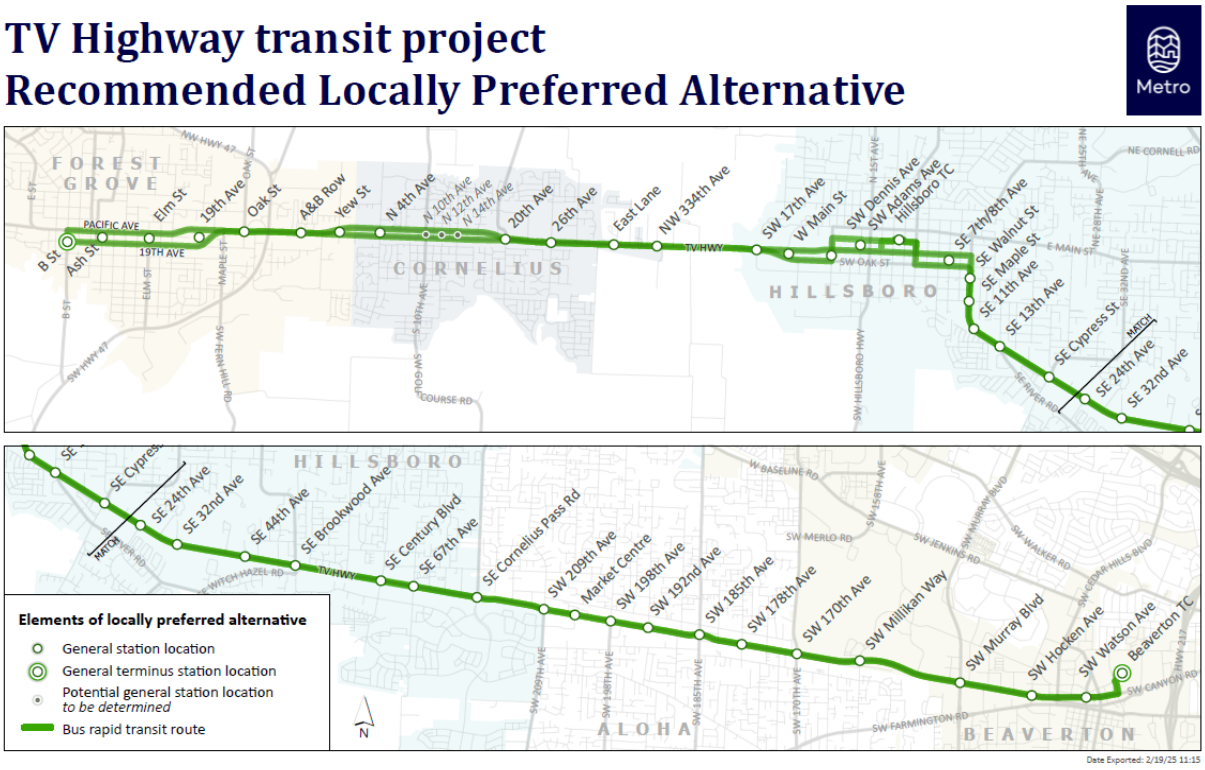
- TriMet will be the Project Sponsor and the Grantee for the FTA CIG Small Starts program.
- Metro will lead the environmental analysis and approvals required under NEPA.
- Washington County, the Cities of Beaverton, Cornelius, Hillsboro, and Forest Grove, and ODOT are project partners supporting Project Development activities.
- ODOT and Forest Grove are AHJs along the corridor related to permitting requirements
- The Federal Transit Administration is expected to be the lead federal agency for NEPA and an important financial partner through the FTA's CIG Small Starts program.

Early project designs include the following proposed modal and design elements:

- Eliminates partial pullout stop design and creates safer bus/bike interactions at stations
- Station amenities and platforms at 41 station pairs
- Accommodating UPRR requirements for station locations in and adjacent to UPRR ROW
- Four rebuilt intersections (to accommodate bus pullouts where there are existing traffic safety issues and to shift away from the UPRR tracks)
- 17 new vehicles
- 59 signal upgrades to accommodate transit signal priority
- TV Highway would be upgraded to 12-minute service from the existing 15 min service
- New or existing enhanced crossings at each station pair
- Sidewalk and crossing connections linking to optimized station platforms to ensure access
- Station-area lighting upgrades

Figure 1 outlines the project area and endorsed LPA, which starts at Beaverton Transit Center and ends at 19th Avenue and B Street in Forest Grove.

Figure 1: Project Area Map



Project Development Phase Schedule and Deliverables

The Locally Preferred Alternative being amended into the RTP will support further progress on the Project and is a required step to qualify for key federal funding opportunities. It is also necessary to complete the NEPA process covering all aspects of the project proposed for FTA funding, develop sufficient information for FTA to develop a project rating, complete sufficient engineering and design to develop a firm and reliable cost, scope, and schedule for the project, obtain all non-CIG funding commitments, complete all critical third-party agreements, and meet other FTA readiness requirements.

The Project formally entered the Project Development phase in October 2025, with Project Development anticipated to be completed in spring 2028, with service opening in fall 2030.

The schedule for Project Development Phase deliverables is as follows:

- Environmental Approvals under NEPA (early 2026 — early 2027)
  - Purpose and Need
  - Class-of-Action consultation, coordination, and determination
  - NEPA assessment and findings, including traffic, SEE analysis, and public engagement (intended to culminate in a Documented Categorical Exclusion)
- Preliminary Engineering and Design (fall 2025 — early 2027). Assuming the required NEPA class of action results in an Documented Categorical Exclusion (DCE) . At each design step listed below an official project cost estimate shall be prepared that documents the total anticipated construction cost in year of expenditure dollars:
  - "15%" design (expected to be the result of incorporating comments and adjustments to LPA Plan Set)
  - "30%" design (generally a typical design level for interim review)

    - "60%" design (expected to be the plan set used for cost estimation and negotiation of Construction Grant Agreement with FTA)
- Draft Finance Plan
- Development of initial Small Starts application for rating and subsequent Small Starts Construction Grant Application
- Final Design and Construction Documents (early 2027 – 2028). At each design step listed below an official project cost estimate shall be prepared that documents the total anticipated construction cost in year of expenditure dollars:
    - "90%" design
    - "Issued for Construction" (IFC) Plan Set, including specifications and special provisions

The proposed time period for the Engineering and Construction phase is April 2028-December 2030.

Public Engagement

The project planning phase included three phases of public engagement, which focused on raising project awareness, engaging with the TV Highway Equity Coalition (TEC), and seeking feedback on proposed station locations. During phase one, the project team engaged over 160 community members to introduce them to the project. In the second phase, the project team convened public workshops and asked community members about their visions for transit in the corridor, what successful equitable development looks like, and which destinations along the Line 57 route are most important to them. The third phase of engagement included an online survey, StoryMap, and tabling at community events to seek feedback on proposed station locations, gauge community support for proposed investments, and allow space for open-ended comments.

Public engagement activities helped shape the project in several ways:

- At TEC meetings and community workshops in 2023, participants confirmed that the proposed criteria for station locations were appropriate and that no additional criteria needed to be added.
- Community members identified safe access to bus stops and improved waiting areas for transit riders were top priority items and should be included in the project scope. This feedback, alongside technical analysis, was considered by decision-makers when recommending station locations and safety improvements.
- Four community representatives from the TEC served on the project Steering Committee. The committee was charged with advancing the project through key decision points and recommending a LPA.

See Attachment A: Fall 2024 Engagement Summary for a summary of public engagement efforts and the community feedback received.

In the project development phase, the project will establish a Community Advisory Committee (CAC) and a Policy & Budget (P&B) Committee. Meetings for these committees will be public. The Community Advisory Committee will advise the project team on project design, station platform locations, community outreach activities, and development of other Project elements. The P&B Committee will consist of one elected/executive from each jurisdictional partner agency and one member of the CAC. The Committee will advise the relevant road authorities about changes in their rights of way. The Committee will also serve as a public forum for the Project team to provide Project updates, public engagement and CAC updates, and opportunities for jurisdictional partners and CAC leadership to collaborate and provide advice.

RTP Consistency and Regional Significance

The project advances the following RTP goals, objectives, and policies, and RTP modal function(s) of the facility:

Goal 1 – Mobility Options

- (Objective 1.1) Increases proportion of trips made by use of transit and reduces per capita vehicle miles traveled.
- (Objective 1.2) Completes gap in planned regional network.
- (Objective 1.3) Increases household and job access to frequent transit service.
- (Objective 1.4) Maintains reliable person-trip and freight mobility in a regional mobility corridor.

Goal 2 – Safe System

- (Objective 2.1) Contributes to eliminating fatal and severe injury crashes by 2035.
- (Objective 2.3) Maintains and brings facilities up to a state of good repair.

Goal 3 – Equitable Transportation

- (Objective 3.1) Contributes to eliminating disparities related to access, safety, affordability, and health outcomes experienced by people of color and other marginalized communities.
- (Objective 3.2) Contributes to eliminating barriers that people of color, people with low incomes, youth, older adults, people with disabilities, and other marginalized communities face to meeting their travel needs.

Goal 4 – Thriving Economy

- (Objective 4.1) Focuses growth and transportation investment in a designated 2040 growth area and provides access to jobs, markets, and community places within and beyond the region.
- (Objective 4.2) Maintains access to industry and freight intermodal facilities.
- (Objective 4.3) Attracts new businesses and family-wage jobs and retains those already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.
- (Objective 4.4) Reduces the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.
- (Objective 4.5) Bring facilities up to a state of good repair and avoid deferred maintenance.

Goal 5 – Climate Action and Resilience

- (Objective 5.1) Contributes to meeting adopted targets for reducing transportation-related greenhouse gas emissions and vehicles miles per capita.
- (Objective 5.2) Increases the share of jobs and households in walkable, mixed-use areas served by frequent transit service.
- (Objective 5.3) Preserves and protects the region's biological, water, historic and culturally important plants, habitats, and landscapes, and integrates green infrastructure strategies to maintain habitat connectivity, reduce stormwater run-off, and reduce light pollution.
- (Objective 5.4) Increases the resilience of communities and regional transportation infrastructure to the effects of climate change and natural hazards including seismic events.

- (Objective 5.5) Brings facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs.

The Project is consistent with and supports implementation of the following RTP System, Regional Design and Regional Network Policies:

- *3.2.1 2040 Growth Concept:* The Project supports the Metro 2040 Growth Concept by advancing permanent high-capacity transit along a designated Corridor of Tualatin Valley Highway, as well as supporting planned land uses adopted in the 2040 Growth Concept by improving mobility between Regional Centers via transit.
- *3.2.2 Transportation Equity Policies*: The Project improves multimodal options and permanent transit access in several Equity Focus Areas.
- *3.2.3 Safety and Security Policies:* The Project advances safe access to transit on a Regional High Injury Corridor.
- *3.2.4 Climate Action Policies and Resilience Policies:* The Project supports Metro's Climate Smart Strategy and related policies. It will advance a major high-capacity transit investment to make transit more convenient, frequent, and accessible. It will include sidewalk and crossing connections linking the local street grid to optimized station platforms.
- *3.2.6 Mobility Policies:* The Project will advance mobility policies. It will improve transit and pedestrian travel and access, while balancing motor vehicle travel and the many other functions of arterials. It prioritizes the safety and comfort of travelers of all modes through multimodal network completion.
- *3.3 Regional Network Policies:* The Project supports regional network policies, including policies which aim to provide transit as an attractive, convenient, accessible, and affordable travel option. It supports RTP Policy Map designations for the Transit and Pedestrian networks.

Identification of the Project followed the RTP congestion management process policies in the following ways:

- The Project utilizes multiple tools in the Congestion Management Process (CMP) toolbox. It is planned to utilize transit signal priority and access management strategies to support system management and operations. It will utilize active transportation strategies by implementing new walking connections to key destinations. It will utilize transit strategies by constructing high capacity transit and expanding transit coverage. The project incorporates TSMO strategies and transit system improvements to manage congestion and support planned land uses adopted in local comprehensive plans and the 2040 Growth Concept.

The Project is regionally significant. TV Highway was first identified as a priority corridor for high-capacity transit (HCT) in the 2009 HCT System Plan. In 2018, Metro adopted the region's first Regional Transit Strategy, in support of the 2018 Regional Transportation Plan (RTP). The RTP included an "enhanced transit concept" investment in the TV Highway corridor on the financially constrained project list. This type of capital investment is a context-sensitive approach to improving transit speed and reliability with lower-cost and easy to implement improvements. Subsequent transit corridor planning was completed as part of Washington County's 2019 Moving Forward TV Highway Enhanced Transit and Access Plan, as well as the 2020 regional transportation funding measure. In 2023, Metro updated and replaced the HCT Plan with the Regional HCT Strategy as part of the 2023 Regional Transportation Plan update, which designates

TV Highway as a Tier 1: near-term HCT corridor, the highest priority for near-term HCT investment in our region. The current planning effort builds on the analysis and findings from these prior plans and will also require analysis and approvals required by the National Environmental Policy Act (NEPA). Additionally, TV Highway is designated on multiple RTP network maps—transit, motor vehicles, bicycle, pedestrian, freight, and TSMO networks.

Performance

The Project makes progress toward federal and regional performance targets:

- *Mobility*, by increasing transit, bike, and pedestrian mode shares, improving access to jobs via transit, contributing to completing the transit network and the bicycle and pedestrian system near transit, increasing the share of households that are located near transit and bicycle and pedestrian facilities, and improving throughway reliability.
- *Safety*, by contributing to eliminating transportation related fatalities and serious injuries.
- *Equity*, by contributing to eliminating transportation related fatalities and serious injuries in equity focus areas, contributing to completing the bicycle and pedestrian system in equity focus areas, and improving access to jobs within equity focus areas.
- *Economy*, by maintaining driving and transit travel times and contributing to completing the bicycle and pedestrian system in job and activity centers.
- *Climate and Environment*, by reducing per capita greenhouse gas emissions from light-duty vehicles and per capita vehicles miles traveled, helping to meet revised statewide goals requiring accelerated reductions in greenhouse gas emissions, and keeping air pollution from mobile sources levels below thresholds set by the federal government.

Fast, convenient and linked to the broader transit and transportation network – high capacity transit provides a viable, more affordable alternative to driving. Fewer cars on the road leads to less air pollution, more physical activity, less time in traffic, fewer crashes and more reliability for moving people and goods – supporting the health, safety, mobility, economy and quality of life of our region. As part of its evaluation, the 2023 High Capacity Transit Strategy found that implementing all of the corridor improvements identified in the vision would result in a 0.6% reduction in CO_2e emissions regionwide. TV Highway landed in the top 30% of vision corridors evaluated where a high capacity transit investment would result in greenhouse gas reduction. The HCT Strategy's analysis found that a high capacity transit investment on TV Highway could result in a reduction of around 160 metric tons of CO_2e per year.

The 2023 RTP Climate Smart Strategy (CSS) states that implementing the Regional Transit Strategy vision of making transit convenient, frequent, accessible and affordable is a key strategy with a high relative climate benefit. The CSS includes a number of near-term actions for Metro and partners related to high capacity transit, including: 1) expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations; and 2) expand partnerships with transit agencies, cities, counties and ODOT to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance.

To make progress toward the CSS performance targets, the Project implements elements from the 2040 Growth Concept and local adopted land use and transportation plans, makes transit convenient, frequent, accessible, and affordable, makes biking and walking safe and convenient, makes streets and highways safe and reliable, uses technology to actively manage the transportation system, provides information and incentives to expand the use of travel options, supports transition to cleaner low carbon fuels, secures adequate funding for transportation

investments, demonstrates leadership on climate change, and adopts new metrics for climate analysis.

In spring 2025, TriMet applied for a U.S. Department of Transportation Safe Streets for All (SS4A) Grant to fund the safety elements of this project. Based on the grant eligibility requirements, this project was eligible for this federal funding source. Awardees may be announced as soon as late 2025.

Fiscal Constraint

The cost estimate included in the 2023 RTP financially constrained project list was $300,000,000 in year-of-expenditure dollars and that estimate has not changed. TriMet will be pursuing FTA Small Starts Capital Investment Grant (CIG) funding and will likely seek up to the maximum Small Starts CIG funding amount of $150 million. In spring 2025, TriMet also applied for a U.S. Department of Transportation Safe Streets for All (SS4A) Grant to fund the safety elements of this project. Local and regional Project partners have agreed to work together to contribute approximately $100M and the project is pursuing additional funding options to secure the remaining $50M, such as grants. The combined $150 million in local, regional and other funding will allow for critical investments in transit and safety throughout the corridor and leverage the federal investment through the Small Starts program.

As indicated in the Project Development section above, preliminary engineering, design, and construction will all occur in the 2023-2030 near-term RTP investment time period.

Attachments:

- A: Fall 2024 Engagement Summary
- B: Metro Council Staff Report on LPA Endorsement Recommendation June 26, 2025
- C: Initial Purpose and Need Statement

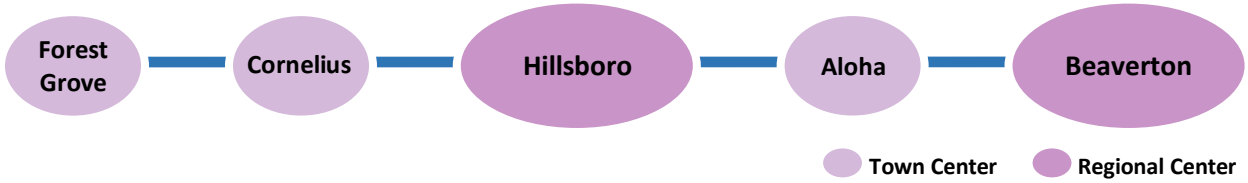
TV Highway Transit Project

Initial Purpose and Need Statement

BACKGROUND

Tualatin Valley (TV) Highway (Oregon Route 8) is an important regional and county urban arterial that supports the movement of goods and people through the communities of Forest Grove, Cornelius, Hillsboro, Aloha, and Beaverton (Figure 1). It serves as an access route to Highway 217 from points west, connects to the regional light rail system in two locations, and supports one of the highest ridership bus lines in the region. The corridor also serves many communities of color, limited English proficiency speakers, and lower income communities.

Figure 1. TV Highway Corridor Communities



In 2010, TV Highway was identified as a priority corridor for high capacity transit (HCT) in the HCT System Plan. In 2018, Metro updated and replaced the HCT System Plan with the Regional Transit Strategy, in support of the 2018 Regional Transportation Plan (RTP). The 2018 RTP includes an "enhanced transit concept" investment in the TV Highway corridor on the financially constrained project list. This type of capital investment is a context-sensitive approach to improving transit speed and reliability with lower-cost and easy to implement improvements. Subsequent transit corridor planning was completed as part of Washington County's 2019 Moving Forward TV Highway Enhanced Transit and Access Plan, as well as the 2020 regional transportation funding measure. The current planning effort builds on the analysis and findings from these prior plans.

PURPOSE

The purpose of the TV Highway Transit Project is to improve speed, reliability, accessibility and safety for transit riders on TV Highway, and in particular for communities of color and low-income communities.

NEED

The TV Highway Transit Project would address three major needs in the corridor:

1. **Safety:** need to improve access to transit and bus stop amenities in a high injury corridor
2. **Transit speed and reliability:** need to provide faster and more reliable transit service in order to be more competitive with driving and to improve access to destinations

3. **Transit-dependent communities:** need to provide safe, efficient, and reliable transit service to meet the needs of the high concentration of communities who rely on transit

The following subsections provide more information on each need.

Safety

TV Highway is designated as a regional high injury corridor in the 2018 Regional Transportation Safety Strategy (RTSS) and a priority high crash corridor in Washington County's Transportation Safety Action Plan (2016). The portion of TV Highway between Beaverton and Hillsboro had the seventh highest rate of serious crashes per mile out of the 181 high injury corridors identified in the 2018 RTSS.[1] Overall, there were 237 serious injuries and 39 fatalities on TV Highway between 2007 and 2018, an average of 18 serious injuries and 3 deaths per year.[2] Seventy-two percent of those fatalities were people either walking or bicycling. TV Highway has inadequate multimodal and transit infrastructure, which creates safety concerns as well as barriers to access. Approximately 29 percent of TV Highway lacks sidewalks, and approximately 32 percent of bike lanes are missing or substandard along the highway.[3] Many of the Line 57 bus stops lack landing pads, lighting, shelters, and protected crossings. Between 2007 and 2018, 53 percent of all pedestrian serious injuries and fatalities on TV Highway occurred within 100 feet of a transit stop, which highlights the importance of access and safety improvements for pedestrians near transit stations.[4]

Transit speed and reliability

Transit travel time on the Line 57 is nearly double that of auto travel time, which impacts existing transit riders, limits the attractiveness for new riders, and hinders access to destinations along the corridor.[5] This transit delay is primarily caused by congestion and delay at signalized intersection, and will only get worse as traffic continues to grow over time. Substandard bus stops also result in slower boarding procedures and longer dwell times, which account for approximately 13 percent of average runtimes on the Line 57, contributing to overall transit delay.[6] Unreliability is also a top reason for riders to be dissatisfied with their Line 57 trips.[7] Improving transit travel time and reliability within the corridor would provide an attractive alternative to driving, which could free up roadway capacity for other vehicles in the corridor, including freight and other commercial vehicles within this designated freight corridor.

Transit-dependent communities

The TV Highway corridor has relatively high concentrations of people who rely on transit and therefore need safe, efficient, and reliable transit to access community resources, jobs, and educational opportunities. In comparison to both the region and Washington County, communities in the corridor have higher concentrations of low-income households, people of color, people with limited English language proficiency, and youth. Eighty-three percent of the corridor study area is in an equity focus area as defined by the 2018 RTP, and all of TV Highway is bordered on at least one side by an equity focus area.[8] The Line 57 bus ranks tenth in the TriMet system in terms of providing access to communities of concern, jobs, affordable housing, and social services.[9] The

route has a relatively high share of riders who speak Spanish, identify as people of color, do not have a car available, and have a low household income.[10]

APPROACH

The project will seek funding from the Federal Transit Administration (FTA), specifically from FTA's Section 5309 Capital Investment Grants Program. To qualify for this funding, the project will proceed using FTA's definition of a corridor-based bus rapid transit Small Starts project. Because the project will seek federal funding, it must comply with the National Environmental Policy Act.

NOTES

1 Based on fatal and severe injury crashes from 2010 to 2014 on the 8-mile stretch of TV Highway between SW Cedar Hills Boulevard in Beaverton and SE 10th Avenue in Hillsboro.

2 Oregon Department of Transportation (ODOT) crash data (based on the portion of TV Highway (OR 8) and associated roadways following the general route of the Line 57 bus).

3 TV Highway Project Development – Project Needs and Evaluation Methodology, 2019.

4 ODOT crash data (same geographic extent as above).

5 TV Highway Project Development – Project Needs and Evaluation Methodology, 2019.

6 TV Highway Project Development – Project Needs and Evaluation Methodology, 2019.

7 Based on responses to a fall 2021 survey of Line 57 riders.

8 Equity focus areas are Census tracts where the rate of people of color, people with low income (i.e., incomes equal to or less than 200 percent of the Federal Poverty Level), or people with limited English proficiency is greater than the regional average and double the density of one or more of these populations. The corridor study area includes a 0.5-mile buffer on either side of the Line 57 route.

9 TriMet, 2017.

10 Based on responses to a fall 2021 survey of Line 57 riders. Of the respondents who answered each question, 34 percent completed the survey in Spanish, 52 percent identified as people of color (based on race and ethnicity questions), 64 percent reported incomes below 200 percent of the Federal Poverty Level (based on household size), and 70 percent do not have a car, motorcycle, or truck available to use.

Attachment 5

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2023 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE FOR THE MONTGOMERY PARK STREETCAR EXTENSION	)))))	ORDINANCE NO. 26-1538 Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Deputy Council President Duncan Hwang

WHEREAS, the Regional Transportation Plan (RTP) is the federally-recognized metropolitan transportation plan for the greater Portland region, and must be updated every five years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Statewide Planning Goal 12 (Transportation), as implemented through the Transportation Planning Rule and the Metropolitan Greenhouse Gas Reduction Targets Rule; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, transit is a key element of the Climate Smart Strategy and the RTP; and

WHEREAS, in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 RTP to comply with federal and state law, which included adoption of the Regional High Capacity Transit (HCT) System Plan; and

WHEREAS, the Regional HCT System Plan identified streetcar to Montgomery Park as part of the City of Portland's Draft Streetcar System Plan; and

WHEREAS, in 2018 the Metro Council adopted the Regional Transit Strategy (RTS), as a component of the RTP, via Resolution No. 18-4892, which established the regional vision to make transit more frequent, convenient, accessible and affordable for everyone; and

WHEREAS, the HCT Strategy is a component of the 2018 RTS which was updated by Resolution No. 23-5348 to include new high capacity transit-related policies and identified high capacity transit lines on the Regional Transit Network map to better reflect the RTS vision; and

WHEREAS, the HCT Strategy identified streetcar to Montgomery Park from the City of Portland's Draft Streetcar System Plan as a Tier 1 near-term priority investment which is included on the RTP 2030 financially constrained project list; and

WHEREAS, the most recent update to the RTP was completed on November 30, 2023, following approval by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or policies or to substantially modify existing projects or policies in the RTP; and

WHEREAS, the public must be provided an opportunity to review and comment on proposed amendments to the RTP, consistent with the policies and procedures in Metro's Public Engagement Guide; and

WHEREAS, ongoing efforts to address congestion in the region include directing growth in designated centers and corridors served by high-quality transit in combination with investments in system and demand management strategies, improving transit service and reliability, increasing bicycle and pedestrian connections and adding roadway capacity in targeted ways; and

WHEREAS, the Montgomery Park Streetcar Extension was identified in the 2023 RTP's financially constrained list of projects and programs; and

WHEREAS, from 2019 to 2023, the City of Portland developed the Montgomery Park to Hollywood Transit and Land Use Development Strategy (MP2H), which identified a preferred transit alignment for the Montgomery Park Streetcar Extension; and

WHEREAS, in 2024, the City of Portland published the Montgomery Park Area Plan, which included a description updated the MP2H name to better reflect the plan's focus in the Montgomery Park Area of Northwest Portland and included minor refinements to the preferred transit alignment to reduce capital costs and improve feasibility, as well as a description of the preferred transit alignment, an overview of the assessment of alternatives conducted toward its development, and proposed cross sections for the alignment; and

WHEREAS, on December 11, 2024, the Portland City Council adopted Resolution No. 37692 to adopt the Locally Preferred Alternative for the Montgomery Park Streetcar Transit Project; and

WHEREAS, on January 2, 2025, the Federal Transit Administration (FTA) approved the Montgomery Park Streetcar Extension to enter into the Project Development phase under the FTA's Capital Investments Grants Small Starts program; and

WHEREAS, at its meeting on June 26, 2025, JPACT approved Resolution No. 25-5505 endorsing the Locally Preferred Alternative for the Montgomery Park Streetcar Extension and submitted the resolution to the Metro Council for approval; and

WHEREAS, at its meeting on July 31, 2025, Metro Council approved Resolution No. 25-5505 endorsing the Locally Preferred Alternative for the Montgomery Park Streetcar Extension; and

WHEREAS, the FTA requires that the Locally Preferred Alternative be included in the Financially Constrained RTP and the Metropolitan Transportation Improvement Plan in order to be considered for a Small Starts Capital Investment Grant project rating; and

WHEREAS, Metro held a 45-day public comment period on the requested amendment from November 3 to December 19, 2025; and

WHEREAS, the Metro Council held a public hearing on December 4, 2025 to accept public testimony and comments regarding the requested RTP amendment; and

WHEREAS, JPACT and MPAC have recommended approval of the requested RTP amendment by the Metro Council; and

WHEREAS, the Metro Council held an additional public hearing on the requested RTP amendment on March 5, 2026; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The 2023 Regional Transportation Plan is hereby amended, as indicated in attached Exhibit A, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this 23 day of April 2026.

Duncan Hwang, Deputy Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A

Proposed amendments to the 2023 RTP to reflect the **Montgomery Park Streetcar Extension**

oregonmetro.gov/rtp

This exhibit documents proposed amendments to the 2023 Regional Transportation Plan to reflect the Montgomery Park Streetcar Extension Project Locally Preferred Alternative endorsed by the Joint Policy Advisory Committee on Transportation and the Metro Council in July 2025.

The amendments are shown in red ~~strikethrough~~ and underscore and include:

- Appendix CC: Montgomery Park Streetcar Extension Project LPA ***(new)***
- Chapter 3: System Policies to Achieve Our Vision
- Chapter 5: Our Transportation Funding Outlook
- Chapter 6: Regional Programs Projects to Achieve Our Vision
- Appendix A: Financially Constrained List of Projects and Programs
- Appendix W: Status of current major projects
- Appendix V: Future corridor refinement planning

Metro and regional partners have made significant progress on this project and are ready to take the next step in moving forward into project development and pursuing funding opportunities. To be eligible for federal and state funding, the Locally Preferred Alternative (LPA) must be adopted in the RTP. The requested amendments will bring the Montgomery Park Streetcar Project LPA into the 2023 RTP to support the project moving forward into project development and make the project eligible to compete for federal and state funding opportunities now.

Photo courtesy of the Portland Bureau of Transportation (PBOT)

APPENDIX CC

2023 Regional Transportation Plan

Montgomery Park Streetcar Extension Locally Preferred Alternative

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Montgomery Park Transit Project

Recommended Locally Preferred Alternative | September 2024

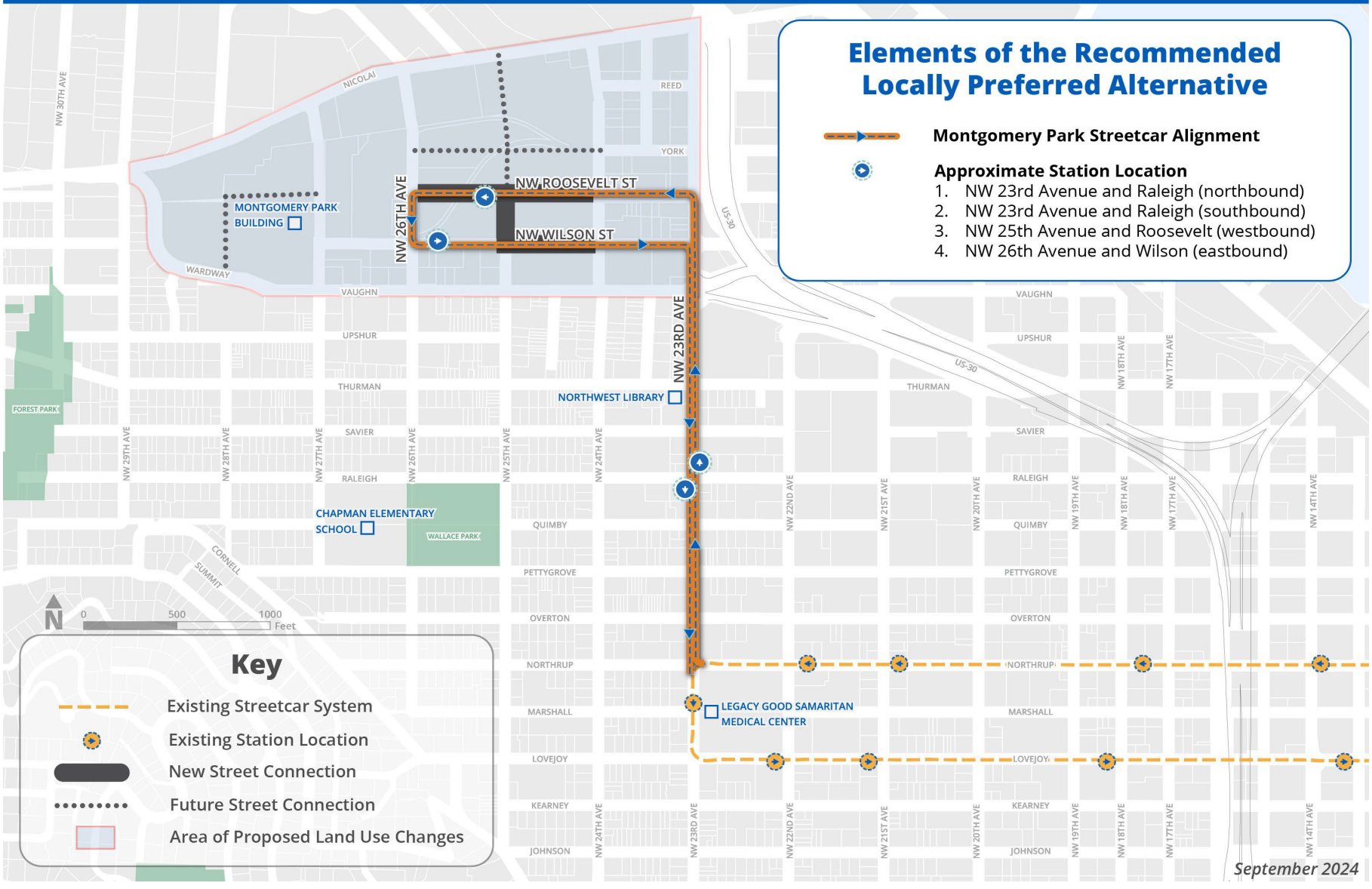
PBOT
PORTLAND BUREAU OF TRANSPORTATION

The recommended Locally Preferred Alternative for high capacity transit to the Montgomery Park Area is streetcar transit with stations at the locations indicated on the attached map, operating as a .65 one-way route mile extension of the existing Portland Streetcar North-South (NS) Line from its existing terminus at NW 23rd Avenue and NW Northrup Street to a new terminus at NW 26th Avenue and NW Wilson Street near the Montgomery Park building in Northwest Portland. This extension will allow the NS Line to operate between the Montgomery Park Building and the South Waterfront. The route extension will operate on NW 23rd Avenue, as well as on a new one-way parallel couplet using NW Roosevelt Street, NW 26th Avenue, and NW Wilson Street.

Montgomery Park Transit Project

RECOMMENDED LOCALLY PREFERRED ALTERNATIVE

PBOT
PORTLAND BUREAU OF TRANSPORTATION



Proposed amendments to 2023 Regional Transportation Plan Chapter 3

Amend Figure 3.24 Regional Transit Network Map to:

Revise the extent of Montgomery Park Streetcar to include NW Roosevelt Street between NW 26th Avenue and NW 23rd Avenue and on NW 23rd Avenue and NW 26th Avenue between NW Roosevelt and NW Wilson Streets to match the Locally Preferred Alternative.

Proposed amendments to 2023 Regional Transportation Plan Chapter 5

- Update **Figure 5.2 Flow of transportation revenues into the greater Portland region** to:
    - add $57,500,000 to assumed "Regional and Local Sources $39 billion",
    - add $57,500,000 to assumed "Federal Sources $15 billion", and
    - add $115,000,000 to the "Transit Capital $4.6B" total
    - add to figure "Source" note "*additional Federal, state, and local dedicated funding from new revenue sources identified as part of the transit project Locally Preferred Alternative(s) (not accounted for in the revenue forecast)*".
- Update **Figure 5.4: Federal transportation revenue sources in the 2023 RTP** to add $57,500,000.
- Update **Figure 5.6: Regional transportation revenue sources in the 2023 RTP** to add $10,000,000.
- Update **Figure 5.7: Local transportation revenue sources in the 2023 RTP** to add $48,500,000.
- Update **Table 5.5 RTP constrained revenue forecast for capital projects, 2023 to 2045 (YOE$)** to reflect the addition of $115,000,000 in revenue:
    - add a new row "*Additional Federal, state, and local dedicated funding from new revenue sources available identified as part of recent transit project Locally Preferred Alternative processes (not accounted for above)*",
    - update "Total revenues available for capital projects in the 2023 RTP: $28,130.45", and
    - update page 5-26 paragraph 1 text to reflect updates to Table 5.5 totals.
- Update **Figure 5.9 2023 RTP total anticipated spending by investment category (YOE$)** to add $115,000,000 to "27.9B Capital Project Spending" and "69.3B Total RTP anticipated spending".
- Update **Figure 5.10 Total anticipated capital and O&M investment spending, FY 2024 to FY 2045 (YOE$)** to add $115,000,000 to "69.3 billion 2023-2045 RTP Constrained List".
- Update **Table 5.7 Estimated costs for RTP Constrained Project List in YOE$, 2023-2045** to:
    - add $115,000,000 to:
        - "Transit Capital Investments (YOE$) Near Term 2023-2030: 1,575,610,000",

        - "Transit Capital Investments (YOE$) Total 2023-2045: 4,647,590,000",
        - "RTP Capital Projects and Programs (YOE$) Total Estimated RTP Costs (YOE$) Near Term 2023-2030: 8.57 billion",
        - "RTP Capital Projects and Programs (YOE$) Total Estimated RTP Costs (YOE$) Total 2023-2045: 27.87 billion",
        - "Total estimated RTP Costs (YOE$) Near Term 2023-2030: 19.07 billion", and
        - "Total estimated RTP Costs (YOE$) Total 2023-2045: 69.3 billion".
- Update **Figure 5.11: Cost and number of RTP constrained capital projects by investment area (YOE$)** to add $115,000,000 to "Transit Capital $4.6B"
- Update **Figure 5.12: Number and type of RTP constrained capital projects by project cost (YOE$)** to reflect the $115,000,000 project cost increase (show one less project at $25-$100M and one more project at $100M - $1B).
- Update **Table 5.8: Demonstration of financial constraint of the 2023 RTP, 2023-2045 (YOE$)** to add $115,000,000:
    - to "Capital projects Constrained revenues: $28,130,454,000",
    - to "Capital projects Constrained costs: $27,872,866,000",
    - to "Total Constrained revenues: $70,385,197,000",
    - to "Total Constrained costs: $69,320,668,000",
    - by updating the table note to reflect the new revenue sources, and
    - by updating page 5-34 paragraph 1 text to reflect updates to Table 5.8 totals.
- Update **Table 5.10: Transit-related revenue forecast compared to total costs, 2023 - 2045 (YOE$)** to add $115,000,000:
    - to "Capital projects Constrained revenues: $4,852,550,000",
    - to "Capital projects Constrained costs: $4,647,590,000",
    - to "Total Constrained revenues: $31,067,993,000",
    - to "Total Constrained costs: $30,810,703,000", and
    - by updating the table note to reflect the new revenue sources.

Proposed amendments to 2023 Regional Transportation Plan Chapter 6

- Update **Figure 6.3: Map of RTP Financially Constrained Projects, 2023-2045** to add $115,000,000 to "27.9B Capital Project Spending" and reflect the $115,000,000 project cost increase (show one less project at $25-$100M and one more project at $100M - $1B in the table and in project #11319 symbology).
- Update **Table 6.3 : Estimated costs for Constrained RTP Project List** to:
    - add $115,000,000 to:
        - "Transit Capital Near Term 2023-2030: $1.58 billion",
        - "Transit Capital Total 2023-2045: $4.65 billion",
        - "RTP Capital Projects and Programs (YOE$) Total Estimated RTP Costs (YOE$) Near Term 2023-2030: 8.57 billion",
        - "RTP Capital Projects and Programs (YOE$) Total Estimated RTP Costs (YOE$) Total 2023-2045: 27.87 billion",
        - "Total estimated RTP Costs (YOE$) Near Term 2023-2030: 19.07 billion", and
        - "Total estimated RTP Costs (YOE$) Total 2023-2045: 69.3 billion".
- Update **Figure 6.4: Total estimated investment by 2045 (YOE$)** to add $115,000,000 to "27.9B Capital Project Spending" and "69.3B Total RTP anticipated spending".
    - Update page 6-16 paragraph 1 to reflect these updates to Figure 6.4 totals.
- Update **Figure 6.5: Greater Portland region: Cost range of RTP constrained list projects by investment category, 2023-2045** to reflect the $115,000,000 project cost increase (show one less project at $25-$100M and one more project at $100M - $1B)
- Update **Figure 6.6: Greater Portland region: Cost and number of RTP constrained list projects by investment category, 2023-2045** to add $115,000,000 to "Transit Capital $4.6B"
- Update **Figure 6.8: TriMet: Cost and number of RTP constrained list capital projects by investment category, 2023-2045** to add $115,000,000 to "$4.33B total constrained capital RTP spending [YOE $]"
- Update **Figure 6.14: Map of RTP constrained list capital projects in Multnomah County, 2023-2045** to reflect the $115,000,000 project cost increase (in project #11319 symbology).
- Update **Table 6.5: Summary of RTP constrained list transit capital projects and planned service** to add $115,000,000 to "Estimated capital cost in YOE dollars Near-term Constrained List (2023-2030): $1.58 billion".

- Update **Figure 6.18: Greater Portland region: Map of RTP constrained list transit capital projects and planned service, 2030** to revise the extent of project #11319 to include NW Roosevelt Street between NW 26th Avenue and NW 23rd Avenue and on NW 23rd Avenue and NW 26th Avenue between NW Roosevelt and NW Wilson Streets to match the Locally Preferred Alternative.
- Update **Figure 6.19: Greater Portland region: Map of RTP constrained list transit capital projects and planned service, 2045** to revise the extent of project #11319 to include NW Roosevelt Street between NW 26th Avenue and NW 23rd Avenue and on NW 23rd Avenue and NW 26th Avenue between NW Roosevelt and NW Wilson Streets to match the Locally Preferred Alternative.
- Update **Figure 6.26: Greater Portland region: Map of RTP constrained project list equity priorities, 2023-2045** to reflect the $115,000,000 project cost increase (in project #11319 symbology).
- Update **6.28: Greater Portland region: Map of RTP constrained project list climate pollution reduction priorities, 2023-2045** to reflect the $115,000,000 project cost increase (in project #11319 symbology).
- Update **Figure 6.29: Greater Portland region: Map of RTP constrained project list mobility priorities, 2023-2045** to reflect the $115,000,000 project cost increase (in project #11319 symbology).
- Update **Figure 6.30: Greater Portland region: Map of RTP constrained project list economic development priorities, 2023-2045** to reflect the $115,000,000 project cost increase (in project #11319 symbology).

Proposed Amendments to Appendix A to the 2023 Regional Transportation Plan
(shown in red ~~strikethrough~~ and underscore)
Financially Constrained List of Projects and Programs

RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Project Name	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Transit - High Capacity	Multnomah County	TriMet	City of Portland ~~Streetcar, inc~~	11319	HCT: Streetcar Montgomery Park Extension	NW Lovejoy/Northrup	Montgomery Park	Extend streetcar from NW Lovejoy/Northrup to Montgomery Park, construct associated local street improvements, and purchase streetcar vehicles.	$ ~~80,000,000~~ 195,000,000	2023-2030	Yes

Projects submitted to RTP by nominating agency.

Download the project data in excel at: www.oregonmetro.gov/rtp

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Proposed Amendments to Appendix W to the 2023 Regional Transportation Plan (shown in red ~~strikethrough~~ and underscore)

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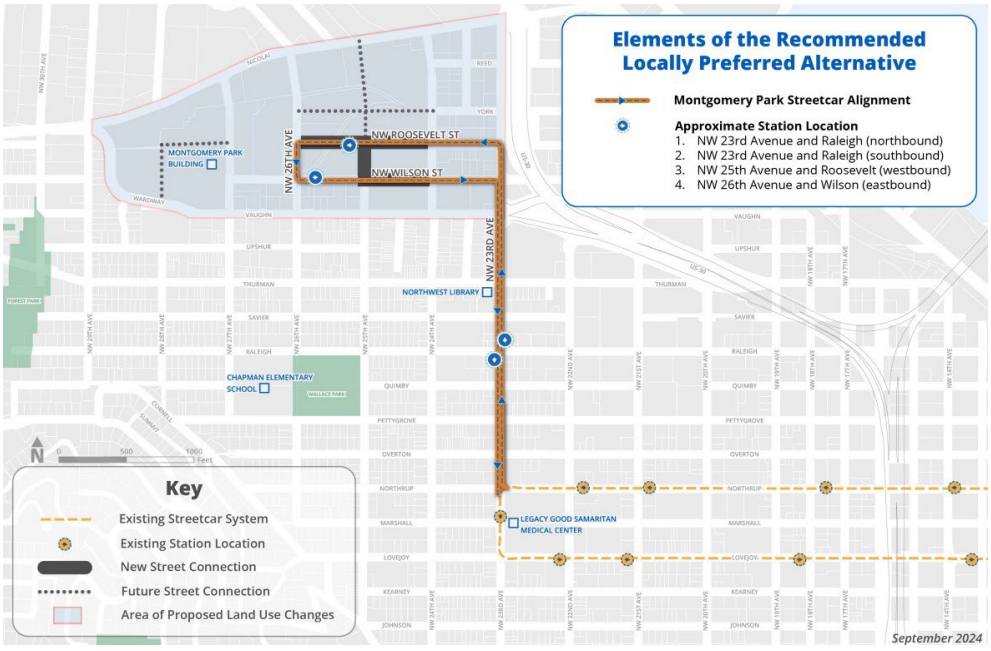
Montgomery Park Streetcar Extension

In 2019, a Federal Transit Administration transit-oriented development planning grant helped fund the City of Portland's Montgomery Park Area Plan. That plan identified the Montgomery Park Streetcar Extension Project which will extend the existing Portland Streetcar North-South Line 0.65 miles one-way (1.3 miles round trip) from its existing terminus at NW 23rd Avenue and NW Northrup Street to a new terminus at NW 26th Avenue and NW Wilson Street near Montgomery Park in Northwest Portland. In addition to spurring transit-oriented development, the project is intended to serve as a critical single occupancy vehicle trip demand mitigation tool as the area redevelops over time. As such, it also includes improvements to the pedestrian and bicycle network to support non-driving options within, to, from, and through the new district.

The project will support dense, equitable transit-oriented development west of US-30 between NW Nicolai and NW Vaughn streets, where predominantly vacant, low-density industrial land recently underwent land use changes to employment- and housing-focused mixed uses. The project will also support several indirect public benefits for the area through a Public Benefits Agreement between the City of Portland, property owners in the area, and Portland Streetcar, Inc, including new affordable housing, new middle-wage jobs on-site, a new public park, affordable commercial opportunities, and the commemoration of York through public art.

The Portland City Council unanimously endorsed the LPA in December 2024 and as recommended by JPACT, Metro Council also endorsed the LPA in July 31, 2025. Next steps for the project include completing NEPA environmental review, advancing preliminary engineering and design, developing a finance plan, and preparing construction documents. Based on the current timeline, the project is estimated to open in Summer 2030.

Figure W.11: Montgomery Park Streetcar Extension Locally Preferred Alternative



Attachment 6

STAFF REPORT

IN CONSIDERATION OF ORDINANCE 26-1538 FOR THE PURPOSE OF AMENDING THE 2023 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE FOR THE MONTGOMERY PARK STREETCAR EXTENSION

Date: April 6, 2026
Department: Planning, Development and Research
Meeting Date: April 23, 2026
Length: 15 minutes
Prepared by:

- Ally Holmqvist, Senior Planner, Metro
- Alex Oreschak, Senior Planner, Metro
- Shawn Canny, Transportation Planner II, PBOT

Presenter: Ally Holmqvist, Senior Planner, ally.holmqvist@oregonmetro.gov

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ISSUE STATEMENT

The Regional Transportation Plan (RTP) is the state- and federally-required long-range transportation plan for the Portland metropolitan area that guides planning and investment for all forms of travel – motor vehicle, transit, biking, and walking – and the movement of goods and freight. It includes a list of "financially constrained" projects eligible to move forward when there is funding and political support. The RTP was last updated in 2023.

In July 2025, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council endorsed the Locally Preferred Alternative (LPA) for the Montgomery Park Streetcar Extension identified as a regional priority in the 2023 RTP (and its element the High Capacity Transit Strategy) to improve transit speed, reliability, capacity, safety, comfort and access aligned with the vision established in the regional transit strategy. Planning to develop the LPA identified additional details and information that required amendments to the 2023 RTP. The amendment includes updates to reflect:

- the endorsed LPA route alignment on the regional transit network map,
- LPA project description, cost and anticipated revenues, and
- the project timeline and status in appendices of the 2023 RTP.

Metro and regional partners have made significant progress on the Montgomery Park Streetcar Extension, as well as the 82nd Avenue Transit Project and Tualatin Valley Highway Transit and Safety Project, and are ready to take the next step in pursuing key federal funding opportunities. This is a key step of the project development lifecycle outlined in the HCT Strategy for these identified Tier 1 priorities (see **Attachment 1**). To be eligible for federal and state funding, the endorsed transit project must have its LPA adopted in the RTP. The next full RTP update must be completed by November 30, 2028.

The requested amendment will include the endorsed Montgomery Park Streetcar LPA as part of the 2023 RTP in order to support the project moving into project development and becoming eligible to compete for federal and state funding opportunities now.

IDENTIFIED POLICY OUTCOMES

To reflect the LPA as previously endorsed by Metro Council resolution, the requested amendment includes the following:

- Amendment to Chapter 3 System Policies to Achieve Our Vision Regional Transit Network Map (Figure 3.24) to:
    - Revise the extent of Montgomery Park Streetcar to include NW Roosevelt Street between NW 26th Avenue and NW 23rd Avenue and on NW 23rd Avenue and NW 26th Avenue between NW Roosevelt and NW Wilson Streets to match the Locally Preferred Alternative.
- Amendments to Chapter 5 Our Transportation Funding Outlook and Chapter 6 Regional Programs and Projects chapter text and figures to reflect additional revenues related to the transit project not accounted for in the adopted 2023 RTP financial forecast.
- Amendments to the Appendix A: Constrained Priorities Project List to update project cost and description for:
    - Project 11319: Streetcar Montgomery Park Extension to update the project description and project cost to $195M (from $80M).
- Amendments to Appendix W: Status of Current Major Projects to update description of the transit project to reflect endorsement of the LPA, including project status, timeline, maps and next steps.
- Create a new appendix that will contain the LPA: Appendix CC: Montgomery Park Streetcar Extension Locally Preferred Alternative
- Amendments to numbering, pagination, formatting and other scrivener's errors as needed.

ACTION REQUESTED

Hold a public hearing on the proposed RTP amendment and consider Ordinance No. 26-1538 For the Purpose of Amending the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the Montgomery Park Streetcar Extension.

STAFF RECOMMENDATIONS

Staff recommends that Metro Council adopt Ordinance No. 26-1536, consistent with JPACT's action. MPAC will make a recommendation to Metro Council at their meeting on April 22, 2026. Staff will notify Metro Council of their recommendation at the second reading on April 23, 2026.

Following the amendment procedures, Metro staff has reviewed the information submitted by TriMet (project sponsor) and City of Portland (project owner) in Attachment 2 and finds that the requested amendment to the 2023 RTP to include the LPA for the Montgomery Park Streetcar Extension is regionally significant and consistent with the 2023 RTP and federal fiscal constraint requirements.

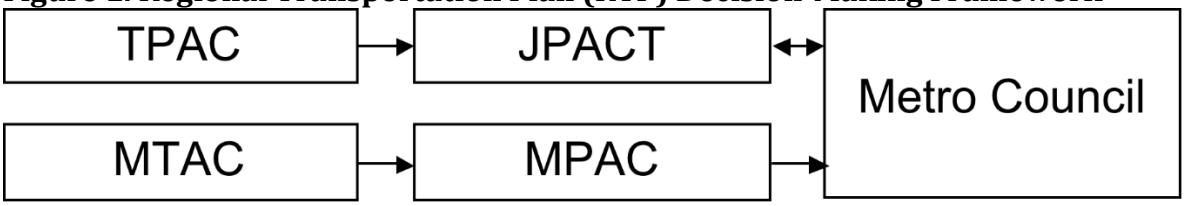
STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

In 2023, JPACT and the Metro Council adopted a significant update to the RTP that brought together the input of thousands of people who live, work and travel across the greater Portland region. Meaningful engagement and consultation with Tribes, community members, community-based organizations, businesses, transportation agencies and elected officials contributed to a shared vision and strategy for investing in a transportation system that serves everyone. The 2023 RTP forwards the values and desired outcomes for the future of the region's transportation system: mobility options, equitable transportation, climate action and resilience, safe system, and thriving economy.

As the federally-designated metropolitan planning organization for the Portland metropolitan area, Metro is responsible for developing and maintaining the RTP. As the regional government responsible for regional land use and transportation planning under state law, Metro is also responsible for developing and maintaining a regional transportation system plan, consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule, the Metropolitan Greenhouse Gas Reduction Rule, the Oregon Transportation Plan, and by extension the Oregon Highway Plan and other state modal plans.

The Metro Council and JPACT jointly share responsibility for developing and adopting an updated RTP every five years to maintain compliance with federal and state requirements. Adoption or amendment of the RTP is a land use action under the statewide land use planning program. As such, the Metro Policy Advisory Committee (MPAC) serves in an advisory role to the Metro Council. This decision-making framework is shown in Figure 1.

Figure 1. Regional Transportation Plan (RTP) Decision-Making Framework



Amendments to the RTP are considered in between scheduled updates when a sponsoring agency requests changes to the funding, phasing, mode, function or general location of a project in the plan. There are several general sources for RTP amendment requests:

(1) ODOT requests that require an amendment to the RTP for specific projects or the phasing of existing projects due to a funding decision by the Oregon State Legislature or other action by the Oregon Transportation Commission;
(2) city or county requests involving transportation projects adopted through a public process in local transportation system plans, area plans, concept plans or studies;
(3) transit agency requests to align adopted transit plans with the RTP;
(4) public agency requests resulting from a National Environmental Policy Act (NEPA) review process to reflect the LPA adopted by project partners to allow the project to proceed and be eligible for federal funding; and

(5) amendments resulting from a local, regional or state planning study or corridor refinement planning as defined in the Oregon Transportation Planning Rule, that involve additions or deletions to the RTP Financially Constrained project list or a significant change in the mode, function or general location of a project on the RTP Financially Constrained project list.

As described in Appendix Y of the RTP, such amendments require a recommendation from MPAC and adoption by the JPACT and the Metro Council by Ordinance.

Attachment 3 describes in detail how the amendment is regionally significant and consistent with the 2023 RTP and related public engagement procedures for amendments to the RTP. **Table 1** below provides a summary of the determination outcomes.

Table 1. RTP Amendment Consistency Review Outcomes Summary

Process Step	*Outcomes*
Step 1 Sponsoring agency consults with Metro Staff	*Staff from TriMet (project sponsor) and City of Portland (project owner) met with staff from Metro between April and September 2025 on the requested amendment and the RTP consistency requirements. Metro staff also participated as a partner in the LPA process for the transit project.*
Step 2 Sponsoring agency submittal	*Staff from TriMet and City of Portland submitted a memo for the requested amendment including the RTP consistency background information outlined in the RTP Project Amendment Checklist as outlined in Appendix Y: RTP Amendment Process in October 2025.*
Step 3 Regional significance determination:	*In 2018, Metro adopted the region's first Regional Transit Strategy, as an element of the RTP. The RTP identified an Enhanced Transit Corridor in Montgomery Park for short-term implementation with the transit project identified in the financially constrained project list. In 2023, Metro adopted the Regional High Capacity Transit (HCT) Strategy as an element of the RTP, and designated this high capacity transit project as a Tier 1: near-term HCT corridor – the highest priority for near-term HCT investment in the region. The project will also require project-level NEPA review. Additionally, the project corridor is designated on multiple RTP network maps – including transit, bicycle, and pedestrian networks.*

(continued) **Table 1. RTP Amendment Consistency Review Outcomes Summary**

Process Step	***Outcomes***
Step 4 Public engagement consistency determination:	*TriMet and the City of Portland submitted signed Public Engagement and Non-discrimination Certification and Documentation Forms as part of the 2023 RTP certifying that they have:* • *an adopted Title VI plan and implementation procedures;* • *public engagement plans compliant with Title VI and Goals 1 and 12 for all adopted land use and/or transportation plans, strategies and studies including the project;* • *conducted project-specific engagement and analyzed potential inequitable impacts for marginalized groups;* • *conducted and will conduct non-discriminatory, inclusive engagement compliant with Title VI and Goals 1 and 12 where input followed best practices and helped shape the project; and* • *retained records related to these public engagement activities in compliance with regulations.* *The LPA endorsement process documented the extensive, consistent project development public engagement activities since that time.*
Process Step	***Outcomes***
Step 5 RTP consistency determination:	*The requested amendment has elements demonstrating progress toward objectives under all five regional goals that:* • *implement the Metro 2040 Growth Concept by advancing high-capacity transit along a Main Street improving mobility within the Central City via a transit solution supporting planned compact, higher density land uses;* • *invest in a corridor identified for transit improvements on the RTP Transit Network Vision;* • *improve transit, bicycle and pedestrian travel and access, while balancing motor vehicle and travel functions of mobility corridors;* • *improve multimodal options and access for Equity Focus Areas;* • *provide safer alternatives to driving, advancing Vision Zero;* • *advance a major high-capacity transit investment to make transit more convenient, frequent, and accessible — a key strategy for implementing the Climate Smart Strategy;* • *advance transit, bicycle and pedestrian system completion in a job and activity center to provide safe and convenient options for short trips and connections to transit, supporting the economy; and* • *plan to include transit signal priority and access management strategies to support system management and operations and are themselves transit strategies for increasing corridor capacity as part of the Congestion Management Toolbox.* *In all these ways, the requested amendment has been determined to support the region's progress toward both federal and regional performance targets. All project amendments (additions and deletions) are exempt from the federally-required air quality conformity analysis.*

(continued) **Table 1. RTP Amendment Consistency Review Outcomes Summary**

Process Step	*Outcomes*
Step 6 Fiscal constraint determination	*The estimated cost for the Montgomery Park Streetcar Extension increased from $80M in the 2023 RTP to $195M. This $115M difference is accounted for in:* • *$47.5M in new revenue not included in the RTP forecast (i.e., Portland Clean Energy Fund Grant, additional revenues forecasted for the project based on a new forecast of LID revenues following the 2023 RTP update);* • *$57.5M in additional FTA Capital Investment Grant award; and* • *$10M in regional revenue (i.e., Regional Flexible Fund Bond approved by JPACT and the Metro Council in 2025).*
Step 7 Begin Formal Amendment Process	*The RTP Amendment Process was initiated with the start of the public review period on November 3, 2025. Per Metro's adopted Public Engagement Guide, advance notice of the public comment period was provided 30 days in advance. This process was consistent with Metro's public engagement and established RTP amendment procedures.* ***Attachment 2*** *provides the process and timeline for considering the requested RTP amendment. To date that has included:* • *a 45-day public comment period which concluded on December 19, including public hearings on December 4 and March 5* • *Documentation of public comments and recommended actions in response (see* ***Attachment 4****)* • *Form 1 Notice to the Department of Land Conservation and Development on January 28* • *Consideration and recommendation by MTAC, TPAC, JPACT and MPAC* *Next steps in the process will include:* • *Consideration by Metro Council (second reading and adoption on April 23)* • *Form 2 Notice to the Department of Land Conservation and Development by May 12*

Known Support and Opposition

Overall, public input and prior endorsements demonstrate support for the transit project LPA by agency and community partners in the region. Extensive technical analysis was conducted to understand the benefits and tradeoffs of different LPA components for the project. Analysis was shared with community members for feedback. Public engagement has been extensive and coordinated with agency partners and outreach for the associated Montgomery Park Area Plan. Additionally, the project has demonstrated compliance with Title VI and regional public involvement requirements.

No public comments were received on the Montgomery Park Streetcar Extension or this proposed amendment during the comment period.

Legal Antecedents
Metro Council actions include:

- Resolution No. 09-4025 (For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria), adopted by the Metro Council on February 12, 2009.
- Resolution No. 09-4052, "For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments" adopted by the Metro Council on July 9, 2009.
- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted by the Metro Council on June 10, 2010.
- Resolution No. 10-4119 (For the purpose of updating the work program for Corridor Refinement Planning through 2020 and Proceeding with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle), adopted by the Metro Council on February 25, 2010.
- Ordinance No. 14-1346B (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- Ordinance No. 18-1421 (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on Dec. 6, 2018.
- Resolution No. 18-4892 (For the Purpose of Adopting the 2018 Regional Transit Strategy and Replacing the 2009 High Capacity Transit System Plan), adopted by Metro Council on Dec. 6, 2018.
- 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 by the Metro Council on November 30, 2023.
- Resolution No. 23-5348 (For the Purpose of Adopting the 2023 High Capacity Transit Strategy), adopted by the Metro Council on November 30, 2023.
- Ordinance No. 25-1522 (For the Purpose of Amending the Industrial and Other Employment Areas Map of Title 4 of the Urban Growth Management Functional Plan for the Montgomery Park Area of the City of Portland), adopted by the Metro Council on January 16, 2025.
- Resolution No. 25-5505 (For the purpose of endorsing the Locally Preferred Alternative for the Montgomery Streetcar Extension), adopted by the Metro Council on July 31, 2025.

Local jurisdiction actions include:

- The Portland City Council adopted Ordinance No. 192000 to adopt the Montgomery Park Area Plan including amendments to the Comprehensive Plan, Comprehensive Plan Map, Zoning Map, Zoning Code, Citywide Design Guidelines, and related amendments to the Guild's Lake Industrial Sanctuary and Northwest District plans (amend Code Title 33) on December 11, 2024.
- The Portland City Council adopted Resolution No. 37692 to adopt the Locally Preferred Alternative for the Montgomery Park Transit Project on December 11, 2024.
- The Portland City Council adopted Ordinance No. 192001 to authorize Agreement between the City, Portland Streetcar Inc, and 1535-A1 LLC for public benefits related to the Montgomery Park Area Plan on December 11, 2024.

Anticipated Effects: Adoption of the Ordinance will allow project staff to continue working with TriMet and partners on the project to:

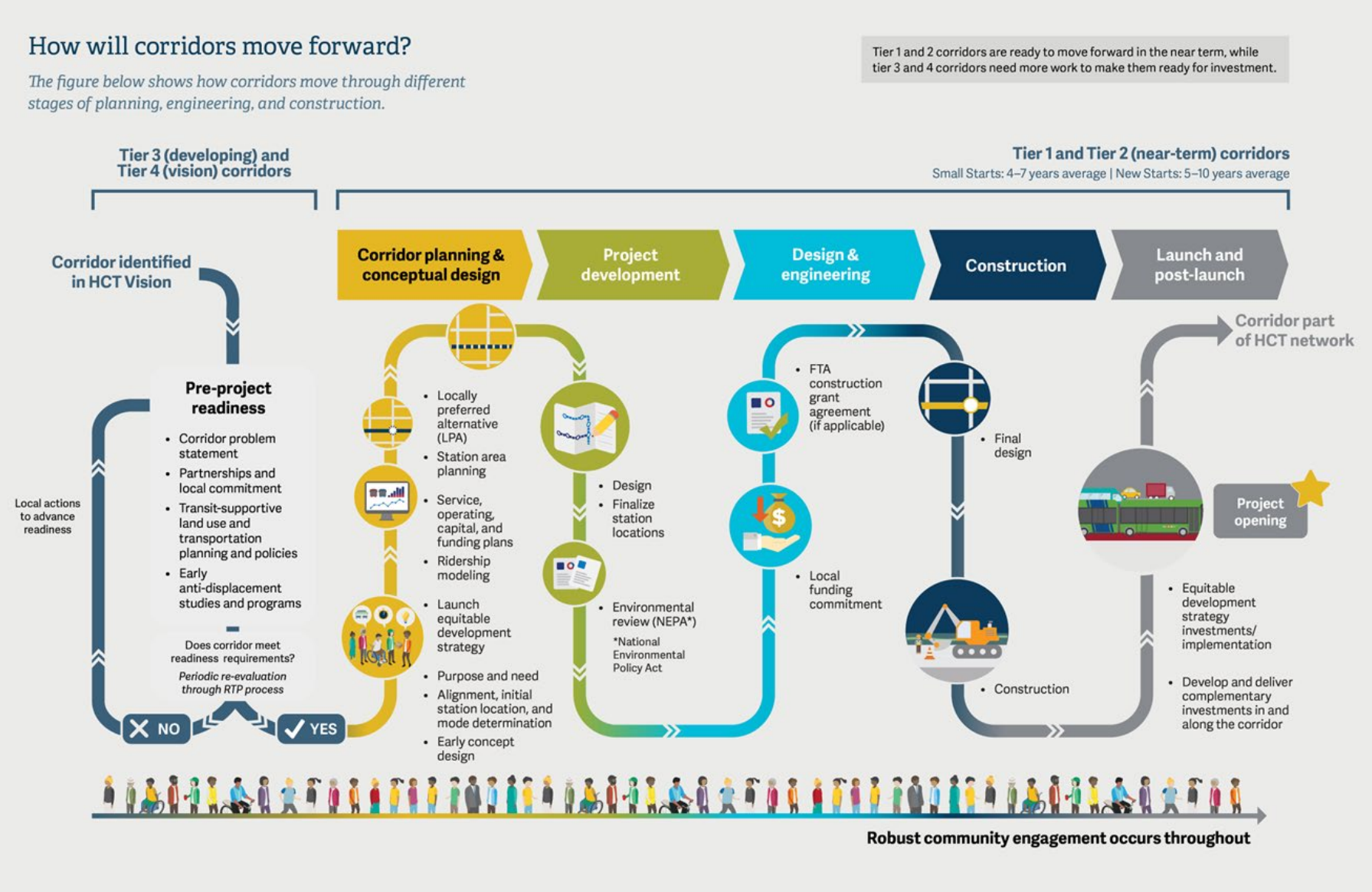
- Pursue federal funding
- Complete federally-required National Environmental Policy Act (NEPA) documentation
- Refine design and costing
- Coordinate with partners
- Support the implementation and construction of the project
- Open the streetcar extension to Montgomery Park in 2030

Budget Impacts: Adoption of the Ordinance has no budget impact at this time. There will be future costs associated implementation of the transit projects. These costs will be shared by local, regional, state and federal partners.

ATTACHMENTS

- Attachment 1: High Capacity Transit Project Development Lifecycle
- Attachment 2: Transit Project Locally Preferred Alternative RTP Amendments Process Timeline
- Attachment 3: Montgomery Park Streetcar Extension Locally Preferred Alternative RTP Amendment Request Memo

High Capacity Transit Project Development Lifecycle



Transit Project Locally Preferred Alternative 2023 Regional Transportation Plan Amendments Process Schedule

Below is a consolidated schedule showing the timeline for considering adoption of the proposed 82nd Avenue, Montgomery Park Streetcar, and TV Highway 2023 Regional Transportation Plan amendments.

Round	Meeting	Actions Necessary	Documents Necessary	Date
Public Comment Period (45 days) ***DLCD Proposed Change PAPA Notice (post acknowledgement plan amendment)***	45 Day Comment Period	○ Public notice of comment period 30 days in advance of start of comment period – Friday, October 3 ○ Public notice of comment period at start of comment period ○ Amendment documents posted on Metro website ○ Notice of public comment period emailed to Metro committees and RTP/Transportation Planning interested parties' lists	Public review and public hearing amendment materials: ○ Ordinance ○ Exhibit(s) to Ordinance ○ RTP Amendment ○ Staff Report[1] ○ Attachments to Staff Report ○ Documented Public Comment Print Notices	November 3 – December 19, 2025
	Metro Council	Public Hearing		**December 4, 2025**
	Notice of Proposed Change to Plan (Form 1)	*Email PAPA notice with required attachments for each amendment (submit to DLCD 35 days before first reading)*		*January 28, 2026*
1st Reading and Public Hearing **Introduce RTP Amendments to Advisory Committees**	TPAC	○ Review and discuss, identify any needed changes	Revised draft amendment materials: ○ Ordinance ○ Exhibit(s) to Ordinance ○ RTP Amendment ○ Staff Report[2] ○ Attachments to Staff Report ○ Draft Public Comment Report ○ Table documenting comments proposing a change and recommended action(s) to respond to public comment	**February 6, 2026**
	MTAC	○ Review and discuss, identify any needed changes ○ 1st Reading and Public Hearing		**February 18, 2026**
	JPACT			**February 19, 2026**
	MPAC			**February 25, 2026**
	Metro Council			**March 5, 2026**
Final rec'ds and action by Advisory Committees and Council **2nd Reading, Final Public Hearing and action**	MTAC	○ Review final documents ○ Make recommendation to MPAC on their adoption recommendation	Final: ○ Ordinance ○ Exhibit(s) to Ordinance ○ RTP Amendment (with any recommended actions incorporated) ○ Findings ○ Staff Report[2] ○ Attachments to Staff Report ○ Final Public Comment Report ○ Table documenting comments proposing a change and recommended action(s) to respond to public comment	**March 18, 2026**
	MPAC	○ Review final documents ○ Consider MTAC recommendation ○ Make recommendation to Metro Council on adoption		**April 22, 2026**
	TPAC	○ Review final documents ○ Make recommendation to JPACT on adoption		**April 3, 2026**
	JPACT	○ Review final documents ○ Consider TPAC recommendation on adoption ○ Consider adoption of Ordinance and make recommendation to Council		**April 16, 2026**
	Metro Council	○ Review final documents ○ Consider MPAC recommendation and JPACT action ○ 2nd Reading and Final Public Hearing ○ Consider adoption as recommended by JPACT (or remand to JPACT)		**April 23, 2026**
DLCD Adopted Change PAPA Notice	*Notice of Adopted Change to Plan (Form 2)*	*Email PAPA notice with required attachments for each amendment (submit to DLCD within 20 days of adoption)*	*Include final documents above*	*May 12, 2026*

[1] Staff Report address RTP project amendments checklist in RTP Appendix Y.

Attachment 3

Date:	October 29, 2025
To:	Kim Ellis, Climate Program Manager; Ally Holmqvist, Senior Transportation Planner
From:	Shawn Canny, City Transportation Planner II; Brenda Martin, Capital Project Manager
Subject:	Portland Streetcar Montgomery Park Extension RTP Amendment Request

Overview

This memo formally requests an amendment to the Regional Transportation Plan (RTP) to incorporate the Locally Preferred Alternative (LPA) and updated estimated cost for the Portland Streetcar Montgomery Park Extension Project (Project). It contains the background information needed to help Metro staff to review the requested amendment for consistency with the RTP and develop the legislation and supporting staff reports for consideration by the Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC), Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council.

Background

For more than 20 years, the Portland Streetcar has been one of the City of Portland's tools for equitable and sustainable development. Since 2018, the City has been exploring ways to build upon the success of streetcar and connect the existing network to Montgomery Park in Northwest Portland. These efforts culminated in the development and adoption of the Montgomery Park Area Plan (MPAP), which adopted land use and transportation changes to establish a new transit-oriented, mixed-use district in Northwest Portland west of Highway 30 and between NW Nicolai and NW Vaughn streets served by streetcar. Alongside the MPAP, the Project's Locally Preferred Alternative (LPA) was developed, identifying the transit mode, alignment, and general station locations.

Montgomery Park has been identified as a priority destination for major high-capacity transit investment for several years, with previous plans and studies of the area documenting transit issues, potential transit-oriented development, community concerns and goals, and potential solutions. A timeline of the development of planning documents specifically related to the project is as follows:

- The project was first identified for transit investment in the 2009 Portland Streetcar System Concept Plan.
- The 2035 Portland Transportation System Plan (TSP), 2018 Metro Regional Transportation Plan (RTP), and 2018 Metro Regional Transit Strategy all call for a major transit investment to Montgomery Park, with the RTP including the corridor in its financially constrained project list (1139) and the TSP including it on its unconstrained list (60035); the currently ongoing update to the TSP will include the project on its financially constrained list
- In 2018, Portland City Council adopted the Enhanced Transit Corridors Plan and funded the Preliminary Northwest Portland Streetcar Extension and Land Use Alternatives Analysis.

- In 2019, a Federal Transit Administration (FTA) transit-oriented development (TOD) planning grant administered through metro helped fund the Montgomery Park to Hollywood Transit and Land Use Development Strategy (MP2H). In Northwest Portland, MP2H became the Montgomery Park Area Plan (MPAP).
- In 2023, the Metro High Capacity Transit Strategy prioritized the corridor as a Tier 1 priority for major transit investment (ID C28).
- The 2023 RTP update includes the Project in its financially constrained project list (11319).
- Portland City Council unanimously adopted Ordinance 192000 on December 11, 2024, adopting the MPAP.
- In December 2024, TriMet submitted a letter to the Federal Transit Administration (FTA) requesting entry in the Project Development phase of the FTA's Capital Investment Grant Small Starts program. The FTA responded with concurrence in January 2025. The project is listed on the FTA's CIG program webpage.

Additionally, the LPA for the project has been endorsed as follows:

- The Portland City Council unanimously adopted Resolution 37692 to endorse the LPA on December 11, 2024.
- JPACT approved Resolution No. 25-5505 and made a recommendation to the Metro Council for approval on June 26, 2025.
- Metro Council adopted Resolution No. 25-5505 endorsing the LPA on July 31, 2025.

Project Description and Map

The Project will extend the Portland Streetcar North-South (NS) line 0.65 miles one-way (1.3 miles round trip) from its existing terminus at NW 23rd Avenue and NW Northrup Street to a new terminus at NW 26th Avenue and NW Wilson Street near Montgomery Park in Northwest Portland. The streetcar will run northward on NW 23rd Avenue to NW Roosevelt Street and utilize a new one-way parallel couplet with westbound movement on NW Roosevelt Street from NW 23rd Avenue to NW 26th Avenue, southbound movement on NW 26th Avenue from NW Roosevelt Street to NW Wilson Street, and eastbound movement on NW Wilson Street from NW 26th Avenue to NW 23rd Avenue. The streetcar will then return southbound on NW 23rd Avenue to connect to the existing streetcar tracks south of NW Northrup Street. General station locations are at NW 23rd and Raleigh Street (northbound and southbound), NW 25th Avenue and NW Roosevelt Street (westbound) and NW 26th Avenue and Wilson Street (eastbound/end-of-line).

The Project includes the following scope elements (for more detail, see MPAP Volume 3: Transportation Plan):

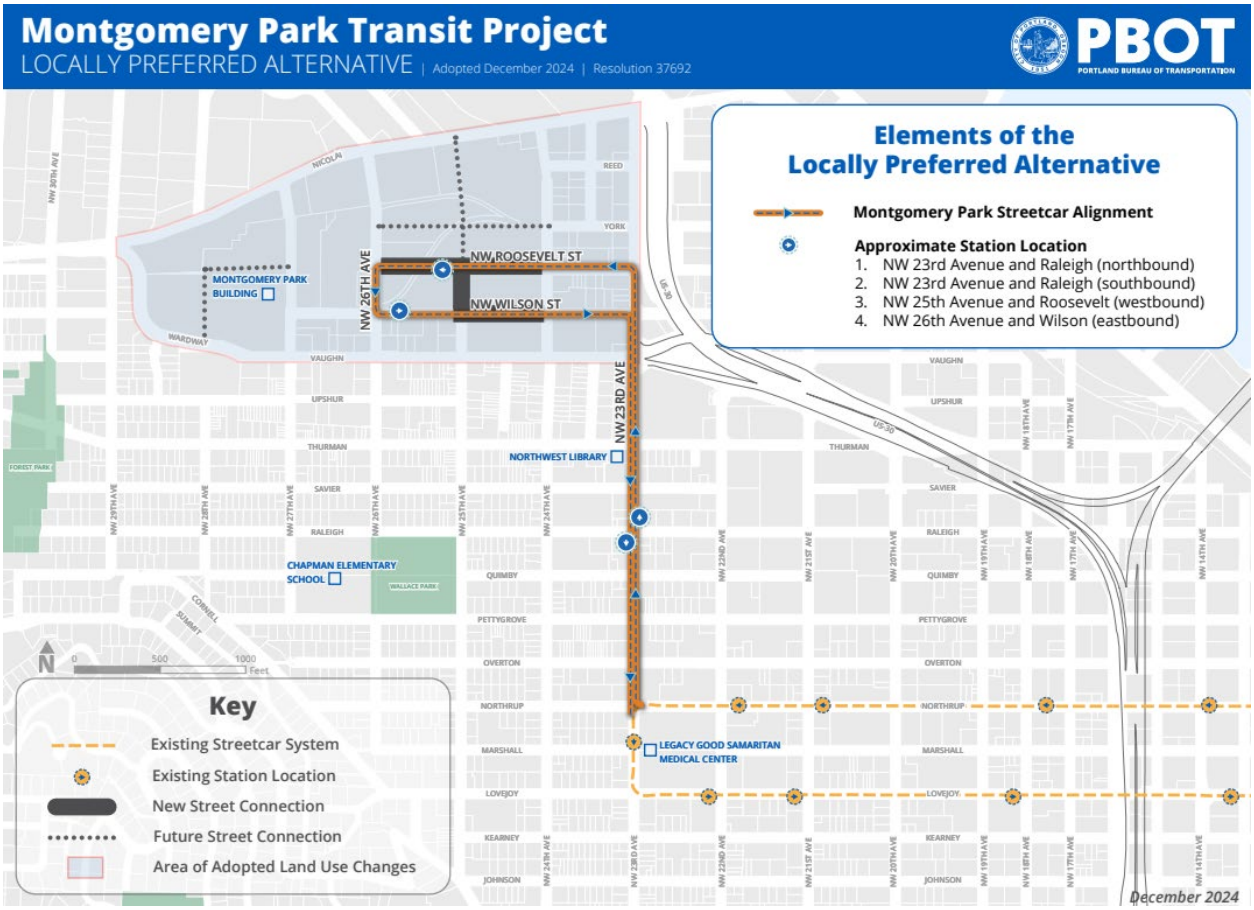
- The Project will construct new trackwork for two-way north-south streetcar movement on NW 23rd Avenue between NW Wilson Street to the north and NW Northrup Street to the south to support future trip demand in a new transit-oriented district.
- The Project will construct trackwork along a new parallel one-way couplet on NW Roosevelt Street (westbound) and NW Wilson Street (eastbound) between NW 23rd Avenue and NW 26th

Avenue, as well as along NW 26th Avenue between Roosevelt and Wilson streets (southbound) to support streetcar movement.

- The project will construct multimodal street extensions of NW Roosevelt Street between NW 24th Avenue and NW 26th Avenue, as well as NW Wilson Street between NW 24th Avenue and NW 25th Avenue to support streetcar movement, improve multimodal safety, and connect the local street grid to local connectivity standards.
- The project will add new buffered or protected bike lanes on NW Roosevelt Street and NW Wilson Street between NW 23rd Avenue and NW 26th Avenue, to improve bicycle safety
- The project will add four new streetcar stops along the alignment, two of which will be located on NW 23rd Avenue at NW Raleigh Street (northbound and southbound), as well as at NW 25th Avenue and NW Roosevelt Street (westbound) and NW 26th Avenue and NW Wilson Street (eastbound); the NW Wilson Street station will include a charging station for new off-wire capable streetcars, as the extension is planned to be off-wire.
- The project will rehabilitate NW 23rd Avenue between NW Vaughn and NW Lovejoy streets, including utility repair and relocation, stormwater remediation, and accessibility upgrades to support state of good repair and resiliency on the Neighborhood Main Street.
- The project will add or repair sidewalks and ramps along the streetcar alignment to improve pedestrian safety and meet Americans with Disabilities Act (ADA) requirements.
- The project will add wide furnishing zones along street extensions to support large species of street trees and improve tree canopy and improve resiliency in the area.
- The project will construct or modify signalized intersections along the streetcar alignment as needed to support transit reliability and multimodal safety, as well as planning the use of Transit Signal Priority (TSP) to ensure transit reliability.
- The project will purchase up to 12 new cars to support line operations and shorter headways.

See Figure 1 below for the endorsed LPA map for the project.

Figure 1: Project Locally Preferred Alternative Map and Project Elements



Purpose and Need

The Portland Streetcar Montgomery Park Extension Project will complete design and construction for an extension of Portland Streetcar to enhance transportation connectivity and access to and from key destinations in a developing transit-oriented district of Portland, Oregon. Service will be enhanced through:

- Providing low cost, high quality rapid and reliable mass transit connections in the Montgomery Park Area and Northwest Portland, as well as further enhancing the area's connections to Portland's Central City, Portland State University, Oregon Health and Sciences University, and other important local and regional destinations.
- Improving connections with current bus service at future streetcar stations and creating centralized connections to multiple transportation options near the Project terminus at Montgomery Park.
- Expanding mobility and access to employment and housing opportunities as well as critical destinations for the area's current and future residents and employees, who include transit-dependent, low-income, and minority populations.

- Preserving and promoting a healthy environment by minimizing adverse impacts on the environment and reducing congestion and carbon emissions by providing an attractive zero-emissions alternative for single occupancy vehicle (SOV) users.
- Improvement the local streetscape including new stormwater management and accessibility upgrades.

The Project will address four major needs in the corridor:

- *Meet Regional and Local Travel Demand:* According to Portland's 2035 Comprehensive Plan, Portland is predicted to add 260,000 new residents and 140,000 new jobs by 2035. The Northwest Portland area—of which the Montgomery Park Area is part—alone is expected to grow by 14,000 new households and 1,500 new jobs. Portland Streetcar, Inc. reports that streetcar ridership has grown overall, peaking at more than 16,000 average daily riders prior to Covid and rebounding to more than 10,000 in 2025. Portland's existing streetcar service is subject to the pressure of growing population and anticipated travel demand, and roadway congestion in the project corridor caused by this growth will continue to degrade transit performance as well as automobile performance and have negative environmental impacts.
- *Address Local Planning Goals:* This project aligns with the 2003 Northwest District Plan, the 2009 Streetcar System Concept Plan, the 2020 Northwest in Motion Plan, the 2015 Climate Action Plan, the 2023 Regional Transportation Plan, and the Montgomery Park Area Plan, and is prioritized in the 2035 Comprehensive Plan and Transportation System Plan as a means of accomplishing the plans' goals of reducing reliance on SOVs to achieve ambitious mode shift goals, reducing vehicle miles traveled (VMT), and achieving net-zero carbon emissions while supporting dense, equitable, and sustainable communities. The area is also poised for change, as there is substantial private development planned and anticipated on the more than 45 acres, including the Montgomery Park office complex, currently the second largest office building in the state, and the former ESCO Steel manufacturing site, which are both currently in various stages of development.
- *Serve Underrepresented Communities:* The proposed transit project will extend access to housing opportunity and employment, including for underrepresented communities. The proposed project area is near the densest and high-opportunity neighborhoods in Portland, as well as the one of the largest urban parks in the United States. Further, Portland Streetcar reports that more than a third of Portland's regulated affordable housing stock is located within a quarter mile of streetcar tracks, and plans have been developed for a further increase of housing in the area. Related land use changes and benefits agreements in the project area are anticipated to lead to hundreds of new middle-wage job opportunities and 2,000 or more new housing units, including 200 or more regulated affordable housing units. Past streetcar extensions were fundamental to broader housing development and neighborhood revitalization efforts. The extension to Montgomery Park will preserve and enhance access to living-wage jobs and connect people to opportunities through affordable, accessible low-carbon transportation options. The streetcar extension and its associated

investments in roadway construction will act as a catalyst for a new district focused on delivering more equitable and climate-friendly outcomes.

- *Maximize Local Investment:* The project will leverage a mix of funding sources, including federal, local, and private funds, to support construction and operation. The potential for using Local Improvement Districts (LIDs) to capture private investment for infrastructure underscores the project's capacity to generate community benefits.

Project Development Phase Schedule and Deliverables

The Locally Preferred Alternative being amended into the RTP will support further progress on the Project and is a required step to qualify for key federal funding opportunities. It is necessary to complete the NEPA process covering all aspects of the project proposed for FTA funding, develop sufficient information for FTA to develop a project rating, complete sufficient engineering and design to develop an accurate and reliable cost, scope, and schedule for the Project, commit all non-CIG funding commitments, complete all critical third-party agreements, and meet other FTA readiness requirements. The Project formally entered the Project Development phase in January 2025, and implementation is expected to be implemented through Summer 2030.

The Project Development Phase includes required deliverables that will be informed by the core design team, project partners, and community engagement, including:

- Completion of environmental approvals under the National Environmental Policy Act (NEPA).
- Development of preliminary design and engineering documents.
- Development of materials necessary for a Small Starts rating by FTA and subsequent Small Starts Construction Grant Agreement.

The anticipated schedule for the Project Development Phase deliverables is as follows:

- Preliminary Design and Engineering (Spring 2026 – Fall 2027)
    - 15% design (Spring 2026)
    - 30% design (Summer/Fall 2026)
    - 60% design (Spring 2027) (expected to be the plan set used for cost estimation and negotiation of Construction Grant Agreement with FTA)
- Draft Finance Plan (Fall 2026)
- Update to the Regional Transportation Plan and related financial elements, as necessary
- Environmental Approvals under NEPA (Fall 2026 – Fall 2027)
    - Purpose and Need
    - Class-of-Action Determination (anticipating a Documented Categorical Exclusion)
    - NEPA assessment and findings, including all needed analysis and public engagement
- Development of initial Small Starts Application for rating and subsequent Small Starts Construction Grant Agreement (Fall 2026)
- 30% of all non-CIG funding committed at submission of rating materials after 30% design (Fall 2026)

- Final Design and Construction Documents (Summer 2027-Spring 2028), including cost estimates for each stage documenting the total anticipated construction cost in year of expenditure dollars:
    - 95% Design Package
    - 100% Design – Issued for Construction
- 100% local funding sources committed prior to applying for final SSGA (Winter 2027/28)

The anticipated time period for the Construction phase is Spring 2028 – Summer 2030 and for vehicle procurement is Spring 2026 – Summer 2030.

Agency Partners and Roles

The following agency partners will help deliver the project:

- The Tri-County Metropolitan Transportation District of Oregon (TriMet) will be the Project Sponsor and the Grantee for the FTA CIG Small Starts program on behalf of the City of Portland.
- The Portland Bureau of Transportation (PBOT) will be the FTA CIG subrecipient. As owner of the Portland Streetcar System and Assets, the agency will lead on design and construction for the project.
- Portland Streetcar, Inc. will assistant with funding, strategy, design, and partnerships to support Project delivery.
- Metro will support completion of the environmental review process.
- The Federal Transit Administration is the lead federal agency for NEPA and a key financial partner through the FTA's CIG Small Starts program.

Intergovernmental Agreements with both Metro and TriMet are currently in process to formalize roles and responsibilities for Project Development and construction.

Public Engagement

Following a demographic assessment completed as part of public involvement planning as part of the Montgomery Park to Hollywood Transit and Land Use Development Strategy (MP2H) (which in Northwest Portland evolved into the Montgomery Park Area Plan (MPAP)), the Project team conducted various public engagement efforts was conducted in two general phases over five years:

- *Phase 1: Fall 2019 – Winter 2021/22*: During Phase 1, the project team gathered feedback as they developed and analyzed alternative transportation and land use development scenarios for Northwest Portland, with focus on the area around Montgomery Park. The project team convened a Project Working Group of 16 community members representing a variety of viewpoints, many of whom had connections to local neighborhood groups, business organizations, transportation advocates, and area property owners. An FTA TOD planning grant administered by Metro supported direct funding to two area Community Based Organizations (CBOs) to provide outreach to underserved communities regarding

their aspirations, concerns, and priorities for the area and Project: Friendly House, Inc; and Northwest Industrial Business Association (NIBA)/Columbia Corridor Association. During this phase, the project team asked questions to better understand transportation and land use conditions, sought feedback on what goals the MPAP should seek to achieve, and gathered input on various land use development scenarios and potential streetcar extension alignments. Phase 1 engagement methods included 7 Project Working Group Meetings; 1 Project Kickoff Open House; 1 Urban Design Concept Open House; the 2 aforementioned Community Based Organization Partnerships, including mailers, surveys, conversations, and community forums; meetings with neighborhood and business organizations; and 1 comment period for the draft plan.

- *Phase 2: Spring 2023 – Winter 2024/25*: Phase 2 focused on learning more about the community's needs and priorities for the Project itself, which informed the final MPAP recommendations and the LPA. This phase combined in-person meetings; an online open house and survey; project mailers; meetings with neighborhood groups; tabling at open houses and events in the area; direct canvassing of businesses along the proposed alignment; A BIPOC-focused urban design focus group; and intercept surveys both near existing area streetcar stations and around regulated affordable housing developments along streetcar in Northwest Portland.

Community engagement has helped shape the development of the MPAP and the LPA for the Project since 2019, when community members helped define the planning process goals. Overall Key takeaways from community engagement can be found in the adopted Montgomery Park Area Transportation Plan (Volume 3 of the MPAP). Two key ways in which community engagement shaped the MPAP and Project are as follows:

- *Area of change and final Project alignment*: During the MPAP planning process, several land use development scenarios and supportive alignments for streetcar were explored. When the Project Working Group and other stakeholders repeatedly expressed concern about the potential for broad loss of industrial land in the planning area, the plan shifted focus to a smaller area where the greatest expected change might occur (west of US-30) in order to preserve industrial uses elsewhere. This allowed for the development of plan recommendations that balanced stakeholder interests in new jobs, more housing, and the preservation of low-barrier-to-entry middle-wage jobs in the area. As a result, the streetcar alignment shifted to serve the area of greatest potential growth. Additionally, the project's related adopted Public Benefits Agreement addresses these priorities by requiring a minimum of 400 middle-wage jobs in a variety of sectors in the plan area and the provision of at least 200 units of affordable housing prior to development of other buildings on the land subject to the agreement.[1]
- *Commemoration of York*: Through engagement with the Portland Harbor Community Coalition, the Project team was introduced to the York Collective. The York Collective

[1] More information is available in Volume 1 of the adopted Montgomery Park Area Plan, beginning on Page 36 (PDF Page 44).

includes Black Portlanders and allies with interest in exploring and advancing opportunities to share and elevate information about the legacy of York, an enslaved member of the Lewis and Clark Corps of Discovery, and for whom NW York Street in the Project area is named. The group has produced a broad vision for a "justice- and climate-centered transit and land use development strategy along York Street." Through continued engagement, this group has ensured that public at commemorating York is part of implementation of the MPAP, and an action item directing City staff to continue to assist the group and others seeking equitable outcomes to seek further engagement and resource identification toward their goals for the area.[2]

RTP Consistency and Regional Significance

The Project advances the following RTP goals and objectives:

Goal 1 – Mobility Options:

- *Objective 1.1 Travel Options*: Provides travel options to support mode shift and reduced per capita vehicle miles traveled by constructing multimodal facilities and improving the pedestrian, bicycle, and transit network while supporting transit-oriented development so people can meet their daily needs without a personal automobile.
- *Objective 1.2 System Completion*: Supports system completion by filling gaps in the pedestrian, bike, and transit network through key connections and local street grid completion.
- *Objective 1.3 Access to Transit*: Improves access to transit for existing and future residents, workers, and visitors.
- *Objective 1.4 Regional Mobility*: Supports regional mobility by ensuring that modal functions for facilities support regional mobility, including goods movement.

Goal 2 – Safe System:

- *Objective 2.1 Vision Zero*: Implements Complete Street designs in support of Vision Zero. Streets will be human scaled with wide sidewalk corridors, and dedicated bike facilities along the new couplet north of NW Vaughn Street will reduce modal conflicts.
- *Objective 2.3 State of Good Repair*: Brings NW 23rd Avenue between NW Vaughn and NW Lovejoy streets to a state of good repair.

Goal 3 – Equitable Transportation:

- *Objectives 3.1 and 3.2 Transportation Equity and Barrier-Free Transportation*: Advances transportation equity and barrier-free transportation by improving access to permanent, high-capacity transit for residents in an Equity Focus Area (Tract 49.01) while serving future residents of affordable housing in the new transit-oriented district. The Project will improve access to nearby industrial jobs while supporting new middle-wage job requirements in the

[2] More information is available in Volume 1 of the adopted Montgomery Park Area Plan, on pages 13 and 84 (PDF pages 21 and 92).

Montgomery Park area, all while connecting people to services, jobs, and educational opportunities in Portland's Central City and throughout the region.

Goal 4 – Thriving Economy:

- *Objective 4.1 Connected Region*: Supports a connected region through focused investment and growth in an expanded Neighborhood Center in Northwest Portland.
- *Objective 4.2 Access to industry and freight intermodal facilities*: Facilities continued access to industry and intermodal freight facilities for goods movement to and from the industrial lands around the Project area.
- *Objective 4.3 Access to Jobs and Talent*: Integrates captured public benefits to require 400 new middle-wage jobs in the Montgomery Park area, per the related Public Benefits Agreement.
- *Objective 4.4 Transportation and housing affordability*: Supports the development of housing choices and new jobs in an urban district where people can meet their needs without a personal automobile.
- *Objective 4.5 State of Good Repair*: Brings NW 23rd Avenue between NW Vaughn and NW Lovejoy streets to a state of good repair.

Goal 5 – Climate Action and Resilience:

- *Objective 5.1 Climate Change Mitigation*: Supports climate change mitigation by providing accessible non-driving transportation options to support reduced per capita vehicle miles traveled.
- *Objective 5.2 Climate-Friendly Communities*: Develops a new climate-friendly community by coordinating the Project with an increase in middle-wage jobs and housing choices in a high-opportunity, walkable, mixed-use area served by permanent high capacity frequent transit service and active transportation options.
- *Objective 5.3 Resource Conservation*: Integrates greet infrastructure including onsite stormwater remediation, wide furnishing zones, and large varieties of street trees.
- *Objective 5.4 Adaptation and Resilience*: Promotes reduced urban heat island effect through the planting of large street trees along the Project's couplet north of NW Vaughn Street.
- *Objective 5.5 State of Good Repair*: Brings NW 23rd Avenue between NW Vaughn and NW Lovejoy to a state of good repair, and upgrades water and stormwater facilities.

The Project is consistent with and supports implementation of the following RTP System, Regional Design and Regional Network Policies:

- *3.2.1 2040 Growth Concept:* The Project supports the Metro 2040 Growth Concept by advancing permanent high-capacity transit and higher-density growth along a designated Main Street of NW 23rd Avenue and within the Central City regional hub, as well as supporting planned land uses adopted in Portland's Comprehensive Plan and the 2040 Growth Concept. The Project supports the preservation of nearby industrial land north of NW Nicolai Street east of US-30, and updated MPAP policies prioritize freight movement and access to this land.

- *3.2.2 Transportation Equity Policies*: The Project improves multimodal options and permanent transit access in an Equity Focus Area (Tract 49.01). Additionally, the Project advances a new equitable transit-oriented district with housing choices including affordable housing in a high-opportunity area of Northwest Portland.
- *3.2.3 Safety and Security Policies:* While the Project area does not include any Regional High Injury Corridors or Intersections, the Project advances implementation of Vision Zero and the Safe System approach and implements Complete Street policies to reduce modal conflicts and improve safety for all modes.
- *3.2.4 Climate Action Policies and Resilience Policies:* The Project supports Metro's Climate Smart Strategy and related policies. It will support implementation of the MPAP to support reduced vehicle miles traveled per capita and related greenhouse gas emissions. It will advance a major high-capacity transit investment to make transit more convenient, frequent, and accessible. It will include improvements to the bicycle and pedestrian network and connect the local street greed with safe crossings. Implementation will also include the development of a parking management strategy for the Montgomery Park area, to be implemented alongside the construction of new streets in the project area. Private developments in the area will be subject to the City of Portland's Transportation Demand Management (TDM) policies to support mode shift and reduced vehicle miles traveled per capita. Additionally, the Project will support Metro's transportation preparedness and resilience policies by supporting the designation of regional emergency transportation routes in the project are, integrating green infrastructure, and expanding the region's tree canopy.
- *3.2.6 Mobility Policies:* The Project will advance mobility policies. It pairs a major transportation system investment with adopted land use changes to enhance efficiency. It will provide people and businesses a variety of seamless and well-connected travel modes so that people and businesses can meet their daily needs. It prioritizes the safety and comfort of travelers of all modes through multimodal network completion. It prioritizes an investment in an Equity Focus Area.
- *3.3 Regional Network Policies:* The Project supports regional network policies. It advances design and complete streets policies by implementing multimodal street connectivity and Complete Streets Policies. It is supportive of 2023 RTP Policy Map designations for transit, bike, pedestrian, and regional emergency routes in the Project area and implements Project C28 in the Regional High Capacity Transit Vision. It supports adjacent RTP Policy Map designations for Design, Freight, and Motor Vehicles.

Identification of the Project followed the RTP congestion management process policies in the following ways:

- The Project utilizes multiple tools in the Congestion Management Process (CMP) toolbox. It utilizes transit-oriented development and new mixed-use land uses alongside parking management to support a walkable, employment- and housing-focused district facilitated by compact land uses in combination with walking, biking, and transit connections. It is planned to utilize transit signal priority and access management strategies to support system

management and operations. It will utilize active transportation strategies by implementing new biking and walking connections to key destinations. It will utilize transit strategies by constructing high capacity transit and expanding transit coverage. It will also utilize street and throughway capacity strategies by connecting the local street grid to distribute vehicle trips through the Project area.

- The Project aligns with the City of Portland's advancement of the Regional Transportation Functional Plan's Transportation Solutions (3.08.220) in the order listed. Private development in the Montgomery Park area will be subject to Portland's local TDM requirements; Additional TSMO strategies include operational and access management improvements. The project includes transit, bicycle, and pedestrian system improvements, as well as traffic-calming designs, The project utilizes land use strategies to achieve required performance standards. The project improves local street connectively to provide alternative routes and encourage walking, biking, and access to transit. Finally, the project makes motor vehicle capacity improvements by completing the local street grid to disperse driving trips as the area grows.

The Project is regionally significant. In 2018, Metro adopted the region's first Regional Transit Strategy, in support of the 2018 Regional Transportation Plan (RTP). The RTP identified the extension of Portland Streetcar to Montgomery Park as an Enhanced Transit Corridor (ETC) for short-term implementation and included the Project in its financially-constrained project list (11319). Subsequent area planning was completed as part of the Montgomery Park Area Plan (adopted 2024). In 2023, Metro adopted the Regional High Capacity Transit (HCT) Strategy as part of the 2023 Regional Transportation Plan update, which designates the Project as a Tier 1: near-term HCT corridor; this is the highest priority for near-term HCT investment in the region. The Project will also require project-level NEPA review. Additionally, NW 23rd Avenue within the project area is designated on the pedestrian, transit and TSMO Regional Transportation Plan network maps (NW Wilson Street is also designated on the TSMO network map).

Performance

The Project makes progress toward federal and regional performance targets:

- *Mobility*, by increasing pedestrian, bike, and transit mode shares, improving access to jobs via transit, contributing to completing the transit network and bicycle and pedestrian system near transit, and increasing the share of households that are located near multimodal options.
- *Equity*, by prioritizing safe system completion and access to jobs in an equity focus area.
- *Economy*, by advancing completion of the bicycle and pedestrian system in a job and activity center to provide safe and convenient options for short trips and connections to transit.
- *Climate and Environment*, by helping reduce per capita greenhouse gas emissions from light-duty vehicles and per capita vehicle miles traveled, helping meet revised statewide goals requiring accelerated reductions in greenhouse gas emissions, and keeping air pollution from mobile sources at levels below thresholds set by the federal government.

Fast, convenient and linked to the broader transit and transportation network – high capacity transit provides a viable, more affordable alternative to driving. Fewer cars on the road leads to less air pollution, more physical activity, less time in traffic, fewer crashes and more reliability for moving people and goods – supporting the health, safety, mobility, economy and quality of life of our region. As part of its evaluation, the 2023 High Capacity Transit Strategy found that implementing all of the corridor improvements identified in the vision would result in a 0.6% reduction in CO_2e emissions regionwide. Using established transit elasticities to estimate the change in ridership that could occur on a given corridor through a high capacity transit investment and the corresponding change in auto vehicle miles traveled that would be expected, converted to greenhouse gas emissions using an average fleet emissions factor for year 2030, a streetcar extension in Montgomery Park was roughly estimated to potentially result in a weekday reduction of around 60 metric tons of CO_2e per year.

Implementing the Regional Transit Strategy vision of making transit convenient, frequent, accessible and affordable is a key strategy with a high relative climate benefit included in the Climate Smart Strategy (CSS). The CSS includes a number of near-term actions for Metro and partners related to high capacity transit, including: 1) expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations; and 2) expand partnerships with transit agencies, cities, counties and ODOT to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance.

To make progress toward the Climate Smart Strategy Performance targets, the Project implements elements of the 2040 Growth Concept and local and adopted land use and transportation plans; makes transit convenient, frequent, accessible, and affordable; making biking and walking safe and convenient; uses technology to actively manage the transportation system; requires area development provide information and incentives to expand the use of travel options; implements parking management to make efficient use of vehicle parking and land dedicated to parking; secures adequate funding for transportation investments; and demonstrates leadership on climate change. Several ways that performance is measured for the CSS transit strategy include increases in the share of households, low-income households, and employees within a ¼ mile of all-day frequent service. The extension of Portland Streetcar to Montgomery Park via NW 23rd Avenue will support the development of 2,000 or more new housing units, 200 or more new affordable housing units, and 400 or more middle-wage jobs in the Montgomery Park Area, linking employees and residents to the region's larger transit system. Preliminary modeling conducted by Metro indicates an anticipated ridership increase of 3,000 or more new riders on the NS line by 2040 resulting from this project and projected development along the high-capacity corridor.

This is not a safety project eligible for state and federal safety program funding.

Fiscal Constraint

The cost estimate included in the 2023 RTP financially constrained project list was $80,000,000 in year-of-expenditure (YOE). That estimate has increased to $195,000,000 in YOE due to extensive planning and concept development for the project, for the following reasons: the project now includes the purchase of up to 12 off-wire capable streetcar vehicles to support the extension and continued streetcar system operations due to much of the existing streetcar fleet reaching its end-of-life; the project now includes the rehabilitation of NW 23rd Avenue between NW Vaughn and NW Lovejoy streets including full-depth rehabilitation, utility relocation and related improvements, and accessibility and stormwater upgrades, as the street currently fails on the Pavement Condition Index; and the project now includes the multimodal extension of local streets in the project area.

Currently, $12 million for Project Development have been committed, with an additional $30 million committed from a Portland Clean Energy Fund grant for streetcar vehicle replacement. The Project team will be pursuing FTA Small Starts Capital Investment Grant (CIG) funding and is planning to seek $97.5 million, which is the lowest percentage federal share (50 percent) for Small Starts projects. Additionally, the project was approved for Regional Flexible Fund Step 1A.1 New Project Bonds on July 31, 2025 by Resolution 25-5510. Additional local sources will be committed as required by the FTA CIG program.

Table 1 below documents fiscal constraint for the project, differentiating new revenue (not accounted for in the 2023 RTP Forecast) and revenue already accounted for in the 2023 RTP Forecast for the project.

As indicated in the Project Development section above, preliminary engineering, design, and construction will all occur in the 2023-2030 near-term RTP investment time period.

Table 1: Portland Streetcar Montgomery Park Extension Fiscal Constraint Documentation

Fund source and type	**Dollar amount**	**New revenue** *(not accounted for in 2023 RTP forecast)*[3]	**Accounted revenue** *(in 2023 RTP forecast (#11319))*[4]
FTA CIG – 5309 Small Starts	$97,500,000	$57,500,000	$40,000,000
Portland Clean Energy Fund (PCEF) grant for vehicles	$30,000,000	$30,000,000	
Regional Flexible Fund Bonds (Step 1A.1)	$10,000,000	$10,000,000	
Local Funds • *Including Streetcar Reserve Funds* • *General Transportation Revenue (FY 24-29)* • *Transportation System Development Charges* • *Northwest Parking District Set-Aside* • *Right-of-Way Dedication (per adopted Public Benefits Agreement) Commercial and Residential Local Improvement District* • *Additional Private Funds*	$57,500,000	$17,500,000[5]	$40,000,000
Total	***$195,000,000***	***$115,000,000***	***$80,000,000***

Attachments:

- A: Project Schedule
- B: Metro Council Staff Report on LPA Endorsement Recommendation (July 10, 2025)
- C: Proposed Preliminary Cross Sections

[3] These dollars are new revenues not accounted for in the forecast in the adopted 2023 RTP. The revenues include an increased federal funding request through FTA's CIG program, new funds awarded by PCEF on December 11, 2024 (most recent amendment ordinance to the PCEF Climate Investment Plan), RFFA Bond revenues approved by JPACT and the Metro Council on June 21 and July 31, 2025 (respectively), and additional Local Improvement Revenues not previously accounted for in the adopted 2023 RTP (see footnote 5).

[4] This revenue was already accounted for and included in the revenue forecast adopted in the 2023 RTP, covering the project's estimated cost in the 2023 RTP.

[5] Following the 2023 RTP update, the City of Portland developed a new forecast of local resources that demonstrated $17.5 million in additional revenues forecasted for the project.

Attachment A

Montgomery Park Streetcar Extension Milestone Schedule

Vehicle Procurement
Design/engineering
Funding
FTA requirement

Montgomery Park Streetcar Extension Milestone Schedule
UPDATED: 10/21/2025

Vehicle Procurement
Design/Engineering/NEPA
Funding milestone
FTA requirement

Project Activity/Phase	FTA	FY25				FY26				FY27				FY28				FY29				FY30				FY31
		2024		2025				2026				2027				2028				2029				2030			
		Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Community Engagement		X				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Interagency Coordination/Engagement		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
RFFA Bond Submission		DONE																									
Timeline and Cost Estimate for All PD Activities				X																							
Commitment of Funding for Small Starts PD		DONE																									
FTA Request for PD Entry (PD Funds Committed)	Y		DONE																								
Montgomery Park Area Plan Adoption			DONE																								
Preliminary Design/LPA Adoption	Y		DONE																								
BUILD Grant Application (Due January 2025)		X	X	DONE																							
RFP for Vehicle Replacement/Procurement				X	X	X																					
RFP for Design, Engineering and NEPA services				X	X	X																					
IGA/Finalize Interagency Roles and Responsibilities				X	X	X																					
Vehicle Contract Award and NTP						X																					
Design, Engineering, and NEPA services Contract Award and NTP							X																				
Adoption of LPA into fiscally constrained RTP	Y						X	X																			
Prelim. Design – 15% design								X																			
RFP for CM/GC/Procurement								x	x																		
Final Design – 30% Design - August 2026	Y									X																	
NEPA services - Finished January 2027	Y								X	X	X	X															
Project Rating Materials Complete	Y							X	X																		
Submit Materials for FTA Rating (August)	Y									X																	
30% Design Cost Estimate (SCC)	Y										X																
At least 30% of non-CIG funding committed or budgeted	Y										X																
Final Design – 60% Design - March 2027	Y											X															
FTA Risk Analysis and Readiness Review	Y											X	X	X													
100% of non-CIG funding committed	Y													X	X												
Final Design – 90% Design - August 2027	Y													X													
90% Design Cost Estimate	Y														X												
Project Recommended for FTA Funding (February)	Y															X											
Request SSGA	Y																X										
Vehicles arrive to facility																		X	X	X	X	X	X				
Vehicle revenue ready																				X	X	X	X	X	X	X	
NTP for CM/GC/Procurement													x														
Third Party Agreements	Y													X	X												
Final Design – 100% Design - Febuary 2028																X											
Receive SSGA																		X									
Construction – Substantial Completion																	X	X	X	X	X	X	X	X	X		
Testing																										x	
Start of Revenue Service (FY 30)																										x	

Attachment B

IN CONSIDERATION OF RESOLUTION NO. 25-5505 FOR THE PURPOSE OF ENDORSING THE LOCALLY PREFERRED ALTERNATIVE FOR THE MONTGOMERY PARK STREETCAR EXTENSION

Date: July 10 ,2025
Department: Planning, Development and Research
Meeting Date: July 31, 2025

Prepared by: Alex Oreschak
Alex.Oreschak@oregonmetro.gov
Presenter(s), Alex Oreschak (he/him), Senior Planner
Length: 20 minutes

ISSUE STATEMENT

The Portland Streetcar Montgomery Park Extension Project will extend the existing Portland Streetcar North-South (NS) Line 0.65 miles one-way (1.3 miles round trip) from its existing terminus at NW 26th Avenue and NW Northrup Street to a new terminus at NW 26th Avenue and NW Wilson Street near Montgomery Park in Northwest Portland. The project will also rehabilitate NW 23rd Avenue between NW Vaughn and NW Lovejoy streets including streetscape improvements, as well as extend multimodal streets in the project area to support streetcar operations.

On December 11, 2024, the Portland City Council adopted Resolution No. 37692 to adopt the Locally Preferred Alternative for the Montgomery Park Streetcar Transit Project.

The recommended Locally Preferred Alternative for high capacity transit to the Montgomery Park Area is streetcar transit with stations at the locations indicated on the attached map, operating as a .65 one-way route mile extension of the existing Portland Streetcar North-South (NS) Line from its existing terminus at NW 23rd Avenue and NW Northrup Street to a new terminus at NW 26th Avenue and NW Wilson Street near the Montgomery Park building in Northwest Portland. This extension will allow the NS Line to operate between the Montgomery Park Building and the South Waterfront. The route extension will operate on NW 23rd Avenue, as well as on a new one-way parallel couplet using NW Roosevelt Street, NW 26th Avenue, and NW Wilson Street. The LPA is reflected in Exhibit A to Resolution No. 25-5505.

On June 25, 2025, the Metro Policy Advisory Committee (MPAC) recommended that Metro Council approve Resolution No. 25-5505, as recommended by the Metro Technical Advisory Committee (MTAC) on June 18, 2025. On June 26, 2025, the Joint Policy Advisory Committee on Transportation (JPACT) approved Resolution No. 25-5505 and submitted to Metro Council for approval, as recommended by the Transportation Policy Alternatives Committee (TPAC) on June 6, 2025.

Approval of the resolution endorses the Montgomery Park Streetcar Extension Locally Preferred Alternative (LPA) as recommended by JPACT and MPAC and directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the LPA.

ACTION REQUESTED

Approve Resolution No. 25-5505 as recommended by JPACT and MPAC.

IDENTIFIED POLICY OUTCOMES

The project will support dense, equitable transit-oriented development west of US-30 between NW Nicolai and NW Vaughn streets, where predominantly vacant, low-density industrial land recently underwent land use changes to employment- and housing-focused mixed uses. The project will also support several indirect public benefits for the area, including new affordable housing, new middle-wage jobs onsite, a new public park, affordable commercial opportunities, and the commemoration of York—enslaved member of the Lewis and Clark Expedition who was critical to its success—through public art; these ancillary benefits are captured in a Public Benefits Agreement (PBA) between the City of Portland, property owners in the area, and Portland Streetcar, Inc.

In addition to spurring transit-oriented development, the project is intended to serve as a critical single occupancy vehicle (SOV) trip demand mitigation tool as the area redevelops over time. As such, it also includes improvements to the pedestrian and bicycle network to support non-driving options within, to, from, and through the new district.

The Montgomery Park Streetcar Extension has been identified by the region as a top priority for transit investment. It is called out in multiple adopted plans including the 2009 Metro Regional High Capacity Transit System (HCT) Plan, the 2018 Regional Transit Strategy, the 2023 Regional Transportation Plan (RTP), and the 2023 High Capacity Transit Strategy, which designates the Montgomery Park Streetcar Extension as a Tier 1: near-term HCT corridor, the highest priority for HCT investment in our region.

Project outcomes identified in the RTP are improved travel connecting with the existing streetcar network, as well as necessary safety and accessibility improvements, including rehabilitation of NW 23rd Avenue and new multimodal street connections on NW Roosevelt Street, NW Wilson Street, and NW 26th Avenue. This project also supports land use changes and housing development, including new affordable housing units, as identified in the Montgomery Park Area Plan, which was also adopted by Portland City Council in December 2024.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Approve Resolution No. 25-5505 as recommended by JPACT and MPAC.
2. Do not approve Resolution No. 25-5505.

JPACT and Metro Council endorsement of the Locally Preferred Alternative will demonstrate regional consensus on the project parameters. Endorsement of the LPA is a necessary step to a future adoption of the LPA into the financially constrained RTP project list, which is required to complete the Project Development phase of the Capital Investment Grant (CIG) program and be eligible to garner CIG discretionary funding. Metro Council and JPACT are anticipated to consider adoption of the LPA into the 2023 RTP in March 2026 as part of a package of RTP amendments which includes two other Tier 1 projects with recent LPA recommendations: Tualatin Valley Highway Transit Project and the 82nd Avenue Transit Project.

RECOMMENDED ACTION

Approve Resolution No. 25-5505 as recommended by JPACT and MPAC. Approval of the resolution endorses the Locally Preferred Alternative adopted by the City of Portland and directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the Montgomery Park Streetcar Extension LPA for consideration by JPACT and the Metro Council in 2026.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The LPA advances Metro's 2040 Growth Concept and Regional Transportation Plan by connecting the Montgomery Park area in Northwest Portland to the existing streetcar network in the Portland Central City. It also complements land use and housing actions identified in the Montgomery Park Area Plan adopted by Portland City Council in December 2024 and supports changes Metro Council adopted to update the Urban Growth Management Functional Plan (UGMFP) "Title 4 Industrial and Other Employment Areas" Map in January 2025 through Ordinance 25-1522.

The project advances multiple objectives by promoting walkable communities; improving access to jobs, schools, retail places and other community places along the route; increasing transportation choices including active transportation and better access to transit; regional mobility; and safety. The project will support the development of over 3000 new housing units, over 4000 new jobs, and approximately 3000 new daily transit riders.

KNOWN OPPOSITION

Public input and partner endorsements demonstrate support for this LPA.

There were two opponents to the adoption of the Montgomery Park Area Plan:

a. The Northwest Industrial Business Association opposed the adoption of the Montgomery Park Area Plan (MPAP) because of impacts to what was industrial land and potential impacts to low-barrier-to-entry middle wage jobs. The MPAP worked to address this by limiting land use changes to the area of greatest potential change and tying the development in the area to

on-site middle-wage jobs in a variety of fields (target requirements with a fee charged if not met as agreed in the adopted Public Benefits Agreement).

b. The Northwest District Neighborhood Association (NWDA) did not outright oppose the project, but opposed the adoption of the overall Montgomery Park Area Plan because they felt the plan did not respond effectively enough to neighborhood input or concerns. The NWDA was critical to the MPAP's process, having representation on the Project Working Group and being part of dozens of conversations over the course of the planning process. A key issue with the project itself for the NWDA is the final alignment; while members varied in their perspective on the best route, there was concern expressed around parking and traffic impacts (which the project and plan sought to address by working to maintain as much parking as possible in the project area and minimizing the number of stations on 23rd Ave).

Extensive technical analysis was conducted to understand the benefits and tradeoffs of different LPA components. The analysis was shared with community members for feedback. Public engagement has been extensive and coordinated with outreach for the Montgomery Park Area Plan, which aims to transition the area from a somewhat underutilized industrial and employment-focused district into a mixed-use employment district that will support both job growth and housing development. More information on public engagement for the project can be found on the Montgomery Park Area Plan website: https://www.portland.gov/bps/planning/mp2h/mpap-recommended-draft.

ANTICIPATED EFFECTS

Approval of this resolution will allow project staff to continue working with City of Portland and TriMet on the project to:

- Amend the 2023 RTP to reflect the LPA and a high-level funding plan
- Pursue federal funding
- Complete federally-required National Environmental Policy Act (NEPA) documentation
- Refine design and costing
- Support the implementation and construction of the project
- Open the streetcar extension in 2030

The project is currently listed in the 2023 RTP. However, the 2023 RTP needs to be amended to reflect the LPA defining the mode, route, and general station locations and a high-level funding plan. The next steps and timeline for that future action include:

- Metro staff will coordinate to prepare amendments to the 2023 Regional Transportation Plan to reflect the Montgomery Park Streetcar Extension LPA, as well as the TV Highway and 82nd Avenue LPAs.
- An RTP amendment is necessary to be eligible for federal funding and action.

- The RTP amendment will require a recommendation from MPAC and adoption by JPACT and Metro Council. The amendment may include the following as needed to reflect the LPA:
    - Amendments to Chapter 3 Transit Network Map
    - Amendments to the Appendix A: Constrained priorities project list
    - Amendments to Appendix W: Status of Current Major Projects
    - Amendments to Appendix V: Future corridor refinement planning
    - Create a new appendix: Montgomery Park Streetcar Extension Locally Preferred Alternative
    - Updates to reflect the RTP funding strategy or any other chapter components, if applicable
- The amendment will be accompanied by findings that demonstrate consistency with:
    - RTP goals, objections, and policies
    - Metro's Public Engagement Guide
    - Federal fiscal constraint requirements
    - Statewide planning goals
- Proposed RTP amendment schedule:
    - Fall 2025: Public comment period
    - Fall/Winter 2025: Review/discuss amendment and public comment at MTAC, TPAC, MPAC, JPACT, Metro Council
    - Spring 2026: Seek adoption of RTP amendment

Budget Impacts: Adoption of this resolution has no budget impact. There will be future costs associated with implementation of the project. These costs will be shared by local, regional, state and federal partners.

LEGAL ANTECEDENTS

Federal laws and actions

- National Environmental Policy Act
- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended]
- U.S. EPA transportation conformity rules (40 CFR, parts 51 and 93)
- Fixing America's Surface Transportation Act (FAST Act), signed into law in 2015
- Infrastructure Investment and Jobs Act (IIJA), signed into law in 2021
- FTA Small Starts Process

State laws and actions

- Statewide Planning Goals
- Oregon Transportation Planning Rules (OAR Chapter 660, Division 12)
- Oregon Transportation Plan and implementing modal plans, including the Oregon Public Transportation Plan Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252)
- Oregon Clean Air Act State Implementation Plan (SIP), amended in January 2021

Metro Council Actions

- Resolution No. 09-4025 (For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria), adopted by the Metro Council on February 12, 2009.

- Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments), adopted by the Metro Council on July 9, 2009.

- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted by the Metro Council on June 10, 2010

- Ordinance No. 14-1346B (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.

- Resolution No. 18-4892 (For the Purpose of Adopting the Regional Transit Strategy and Replacing the 2009 Regional High Capacity Transit System Plan), adopted by the Metro Council on December 6, 2018.

- 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 by the Metro Council on November 30. 2023.

- Resolution No. 23-5348 (For the Purpose of Adopting the 2023 High Capacity Transit Strategy), adopted by the Metro Council on November 30, 2023.

- Ordinance No. 25-1522 (For the Purpose of Amending the Industrial and Other Employment Areas Map of Title 4 of the Urban Growth Management Functional Plan for the Montgomery Park Area of the City of Portland), adopted by the Metro Council on January 16, 2025.

Local Jurisdiction Actions

- The Portland City Council adopted Ordinance No. 192000 to adopt the Montgomery Park Area Plan including amendments to the Comprehensive Plan, Comprehensive Plan Map, Zoning Map, Zoning Code, Citywide Design Guidelines, and related amendments to the Guild's Lake Industrial Sanctuary and Northwest District plans (amend Code Title 33)

- The Portland City Council adopted Resolution No. 37692 to adopt the Locally Preferred Alternative for the Montgomery Park Transit Project

- The Portland City Council adopted Ordinance No. 192001 to authorize Agreement between the City, Portland Streetcar Inc, and 1535-A1 LLC for public benefits related to the Montgomery Park Area Plan

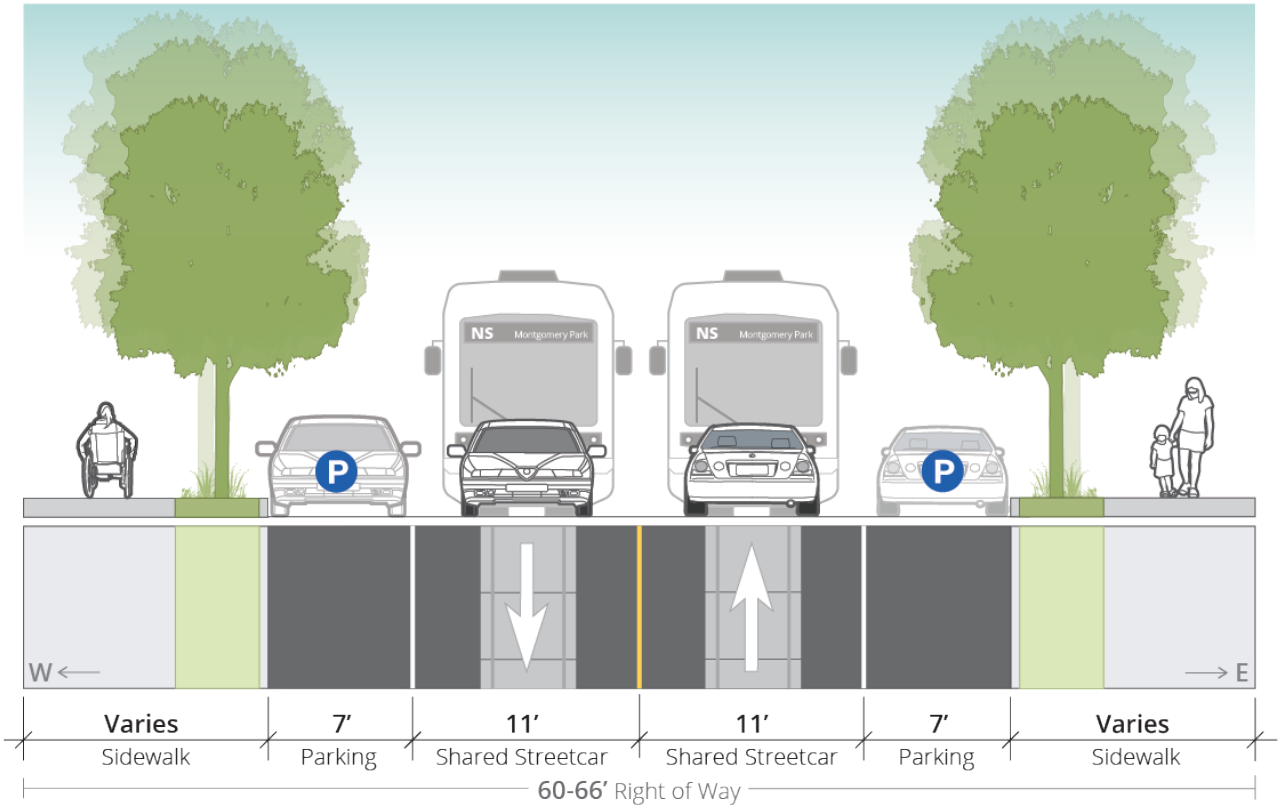
ATTACHMENT
Attachment 1: City of Portland Resolution No. 37692 and Exhibits A-C

Montgomery Park Transit Project

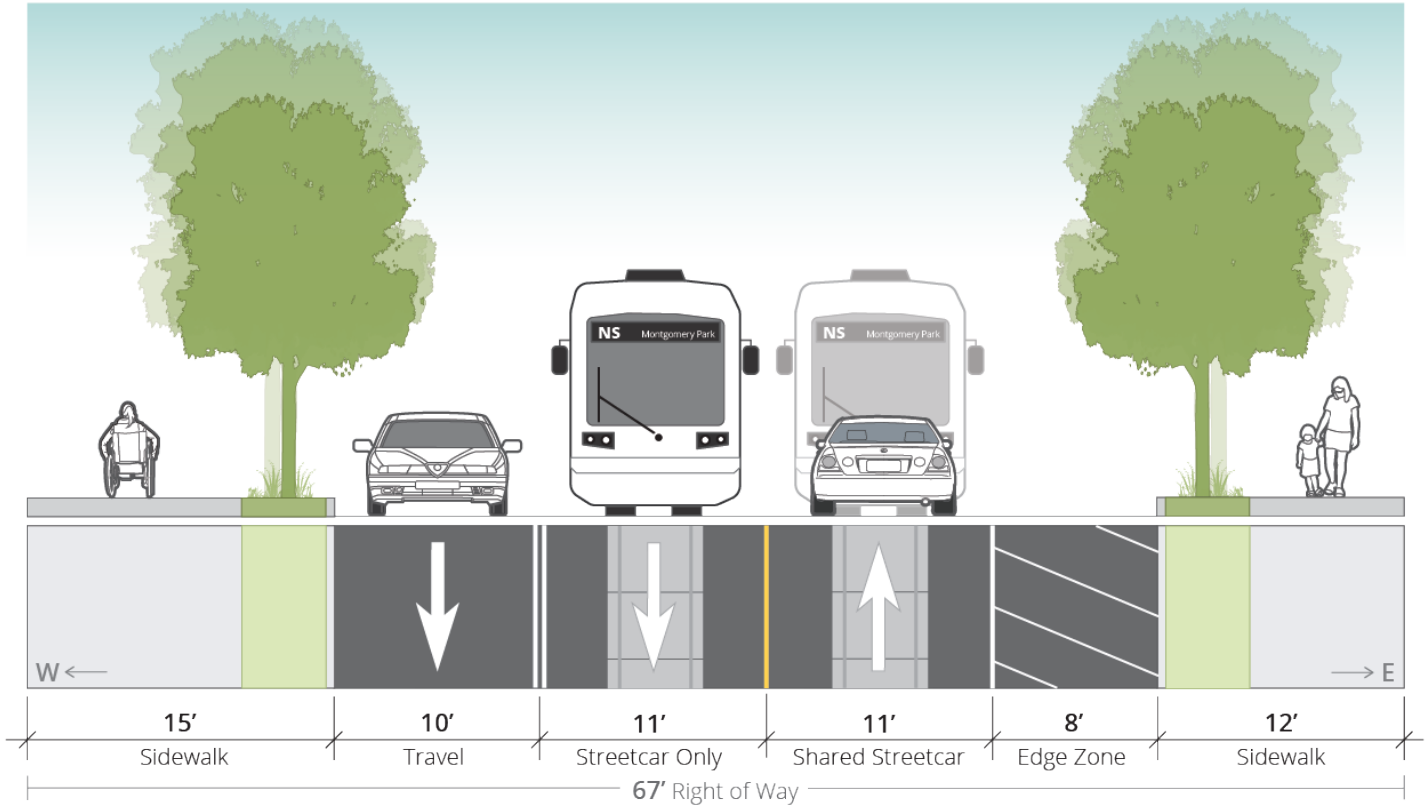
PROPOSED PRELIMINARY CROSS SECTIONS

PBOT
PORTLAND BUREAU OF TRANSPORTATION

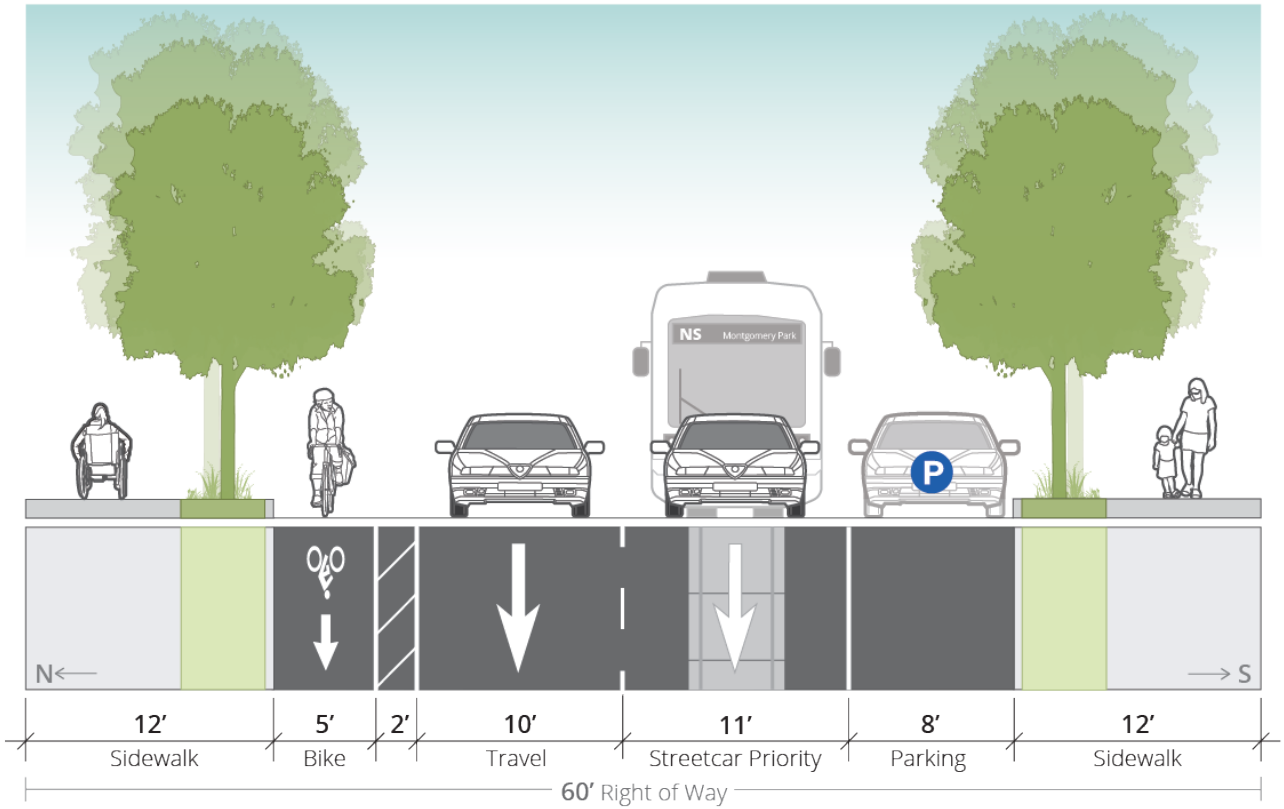
NW 23rd Avenue Typical Cross Section | NW Vaughn St to NW Northrup St



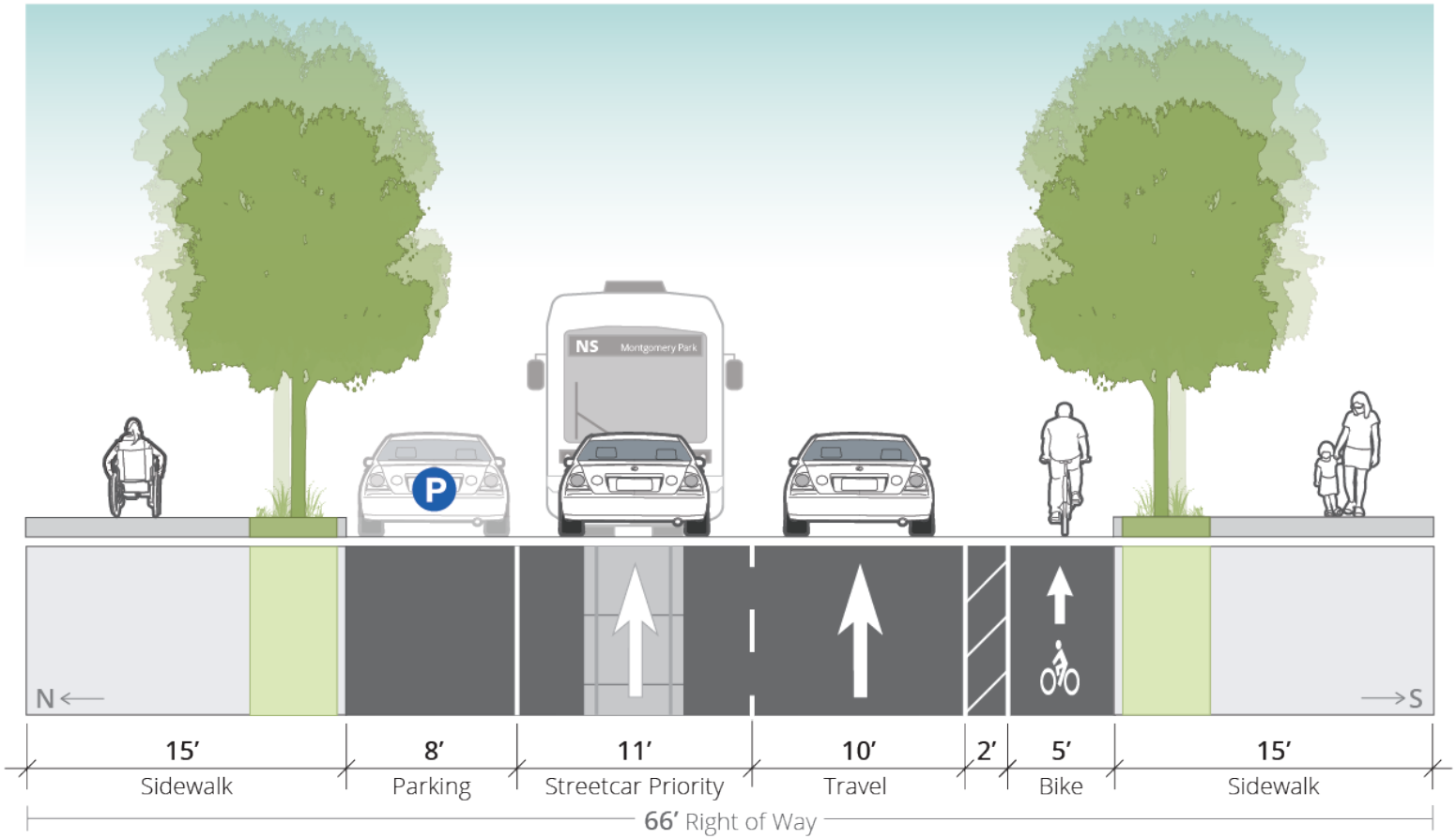
NW 23rd Avenue | NW Wilson St to NW Vaughn St



NW Roosevelt St | NW 23rd Ave to NW 26th Ave



NW Wilson St | NW 23rd Ave to NW 26th Ave



Metro

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

Agenda #: 6.1

File #: COM 26-1069 **Agenda Date:**4/16/2026

Unified Planning Work Program

John Mermin, Metro

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JPACT Worksheet

Agenda Item Title: Unified Planning Work Program (UPWP) discussion

Presenters: John Mermin, Metro

Contact for this worksheet/presentation: john.mermin@oregonmetro.gov

Purpose/Objective
Share draft FY 2026-27 Draft Unified Planning Work Program (UPWP) with JPACT

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 to Federal and State reviewers (and TPAC) on January 29, 2026. The required Federal and State consultation was held on March 5, 2026. Edits were made to reflect input from the consultation and TPAC. At its April 3 meeting, TPAC recommended adoption of the revised UPWP.

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

Outcome
JPACT learns what's in FY2026-27 UPWP in advance of taking action to approve the UPWP by consent at its May 21 meeting.

What has changed since JPACT last considered this issue/item?
JPACT last considered this when adopting the FY2025-26 UPWP in April 2025. Since that time a new UPWP has been developed with input and review from local, regional, state and federal partners and was recommended for adoption by TPAC on April 3, 2026.

What packet material do you plan to include?
- UPWP legislation
    - Resolution No.26-5559
    - Exhibit A (UPWP document)
    - Exhibit B (Annual Self-Certification demonstrating Metro's compliance with federal planning regulations)

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

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

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

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

BE IT RESOLVED that:

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

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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

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DRAFT

DISCUSSION DRAFT

2026-2027 Unified Planning Work Program

Transportation planning in the Portland/Vancouver metropolitan area

March 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.

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TO BE ADDED

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

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Unified Planning Work Program (UPWP) overview

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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

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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.

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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.

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

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

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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.

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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.

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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.

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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

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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)."

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Regional Planning Boundaries

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

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

Source: Metro, US Census

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2026 Unified Planning Work Program

Metro

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

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

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

Regional Policy Framework

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

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

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

Metro Governance and Committees

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

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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

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- Management and Implementation

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

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

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

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

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

Planning Priorities in the Greater Portland Region

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

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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.

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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.

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Metro-Led Regionwide Planning

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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.

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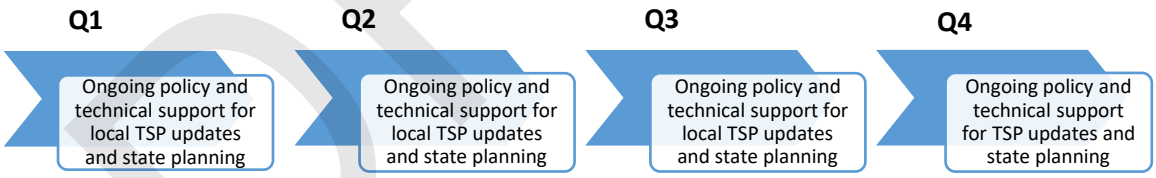
Work completed in FY 2025-26:

- 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

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

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Carbon Reduction Program

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

Description

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

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

Key FY 25-26 deliverables and milestones included:

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

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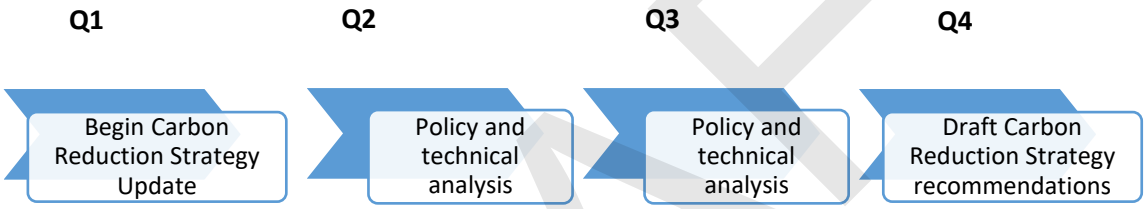
Anticipated work in FY 26-27 includes:

- 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.

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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

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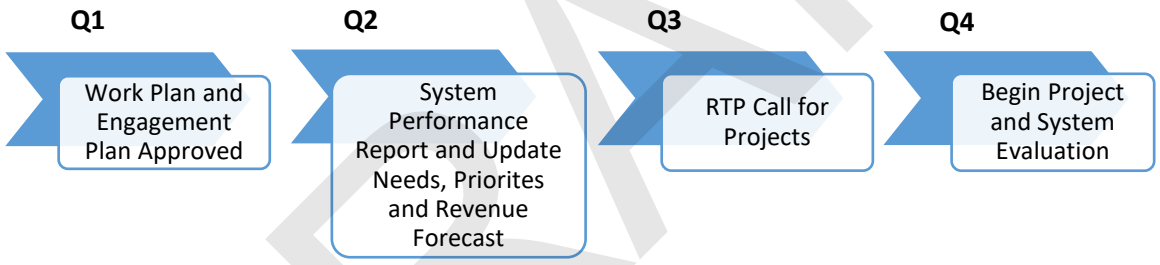
  - created inventory of information and recommendations from relevant local, regional and state planning efforts and policy updates completed since 2023 to inform development of the work plan and public engagement plan for the 2028 RTP update
  - participated in statewide long-range revenue forecast committee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

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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

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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

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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)

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- *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)

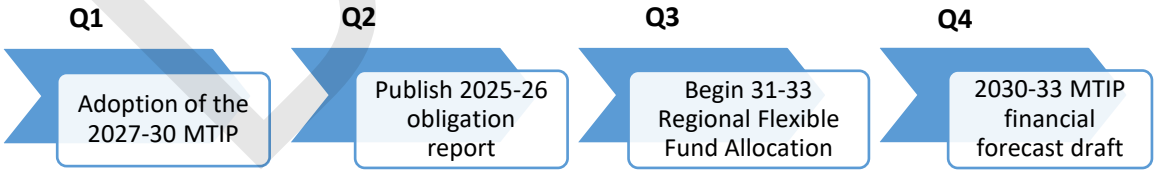
- *FFY 2025-26 Funding Obligation Targets Reporting and Adjustment of Programming*. Continuation of Metro's monitoring and active management of the MPO obligation target for MPO allocated funds (STBG/TA set-aside, CMAQ, CRP) each fiscal year. This is a cooperative effort with ODOT and the other Oregon 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

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

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[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.

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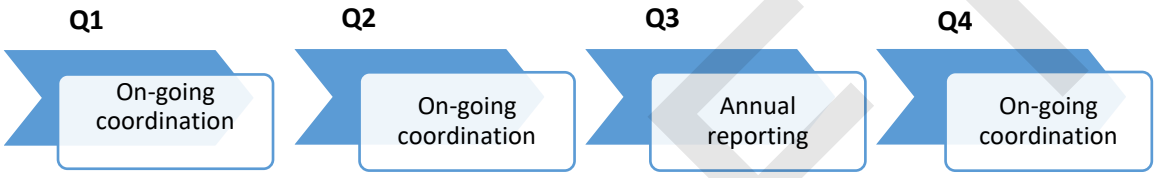
- By request, participation in NEPA reviews for the air quality section for major projects in development in the region.

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**

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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

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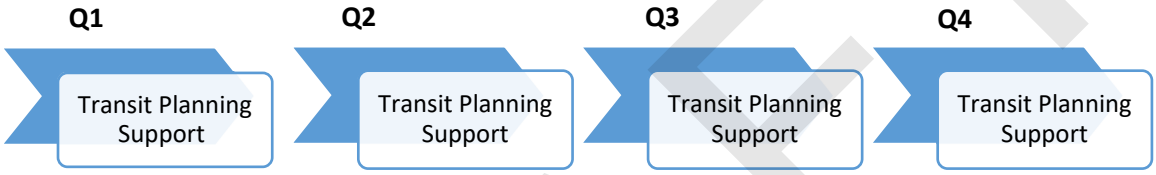
- TriMet's Forward Together (Phase I and II) and FX Implementation plans and HB 2017 Transit Advisory Committee

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

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

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

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

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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**

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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.

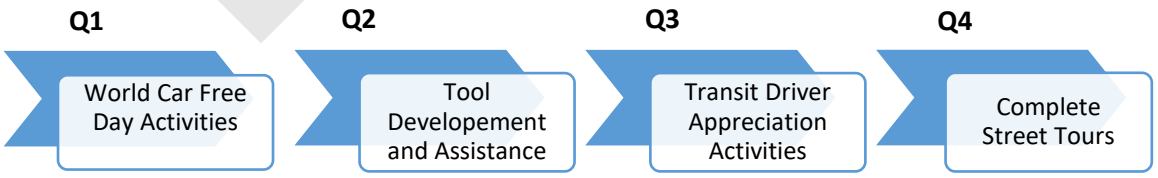
In FY 2025–26, program activities focused on maintaining regional resources, providing targeted technical assistance, and ensuring alignment between Metro's design guidance and local planning efforts. Activities included:

- 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



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FY 2026-27 Cost and Funding Sources

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

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

Regional Travel Options/Safe Routes to School

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

Description

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

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

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

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

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

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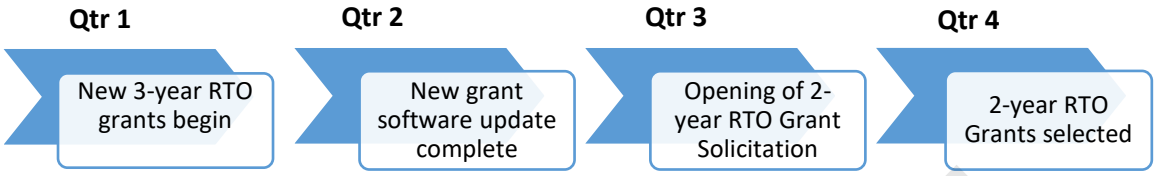
Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

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

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

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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.

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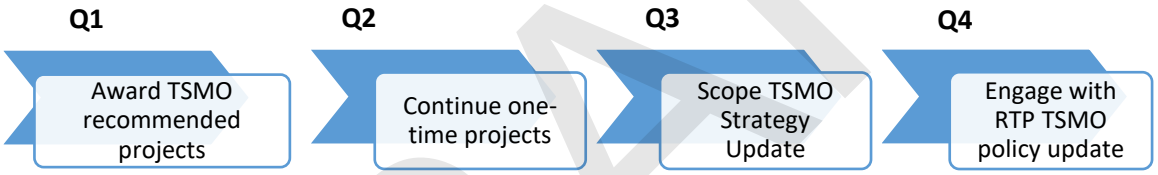
- Continue work to develop accessible, routable sidewalk data, region-wide. Funded with one-time TSMO Program Regional Flexible Funds, this project will involve residents and partners to improve data sets used by people with disabilities to customize trip planning and support their access needs.
- Continue 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.

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

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Better Bus

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

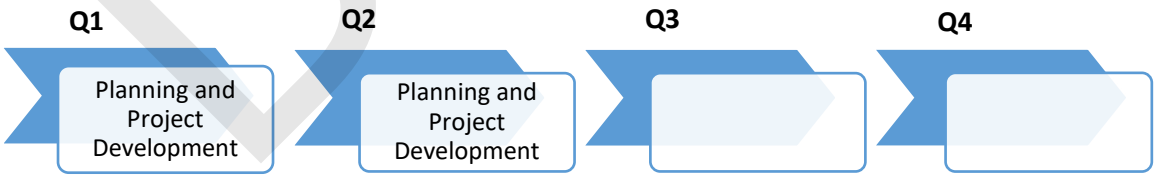
Description

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



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FY 2026-27 Cost and Funding Sources

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

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[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.

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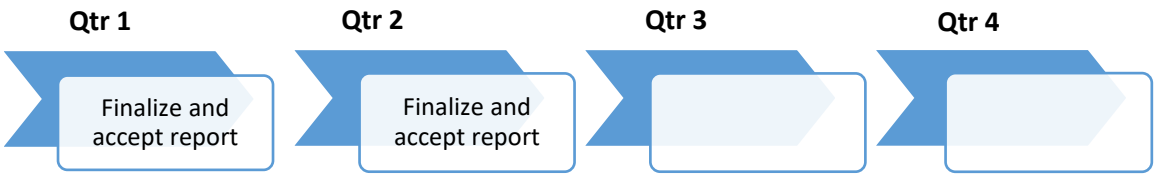
Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

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

DRAFT

[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.

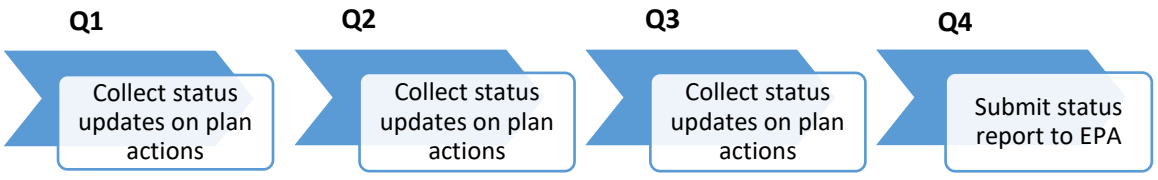
This work involves three deliverables:

- 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



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FY 2026-27 Cost and Funding Sources

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

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[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

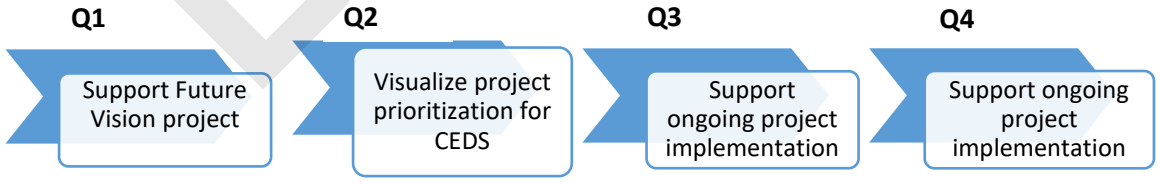
Description

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:**

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

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Metro-Led Corridor/Area Planning

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Investment Areas (Corridor Refinement and Project Development)

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

Description

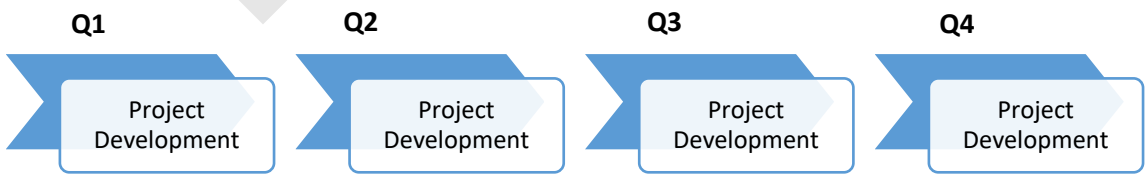
Metro's Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit-oriented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



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FY 2026-27 Cost and Funding Sources

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

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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/

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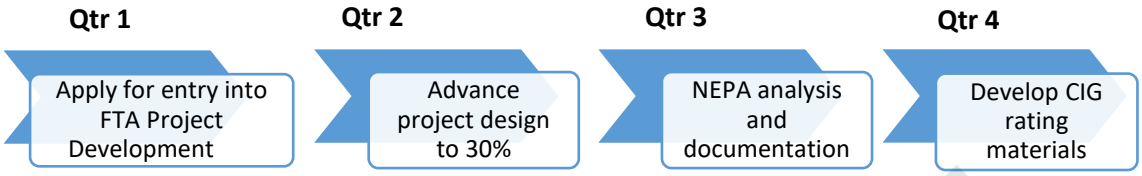
Key Project Deliverables / Milestones



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**

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[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:

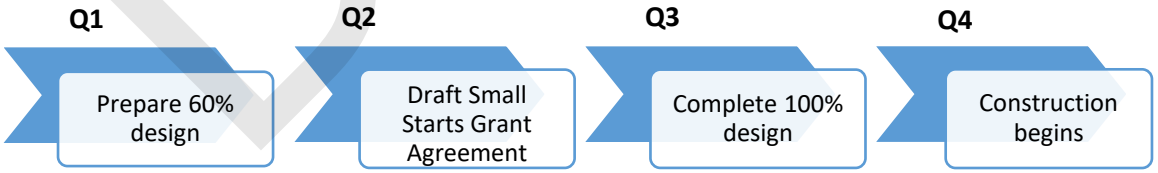
- Supported the adoption of the Locally Preferred Alternative (LPA) into the fiscally-constrained RTP by MPAC, JPACT, and Metro Council
- Completed environmental analysis and NEPA documentation
- Advanced the project through 60% design

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



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FY 2026-27 Cost and Funding Sources

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

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

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

Metro Administration & Support

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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)*

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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.

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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

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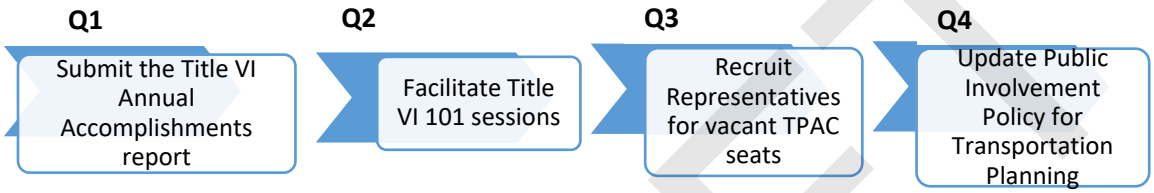
- Ensure Title VI compliance within Regional Transportation Planning (RTP) efforts
- Recruit community members to vacant community representative seats in the Transportation Policy Alternatives Committee (TPAC)
- Update Public involvement Policy for Transportation Planning for FTA and FHWA
- Updated 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.

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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.

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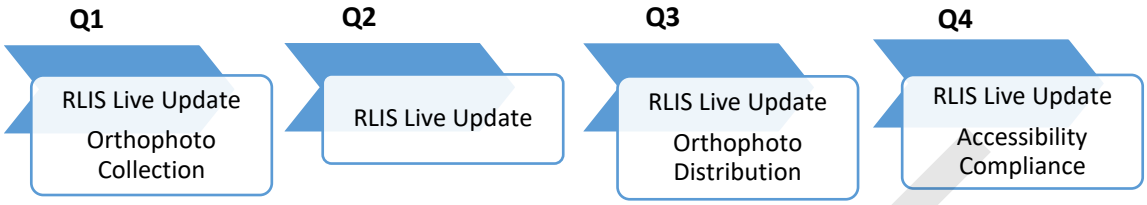
Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

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

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[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

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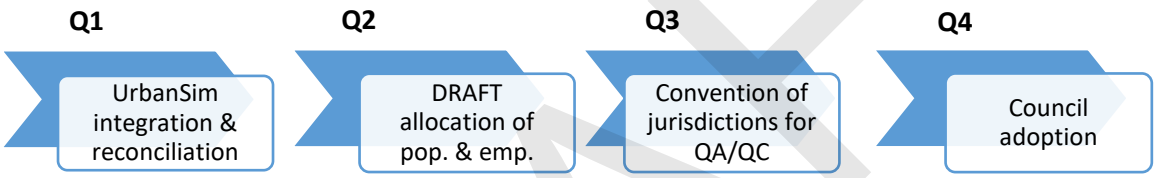
- Conducted outreach with local jurisdictions for refinement & validation of the distributed forecast

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.

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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.

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  - 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.

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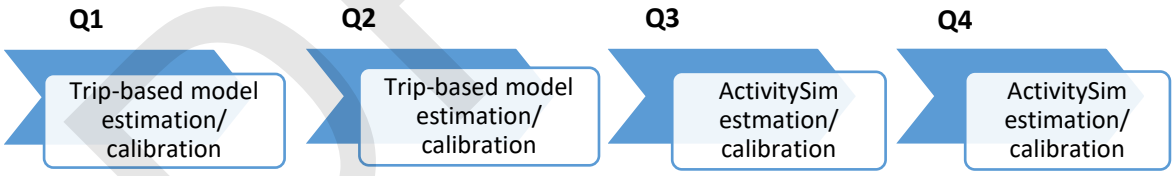
  - Future Year project application and sensitivity testing – understand growth rate increases.

- 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



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FY 2026-27 Cost and Funding Sources

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

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[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

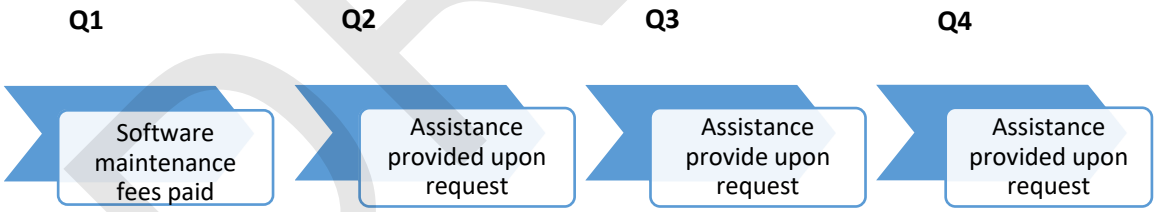
US Department of Transportation protocols and procedures require the preparation of future year regional travel forecasts to analyze project alternatives. The Technical Assistance Program provides transportation data and travel modeling services to support system planning and project development by partner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

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State-Led Transportation Planning of Regional Significance

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ODOT - Development Review

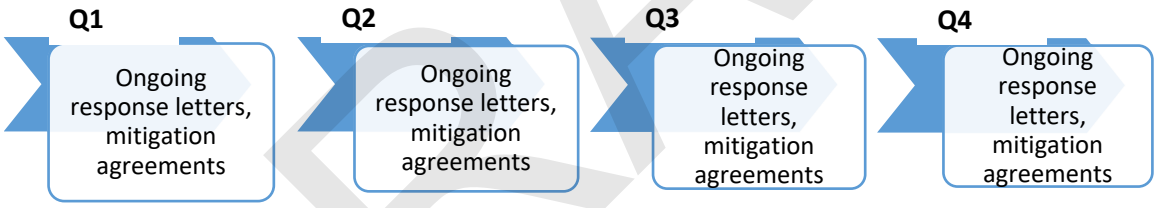
Staff Contact: Neelam Dorman, Neelam.Dorman@ODOT.Oregon.gov

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**

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ODOT – Transportation and Growth Management

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

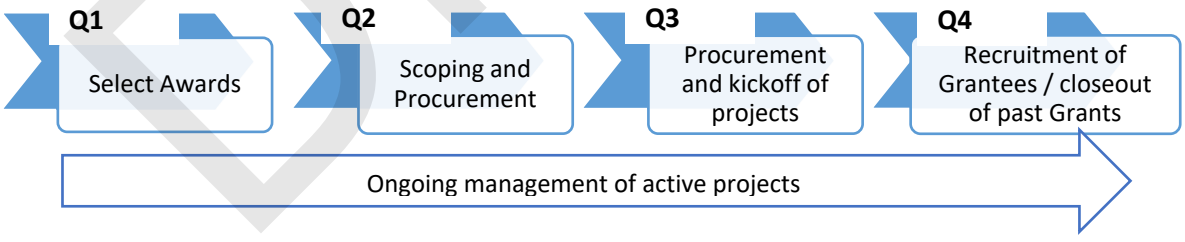
Description

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**

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ODOT - Region 1 System Analysis and Technical Assistance

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

Description

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

Key Project Deliverables / Milestones

FY 2026-27 Cost and Funding Sources

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

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ODOT - Region 1 Planning for Operations

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

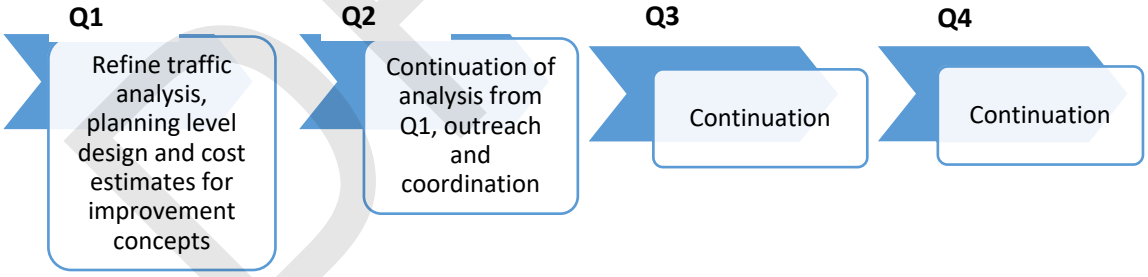
Description

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**

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Locally Led Transportation Planning of Regional Significance

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

Staff Contacts: Scott Hoelscher; scotthoe@clackamas.us

Description

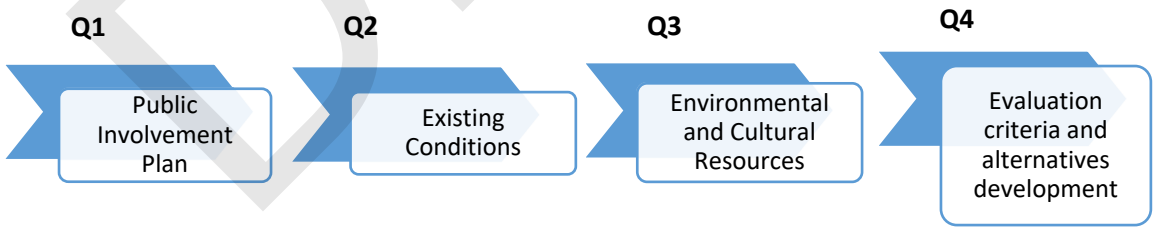
The I-205 Multiuse Path (205 MUP) provides a near continuous off-street pedestrian and bicycle facility from Vancouver, Washington to Gladstone with the exception of a one-mile gap between Hwy. 212 and Hwy. 224 in Clackamas County. The *I-205 Multi-Use Path Gap Alternatives Analysis* project will develop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

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Clackamas County - Consolidated Safe System Planning

Staff Contact: Rob Sadowsky, rsadowsky@clackamas.us

Description

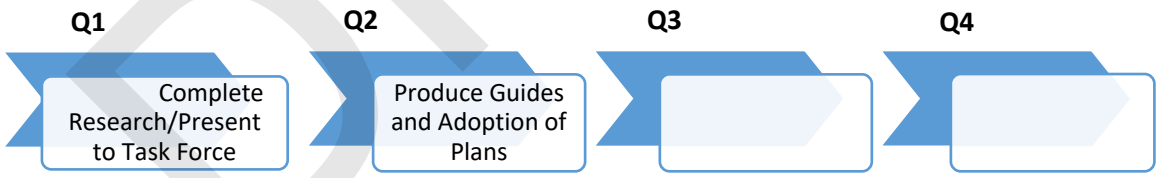
Clackamas County is undertaking a two-year comprehensive planning project centered on integrating the Safe Systems approach to traffic safety, access and community engagement into its transportation planning and engineering work. The work is funded by the Oregon Department of Transportation and the Safe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

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City of Milwaukie – Safety Assessment of Harrison Street Corridor

Staff Contact: Jennifer Garbely, GarbelyJ@MilwaukieOregon.gov

Description

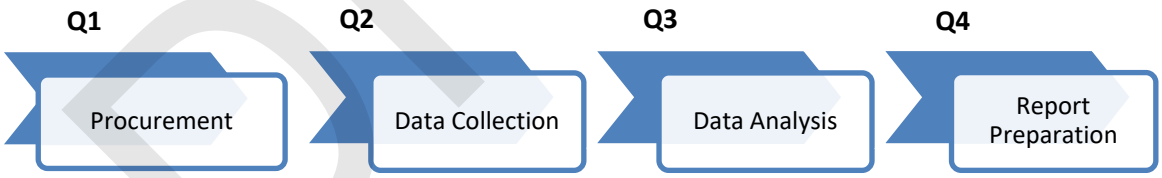
The goal of this project is to identify crash hotspots and contributing factors along the Harrison Street corridor and connecting into King Road. The study area includes King Road from 43rd Ave to 42nd Ave and then along Harrison Street from 42nd Avenue to McLoughlin Boulevard in Milwaukie Oregon, one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

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TriMet – Bus Safety and Accessibility Improvements

Staff Contact: Saba Doulabi, doulabis@trimet.org

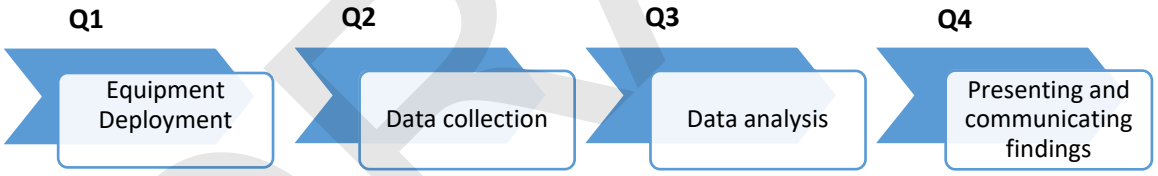
Description

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**

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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.

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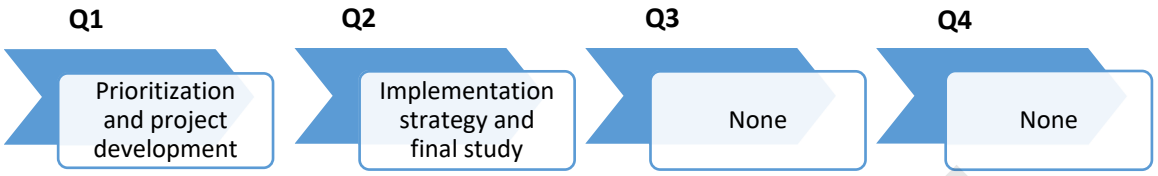
Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

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

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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,

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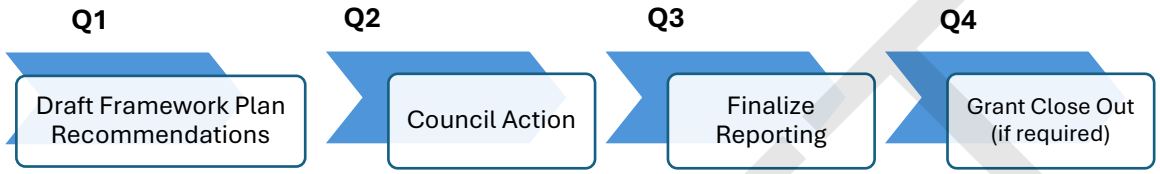
including the North/Northeast Quadrant Plan and Central City Plan. The project is separate and complementary to the RQIP, which is an ODOT-led project included in the RTP.

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**

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City of Portland – Reconnect Boise-Eliot

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

Description

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

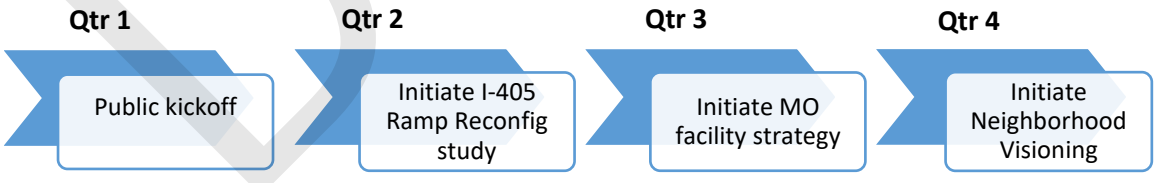
In FY 2025-26, the Reconnect Boise-Eliot project:

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

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

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

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

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

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

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Appendices

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METRO

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

As of 4/2/26

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

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

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

PSU Community Transportation Academy: ODOT Grant: 10.27%
Regional Travel Options/Safe Routes to School Program: FTA Grants: 10.27% (some of which is provided by Metro's grantees); ODOT/FHWA Grant: 10.27% (except for the Rideshare and Innovative Mobility portions of the grant's scope which have no match requirement).
Portland Transportation Demand Management: FTA Grant: 10.27% (which is provided by Metro's grantee)
Safe Streets for All Demonstration/Safe Routes to School: NHTSA Grant: 20% (which is provided by Metro's partners)
Transportation System Management & Operations: ODOT/FHWA Grants: 10.27%
TV Highway Transit and Development Project: FTA Grant: 10.27% (which is provided by Metro's partner)
82nd Ave Transit Project: FTA Grant: 10.27% (which is provided by Metro's partner)

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

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SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

UNIFIED PLANNING WORK PROGRAM

FOR

STATE FISCAL YEAR 2027

JULY 1, 2027, TO JUNE 30, 2028

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

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第六章 非歧视通知

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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.

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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.

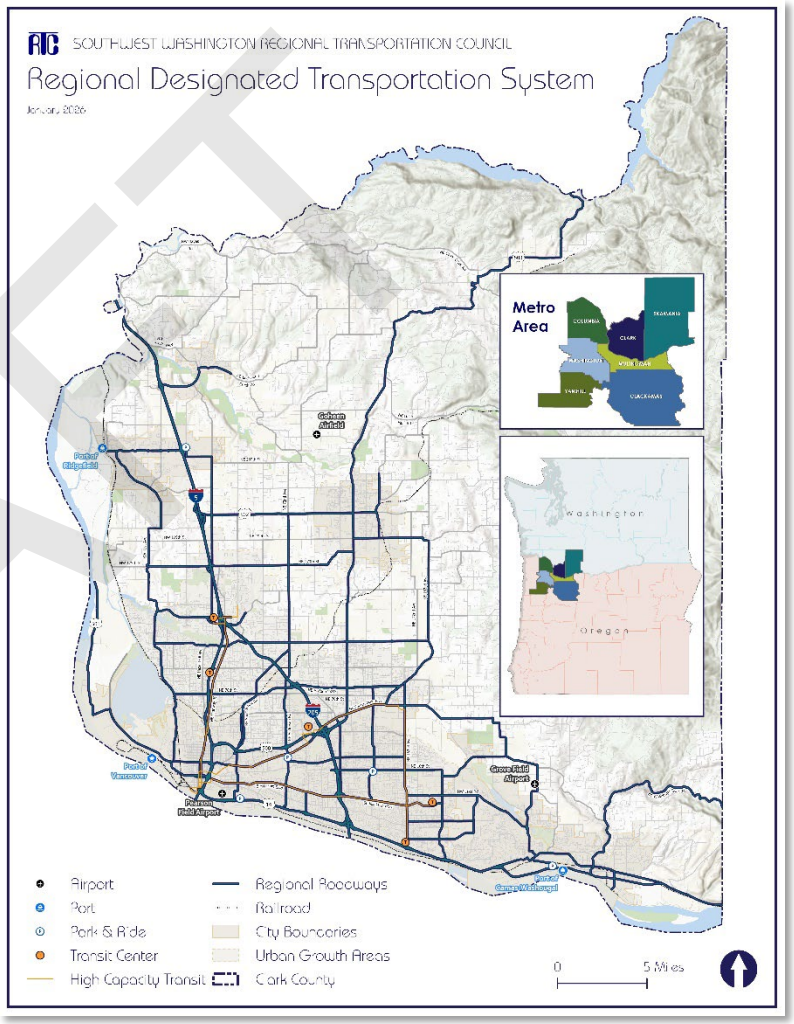
The UPWP focuses on transportation planning tasks that are priorities for federal and state transportation agencies, as well as local jurisdictions. The tasks identified in the UPWP are consistent with the regional transportation goals and objectives. The development and implementation of the UPWP is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



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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

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

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

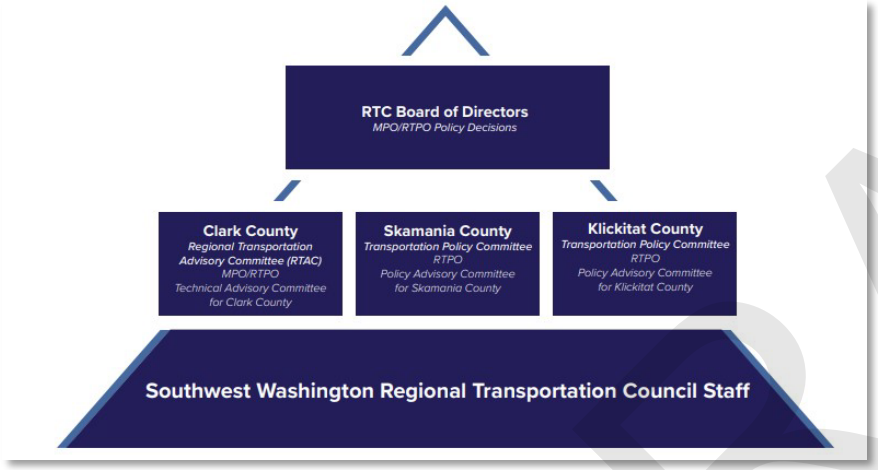

Figure 3: Southwest Washington Regional Transportation Council

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

B. REGIONAL TRANSPORTATION ADVISORY COMMITTEE

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

Figure 4: Southwest Washington RTC Members

C. SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

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

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D. KLICKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

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

E. BISTATE COORDINATION COMMITTEE

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

F. TRIBAL PARTICIPATION

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

COWLITZ INDIAN TRIBE

CONFEDERATED TRIBES AND BANDS
YAKAMA NATION
TREATY OF 1855

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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.

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COMPLETE STREETS

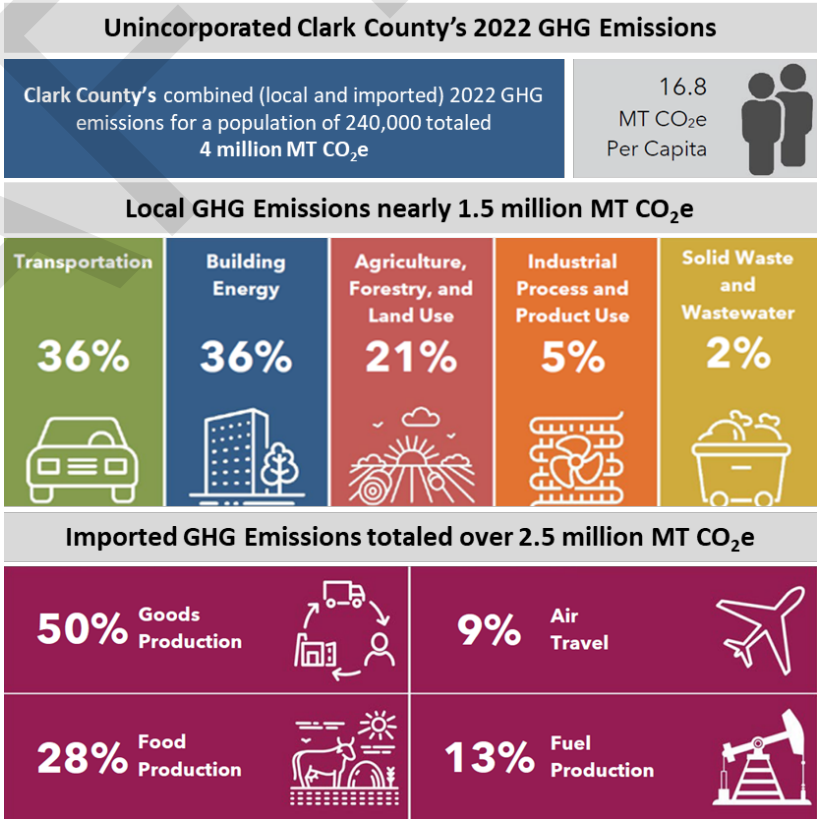
Complete Streets describes an approach to transportation planning, design, and construction that considers the needs of all potential users. In practice, it is not always possible to accommodate all modes on a single street due to right-of-way constraints; so, a practical approach to Complete Streets 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.



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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.

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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.

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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.

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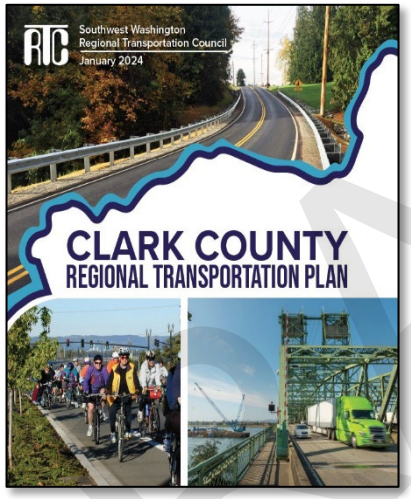
Amendments to the RTP must be consistent with RTC's RTP Amendments Process Guidebook. RTP amendments can be requested by member agencies and jurisdictions to maintain consistency between state, regional, and local plans. The RTP will be amended in 2026 in order to incorporate projects and policies developed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

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- 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

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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.

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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)

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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;

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

SFY 2027 Tasks and Products: CMP

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

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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.

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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.

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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

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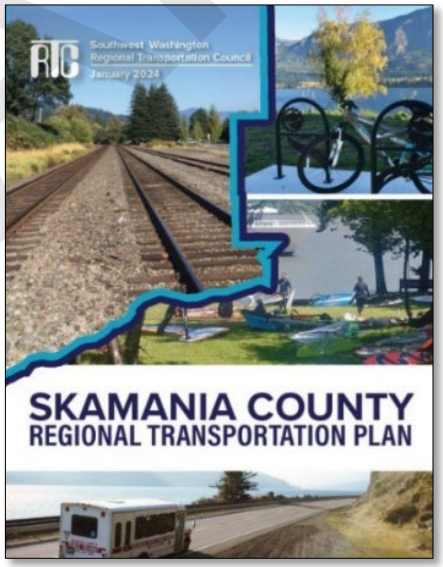
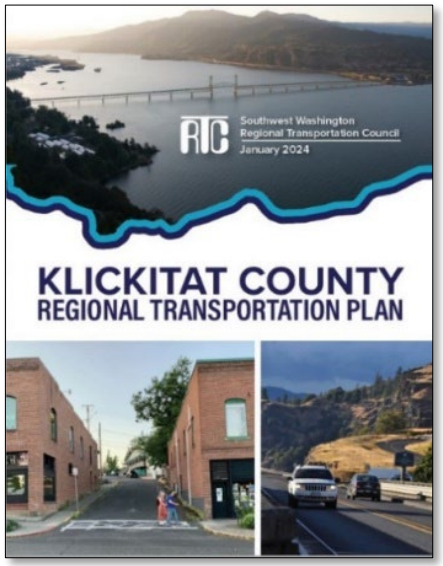
Steering Committee, and the Communications Infrastructure Committee to support the VAST program. (Ongoing)

- 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.





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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)

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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;

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- 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.

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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)

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

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

Relationship to Other Work Elements: SS4A Klickitat and Skamania Counties

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

SFY 2027 Funding: SS4A Klickitat and Skamania

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

SS4A funds matched using local match

Federal Planning Factors and the SS4A Klickitat and Skamania Counties

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

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

SFY 2027 Tasks and Products: SS4A Klickitat and Skamania Counties

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

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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)

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K. HUMAN SERVICES TRANSPORTATION PLAN

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

Relationship to Other Work Elements: Human Service Transportation Plan

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

SFY 2027 Funding: Human Service Transportation Plan

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

Federal Program funds matched using toll credits

Federal Planning Factors and the RTP

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

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

SFY 2027 Tasks and Products: Human Service Transportation Plan

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

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- 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)

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- 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.

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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;

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- 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.

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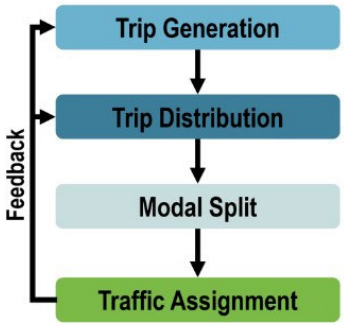
Federal Planning Factors and the Regional Travel Forecasting Model

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

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"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;

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

SFY 2027 Tasks and Products: Transportation Technical Services

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

B. TRANSPORTATION DATA ACQUISITION

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

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

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

Federal Planning Factors and Data

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

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

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

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

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

▪ RTC staff manages data access and training for partner agencies

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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;

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- 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.

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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

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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)

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

A4. Federal Compliance

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

Federal Planning Factors and the Federal Compliance Program

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

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

SFY 2027 Tasks and Products: Federal Compliance

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

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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)

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Appendix A. Financial Tables

Consultant Assistance on RTC's SFY 2027 Work Elements

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

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

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SFY 2027 Summary of Expenditures by Funding Source

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

Notes:

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

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SFY 2027 Expenditures and Revenues by Fund Type

FEDERAL FUNDS

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

STATE FUNDS

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

LOCAL FUNDS

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

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SFY 2027 UPWP Funding Agreements

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

Existing Agreements

Agreement #	Work Element(s)
	I-A: Regional Transportation
	I-B: Transportation Improvement Program
	I-C: Congestion Management Process
	I-D: Active Transportation
	I-E: Vancouver Area Smart Trek Program
	I-F: Skamania and Klickitat RTPO
	1-K: Human Service Transportation Plan
	II-A: Regional Data, Travel Forecasting & Technical Services
GCC 1192	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/Kl Counties
GCC 1236	I-J: Regional Active Transportation Plan
PTD 1136	I-K: Human Service Transportation Plan
GCC 1355	II-B: Transportation Data Acquisition

New Agreements

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

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Appendix B. Unfunded Planning Activities

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

REGIONAL PASSENGER RAIL CORRIDOR ASSESSMENT STUDY

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

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

ADVANCED AIR MOBILITY ASSESSMENT

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

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

REGIONAL EV STRATEGY

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

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

REGIONAL SAFE ROUTES TO SCHOOL PLAN

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

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

REGIONAL SAFE ROUTES TO SCHOOL TOOL KIT

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

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

REGIONAL ACTIVE TRANSPORTATION SAFETY EDUCATION PROGRAM

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

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

REGIONAL SMART MOBILITY PLAN

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

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

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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).

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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).

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

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

BATTLE GROUND

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

CAMAS

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

CLARK COUNTY

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

C-TRAN

- Transit Development Plan - Annual update to C-TRAN's 6-year mid-term planning document, identifying upcoming capital projects and service improvements.
- C-TRAN 2045: Long-Range Transit Plan - C-TRAN will complete a comprehensive update to its long-range plan in collaboration with the public and wit regional partners. The update will develop a funding and implementation plan for prioritized implementation of service and capital improvement project delivery through 2045.
- Service Performance and Design Standards - Analysis and update of C-TRAN's existing standards for service design and performance management of Fixed-Route, Microtransit, and Paratransit. The study will update and identify new metrics and best practices for how C-TRAN designs and changes new services, measures effectiveness of existing services, and analyzes Title VI and environmental justice impacts.
- Bus Stop Guidelines Update - Analyses, engagement, and update to C-TRAN Bus Stop Design Guidelines, last updated in 2007. The study will identify and incorporate best practices transit station, stop, and amenity design into a standardized format.
- Accessible Wayfinding Design Study - The study will engage community stakeholders and incorporate best practices to design and implement Braille, raised lettering, and other assistive wayfinding techniques to improve accessibility of bus stops and stations for blind and low-vision users.
- Fisher's Landing Transit Center (FLTC) Transit-Oriented Development (TOD) Master Plan Update - The study will update and refresh the FLTC TOD Master Plan to current

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market conditions and prepare the project to proceed into development phases.

LA CENTER

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

RIDGEFIELD

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.
- Ridgefield I-5 South Connection Study - Planning study to complete an alternatives analysis and select a preferred alternative for the Ridgefield/I-5 South Connector Project at the I-5/219th junction. The benefit is to provide a second main access point to the city to relieve congestion at the main entrance to Ridgefield on Exit 14/Pioneer Street.
- South 35th Avenue Extension Alternatives Analysis - This project intends to provide a new connection between NW 259th Street and Pioneer Street. During this project the City of Ridgefield and its consultant team are engaging the community to evaluate concepts that will improve local travel reliability and connectivity within the study area and provide a new connection from South 10th Way in the Gee Creek Plateau to Pioneer Street to replace the only existing connection, Bertsinger Road, which is functionally obsolete.

VANCOUVER

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.
- NE 86th/ 87th Safety and Mobility Project - Evaluate corridors for potential Complete Streets investments and improvement in alignment with planned pavement work between Fourth Plain Blvd and Mill Plain Blvd.
- NE 72nd Avenue Safety and Mobility - Evaluate corridors for potential Complete Streets investments and improvement in alignment with planned pavement work between NE 78th Street and NE 40th Street.
- NE 97th/98th Safety and Mobility - Evaluate corridors for potential Complete Streets investments and improvement in alignment with planned pavement work between Mill Plain Blvd and Burton Road.
- Citywide Electrification Strategy - Study the ownership models and feasibility of building out a public charging network. Develop a 3-year Planning Strategy for advancing electric charging for public use in Vancouver.
- City of Vancouver Wayfinding Plan - Evaluate existing wayfinding assets in downtown Vancouver, documenting wayfinding needs/requirements of user segments and/or downtown stakeholder groups, identifying wayfinding best practices that are applicable to downtown Vancouver, providing recommendations and strategic actions the City can take to improve wayfinding, and delivering a phased implementation plan that helps the City sequence wayfinding investments and actions.

WASHOUGAL

- Comprehensive Plan update, including the Transportation Capital Facilities Plan, the Transportation Element, and the plan's corresponding elements.

WASHINGTON STATE DEPARTMENT OF TRANSPORTAION

- Cascadia High-Speed Rail and I-5 Master Plan – Develop master plan for high-speed rail in Washington and develop master plan for the I-5 Corridor.

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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.

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About Metro

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

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

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

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EXHIBIT B TO RESOLUTION NO. 26-5559

2026 Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet the requirements of federal planning rules as defined in Title 23 of U.S. Code Part 450 Subpart C and Title 49 of U.S. Code Part 613 Subpart A, the Oregon Transportation Planning Rule, which implements Statewide Planning Goal 12, and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with and supports the region's land use plans and meets federal and state planning requirements.

Metro is governed by an elected regional council, in accordance with a charter approved by the voters in 1979. The Metro Council is comprised of representatives from six districts and a Council President elected regionwide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro, including MPO administration.

2. Geographic Scope

The Metropolitan Planning Area (MPA) boundary establishes the area in which the Metropolitan Planning Organization conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan, the Metropolitan Transportation Improvement Program for capital improvements identified for a four-year construction period, a Unified Planning Work Program, a congestion management process, and conformity to the state implementation plan for air quality for transportation related emissions.

The MPA is established by the governor and individual Metropolitan Planning Organizations within the state, in accordance with federal metropolitan planning regulations, and updated following each federal census. The MPA boundary must encompass the existing urbanized area and the contiguous areas expected to be urbanized within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary. The boundary may be expanded to encompass the entire metropolitan statistical area or combined as defined by the federal Office of Management and Budget.

The current MPA boundary was updated and approved by the Governor of Oregon in March 2025 following the 2020 census. The updated boundary extends into Marion County along the Interstate-5/Highway 99E Corridor to the communities of Aurora and Hubbard. Metro has coordinated this expansion with the Oregon Department of Transportation (ODOT) and the affected local jurisdictions.

3. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro

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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.

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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

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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.

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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

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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

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programming process. To do so, Metro keeps its transportation emissions model current to federal guidelines.

5. Planning Factors

Federal requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, the ten planning factors defined in federal law. These planning factors are:

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the **safety** of the transportation system for motorized and non-motorized users;
3. Increase the **security** of the transportation system for motorized and non-motorized users;
4. Increase the **accessibility and mobility** of people and freight;
5. Protect and enhance the **environment,** promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight;
7. Promote efficient **system management and operation**;
8. Emphasize the **preservation** of the existing transportation system;
9. Improving transportation system r**esiliency and reliability** and reduce or mitigate the stormwater impacts of surface transportation; and
10. Enhancing **travel and tourism**.

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Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
1. Support Economic Vitality	• All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as centers, industrial areas and intermodal facilities. • The Regional Flexible Fund Allocation (RFFA) process of awarding STBG/CMAQ funding evaluates and rates all project applications relative to performance in implementing economic vitality goals. • The MTIP process includes coordination with ODOT and transit agencies that has those agencies articulate how their funding allocation decisions considered the five RTP investment priority goals, including economic vitality. • Coordinate with ODOT allocations to support their Transportation Plan Goal 3 of Economic Vitality for all investments, and includes a specific project funding program, the Immediate Opportunity Fund, that supports local development projects which demonstrate job growth. • 2018 Regional Transit Strategy (RTS) and 2023 High Capacity Transit (HCT) Strategy and Regional Rail Futures Study are designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • The Community Connector Transit Study underway is exploring how more flexible solutions could help more people access industrial job centers that are difficult to serve with transit today. • An initiative of the Regional Travel Options Commute Program, *Get There Portland Metro* helps area employers solve their employee's transportation challenges by connecting them to commute options, such as walking, biking, carpooling, vanpooling, and using public transit. • The Regional Vanpool Strategy is establishing a strategic regional approach and action plan to take advantage of a three-year ODOT contract for vanpool subsidies, services and reporting and to ensure long-term success of vanpool programs and on-going subsidies after the ODOT contract expires. • HCT improvements identified in the 2023 High Capacity Transit Strategy for major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors. The Regional Rail Futures Study identified where freight rail infrastructure could provide opportunities to connect more people to job centers along both HCT and inter-city corridors either through shared facilities nearer-term or transferred right-of-way longer-term. • Additionally, the Cascadia High Speed Rail improvement identified in the RTP would connect regional centers to unlock economic opportunity across states (Seattle, WA) and countries (Vancouver, BC). • The 2025 Regional Freight Strategy provides a coordinated vision and approach for enhancing freight and goods movement and prioritizing freight investments based on clear priorities. • Metro maintains and utilizes the Economic Value Atlas tool to provide data and analysis to better align planning and public investments to strengthen the regional economy and support implementation of the Comprehensive Economic Development Strategy.

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Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
2. Increase Safety	• The 2023 RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified in the RTP and in the 2018 Regional Safety Strategy as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040-growth management strategy). • Metro's Community Quick-build and Demonstration Projects Guide supports community and jurisdictional partners to quickly install and test treatments that have been demonstrated to improve safety and mobility, especially for people walking and bicycling. • Safe and complete streets resources for community and jurisdictional partners, including data, analysis and guides, are available at oregonmetro.gov/what-metro-does/transportation/safe-streets-all. • The Regional Flexible Fund Allocation (RFFA) process of awarding STBG/CMAQ funding evaluates and rates all project applications relative to performance in implementing safety goals. • Public Transportation Agency Safety Plan performance measures for all agencies are incorporated into the RTP. • The MTIP process includes coordination with ODOT and transit agencies that has those agencies articulate how their funding allocation decisions considered the five RTP investment priority goals, including safety. • All Metro allocation-funded projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. • Metro's Safe Routes to School programs and grantmaking provide education and encouragement activities to help children and caregivers travel safely to and from school using these modes. SRTS programs can increase physical activity, reduce congestion, boost academic performance, improve health, and provide affordable travel options for families. • Coordinate with ODOT All Roads Transportation Safety funding program select projects with proven safety elements to address high crash sites/corridors. • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations. Sidewalk completion, ADA accessibility and crossing location are also keys elements of the RTS for transit stop improvement planning more broadly.
3. Increase Security	• The 2023 RTP calls for implementing investments to increase system monitoring for operations, management, and security of the regional mobility corridor system. • Coordinate with ODOT on implementation of their Transportation Plan Goal 5 of Safety and Security. • Looking to incorporate recommendations from the Regional Emergency Transportation Routes phase 2 project and any follow-up studies into funding programs. • TriMet has updated its approach and investments in public safety and security utilizing recommendations from its Transit Public Safety Advisory Committee to address racial justice issues.

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Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
	• System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.
4. Increase Accessibility and Mobility	• The 2023 RTP policies aim to increase accessibility and mobility to centers, employment and industrial areas and other essential destinations with a balanced and complete multi-modal transportation system. The policies aim to protect freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. • The MTIP program places a heavy emphasis on non-auto modes to improve multi-modal accessibility and mobility in the region. • The MTIP also reports on how each agency expending federal transportation funds is progressing on their ADA Implementation Plans with the programmed funds, and is programming a large portion of ODOT's revenues into ADA curb ramp and pedestrian signal actuation retrofit work. • The Regional Travel Options Program's community trips focus provides activities and grantmaking to support for residents and families for trips outside of work and school – such as essential destinations like healthcare as well as recreational trips to parks or social activities. Examples of programming to support these trips comes in the form of community walking and rolling events or campaigns, trip and route planning to-and-from key destinations, and increasing access to active transportation investments with outreach, engagement, and supportive infrastructure. • The planned HCT improvements in the region will provide increased accessibility and mobility to the most congested corridors and centers. • Planned Regional Rail, HCT and CCT improvements provide mobility options to persons traditionally underserved by the transportation system. For CCT in particular that includes planning service to reach destinations (e.g., parks, industrial areas, suburban neighborhoods, areas at the regional edge) that have been difficult to serve with traditional transit to further increase accessibility.
5. Protect Environment and Quality of Life	• The 2023 RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The 2023 RTP policies aim minimize the impact on the built and natural environment and reduce emissions. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The MTIP implements the Transportation Control Measures (TCMs) of the air quality SIP for CO and Ozone related emissions. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement), Carbon Reduction (CRP), and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP and other regional sources to enhance endangered salmon and steelhead passage.

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Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
	• High capacity transit improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • High-Speed Rail, Regional Rail and HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers. CCT also supports this by connecting more people to the HCT network. • Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • 2023 RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues.
6. System Integration and Connectivity	• The 2023 RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The 2023 RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The 2023 RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The 2023 RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region. • Projects funded through the MTIP must be consistent with regional street design guidelines and the RTP that has resolved system integration and connectivity issues. • Freight improvements are evaluated according to resolving potential conflicts with other modes. • The Regional TDM Strategy—a topical plan of the RTP—is defining regional policies and strategies to advance TDM in coordination with partners and through Metro's Regional Travel Options (RTO) program, which provides funding and coordination for TDM efforts for the region. In addition, the Regional TDM Strategy identifies new and updated regional performance measures to assess impact and progress toward RTP goals and objectives. • A key element of the RTS is coordinating the pedestrian, bicycle and transit networks to support convenient and comfortable access. Planned High-speed Rail, Regional Rail and HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations. CCT improvements also stress this modal integration and with mobility hubs goes further to focus on wayfinding and information to help support seamless transitions between transit modes as well as active transportation modes. • The regional Transportation System Management and Operations (TSMO) program coordinates planning and operational agreements between agencies for TSMO

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Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
	activities across the region, consistent with the TSMO Strategic Plan and the region's adopted ITS Architecture plan. • The Regional Travel Options (RTO) program plans for and supports delivery of transportation demand management services from a system user trip perspective across multiple modes and jurisdictions. • The Regional Transportation Demand Management (TDM) Strategy—a topical plan of the RTP—is defining regional policies and strategies to advance TDM in coordination with partners and through Metro's Regional Travel Options (RTO) program, which provides funding and coordination for TDM efforts for the region. In addition, the Regional TDM Strategy identifies new and updated regional performance measures to assess impact and progress toward RTP goals and objectives.
7. Efficient Management & Operations	• The 2023 RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed 2018 RTP projects include many system management improvements along regional corridors. • The 2023 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. • The Regional Travel Options (RTO) and Transportation System Management and Operations (TSMO) programs are funded through Metro allocations. • Transportation Demand Management (TDM) encompasses a range of programs and strategies aimed at influencing travel behavior, specifically reducing the demand for driving alone and encouraging the use of more sustainable, efficient, and shared modes of transportation. Metro encourages TDM-supportive design and infrastructure to make choosing travel options practical, safe, comfortable and attractive. These amenities are outside of the design of the streetscape itself (i.e. sidewalks, bike lanes, transit stops) and instead focuses on enhancing the experience for travel options users. • Transportation System Management and Operations strategies provide money-saving, multimodal solutions that relieve congestion, optimize infrastructure investments, provide safer operations and reduce carbon dioxide emissions. • ODOT also provides funding support to TDM and TSMO programs. • TriMet and SMART both operate TDM and Employer commute reduction programs. • Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines. CCT shuttles is another layer of feeder service that was identified based on where there are gaps in existing and planned bus service to again avoid redundancy. The study also considered where micromobility or TDM strategies like transportation wallets could provide better solutions than connector service. • The Regional Rail Futures Study identified where there may be opportunities to use existing freight rail infrastructure to provide additional passenger rail connections, promoting efficient use of the system.
8. System Preservation	• 2023 RTP projects include major roadway preservation projects.

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Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
	• The 2023 RTP financial plan includes a comprehensive summary of current and anticipated operations and maintenance costs for roadway and transit systems. • Reconstruction projects that provide long-term maintenance are identified as a funding priority. • The ODOT Fix-It program and TriMet and SMART Preventive Maintenance programs that fund system preservation are two of the largest investment areas in the MTIP. Further, the RTP includes Transit Asset Management performance measures applicable to all transit agencies to support a state of good repair. • The Regional Rail Futures Study goes further to identify where the region should pursue opportunities to acquire rail right-of-way and infrastructure to preserve the system for new use in the future.
9. Resilience, Reliability and Stormwater Mitigation	• The 2023 RTP includes specific system resilience and reliability policies aimed at promoting predictable system management and operation needed to meet broader RTP outcomes, such as economic vitality and transportation equity. • The 2023 RTP includes resilience, green infrastructure and stormwater management policies that shaped the projects and programs in the plan. • Street design best practices for implementing the 2023 RTP stormwater policies were published in the Designing Livable Streets and Trails guidelines (2024). • Projects funded through the MTIP must be adopted as part of the 2023 RTP and thereby found to be consistent with RTP policies for resiliency and reliability through systems analysis of proposed RTP investments. • MTIP coordination with ODOT's efforts to incorporate resilience into the Fix-It funding program including the effects of climate change on asset management approach to their maintenance projects. • HCT projects defined in the 2023 RTP are part of a regional reliability strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments. High-speed Rail and Regional Rail corridors are another arm of this strategy to provide potential travel alternatives on inter-regional emergency transportation routes. • Projects funded through the MTIP must be designed consistent with regional street design policy for stormwater management in the 2023 RTP and the 2024 Livable Streets guidelines that implement the policy. • .The Regional Emergency Transportation Routes Phase 2 project (identified in Chapter 8 of the 2023 RTP) has prioritized and tiered the routes in the RTP which helps reaffirm the importance of funding resilience projects to help emergency responders to save lives in the immediate aftermath of a disaster (e.g. earthquake, flood, ice storm, wildfire, heat wave, etc.) • Metro's Cooling Corridors study provides strategies, recommendations and tools to address extreme heat and build community resilience in the region.
10. Enhanced Travel and Tourism	• The 2023 RTP includes specific system management policies aimed at promoting economic vitality, including travel and tourism as key components of the regional economy. • 2023 RTP projects were evaluated for consistency with regional policies as part of plan adoption.

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Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
	• Projects funded through the MTIP must be adopted as part of the 2023 RTP and thereby found to be consistent with RTP policies for promoting economic vitality, including enhancing travel and tourism. • HCT projects defined in the 2023 RTP are part of a regional economic vitality strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments. CCT investments can also support recreational tourism like the Columbia Gorge Express bus and Washington Park shuttle do today. • Further, the Cascadia High-speed Rail investment identified in the RTP is a key element of supporting travel and tourism inter-regionally. By decreasing current travel times and increasing reliability, the project is expected to catalyze economic vitality in the greater Portland region.

* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

6. <u>Federal Transportation Performance Management Reporting</u>

Metropolitan planning organizations (MPOs) must establish and use a performance-based approach to transportation decision making and development of transportation plans and TIPs to support the national goal areas:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

To meet federal Transportation Performance Management (TPM) requirements established by MAP-21 and the FAST Act, Meto prepares and submits a **Mid-Performance Period and Full Performance Period Reports** to ODOT. These reports track progress toward national goals in the following areas::

- Safety (roadway)
- Pavement and Bridge Condition on the National Highway System

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- 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.

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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

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accessibility standards set by the Americans with Disabilities Act[3] (ADA). Metro has policies and vendor contracts to provide program modifications to accommodate the needs of individuals with disabilities and does not charge additional fees to people requesting program modifications due to their disability.

The ADA Self-Evaluation and Transition Plan (SETP) of the Metropolitan Planning Organization's services, policies, and practices identifies barriers and describes the methods to remove the barriers, along with specified timelines to continue compliance with Section 504 of the Rehabilitation Act[4] of 1973 and Title II of the ADA of 1990, and other applicable laws. The 2023 SETP established a schedule to improve its services, policies, and practices and to complete architectural barrier removal activities. The Plan is reviewed and reported annually, and the remaining self-evaluation and transition plan elements are scheduled through the fiscal year 2026/2027.

The SETP activities are implemented and monitored on an ongoing basis to ensure compliance with the regulations. Metro's Accessibility Program team ensures that systems are in place for a coordinated approach to accessibility. The program's goals are to eliminate policy and programmatic barriers for people with disabilities. Program staff engage in the following activities to achieve these goals:

- Work with leadership to convene, inform, and engage staff on organizational processes that impact accessibility.
- Conduct self-evaluation and transition plan activities.
- Build organizational understanding and implement accessibility best practices in policy, programs (community engagement, customer service, and communications), and capital planning.
- Create opportunities for staff to build capacity and understanding of Title II policies to ensure compliance with ADA, including training.
- Coordinate and monitor Metro's compliance with state and federal laws, regulations, and guidelines prohibiting discrimination against persons with disabilities.
- Investigate and manage complaints alleging discrimination.
- Monitoring and reporting activities include tracking the previous year's activities and efforts annually, including accomplishments and program changes, organizational structure or personnel changes, and accessibility-related goals and objectives for the coming year.

10. <u>Lobbying</u>

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.

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Agenda #: 6.2

File #: COM 26-1070 **Agenda Date:**4/16/2026

Federal Reauthorization Status update

Betsy Emery, Federal Affairs Advisor, Metro

JPACT Worksheet

Agenda Item Title: Federal Reauthorization Status update

Presenters: Betsy Emery, Federal Affairs Advisor, Oregon Metro

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

Purpose/Objective

The current Infrastructure Investment and Jobs Act (IIJA) expires on September 30, 2026, triggering a major legislative effort to write a new bill. Surface transportation reauthorization is the primary tool Congress uses to renew, fund, and update the programs that build and maintain the nation's roads, bridges, transit, and multimodal networks. The reauthorization bill establishes funding levels, defines federal priorities, and determines which projects are eligible for federal funding and what outcomes are prioritized over a 5-6 year period. The current surface transportation bill, the Infrastructure Investment and Jobs Act (IIJA), expires on September 30, 2026, setting up a major legislative effort across eight different House and Senate committees to write a new bill that will shape future transportation investments and policies.

In preparation for the reauthorization process, JPACT adopted a set of policy priorities for the reauthorization bill in fall 2025, which informed last year's advocacy during the trip to D.C.

Attached is a memo providing an update about the status of negotiations surrounding the surface transportation reauthorization, emerging policy and funding themes, and how JPACT's priorities are faring.

Outcome

JPACT members will be aware of the current status of the federal surface transportation reauthorization bill and how their federal legislative priorities are being considered as initial preparation for JPACT's 2026 trip to D.C. begins.

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

JPACT has not discussed the surface transportation reauthorization bill since fall 2025 when they created and adopted advocacy priorities for the 2025 JPACT trip to D.C. Since then, Congress has made progress toward advancing a bill: Committees have held hearings and collected proposals for their consideration, the USDOT has signaled their priorities, and Members of Congress have introduced bills outlining their policy positions.

What packet material do you plan to include?

- Surface Reauthorization Update Memo
- JPACT's submission to the USDOT's Request for Information for reauthorization priorities

TO: Joint Policy Advisory Committee on Transportation
FROM: Betsy Emery, Federal Affairs Advisor, Oregon Metro
DATE: April 16, 2026
RE: Federal Surface Transportation Reauthorization Status Update

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The surface transportation reauthorization bill sets national policy and funding levels over a multi-year period.

The current Infrastructure Investment and Jobs Act (IIJA) expires on September 30, 2026, triggering a major legislative effort to write a new bill. Surface transportation reauthorization is the primary tool Congress uses to renew, fund, and update the programs that build and maintain the nation's roads, bridges, transit, and multimodal networks. The reauthorization bill establishes funding levels, defines federal priorities, and determines which projects are eligible for federal funding and what outcomes are prioritized over a 5-6 year period.

Amidst the backdrop of COVID 19, the IIJA was a landmark $1.2 trillion law that significantly expanded transportation funding as a means of spurring economic activity and creating high-paying jobs. The IIJA provided over $567 billion to USDOT over five years, over $150 billion of which was for discretionary grant programs. The bill also broadened federal policy priorities to emphasize public transit, active transportation, safety, electrification, and climate resilience.

Prospects of passing a bill before the IIJA's September 30, 2026 expiration seem slim.

Several factors make passing a large-scale transportation reauthorization bill during the Congress difficult. The current Administration and Congressional majority are focused on reducing federal spending and have rescinded grant funding for a number of transportation projects. With narrow margins in both chambers, it has been difficult for this Congress to advance even routine legislation, let alone expansive bills that require eight different Committees.

Midterm elections and potential changes in Congressional majorities are also in play. Republicans are reluctant to campaign on reducing federal spending while simultaneously passing an expensive transportation bill. Additionally, this Administration has not yet made the reauthorization bill a priority in its 2026 policy agenda. These are all indications that Congress might not be able to negotiate a bill before the September 30, 2026 deadline.

Extensions are common: Congress has missed the deadline on each of the last five reauthorizations. With a midterm election in November 2026, they will likely pass an extension to push reauthorization into the next Congress.

Several key policy issues are shaping reauthorization.

The House Transportation and Infrastructure (T+I) and Senate Environment and Public Works (EPW) Committees have jurisdiction over a majority of the transportation bill. Committee Chairs have signaled the next bill will be smaller in scope, suggesting it will be a "back to basics" traditional "highway bill" focused on roads and bridges. The Administration shares this view. USDOT Secretary

Duffy has stated a preference for prioritizing roadway capacity and reducing congestion over active transportation and multi-modal investments.

A draft bill has not yet been released, though Committee staff indicate that the bill is actively being drafted. Committees have collected submissions from organizations and Members of Congress on what to consider for the bill and have held multiple hearings on the topic.

While Committees work on the draft bill, Members of Congress and the Administration are starting to outline their priorities.

> *Insolvency of the Highway Trust Fund.* Negotiations will hinge on how to address the insolvency of the federal Highway Trust Fund (HTF), which funds both highway and mass transit accounts. There is broad alignment among many Members of Congress and national organizations (i.e., APTA, AMPO, AASHTO) that the next bill should at a minimum maintain IIJA funding levels, and ideally an increase to adjust for inflation. Chair Graves has said that his priority is shoring up the HTF through user fees and attempted to attach a hybrid and EV fee to the reconciliation bill last year, though it was not included in the final One Big Beautiful Bill Act. Raising the 18.4 cent-per-gallon federal gas tax, which has been unchanged since 1993, is not under consideration, especially as gas prices continue to rise. Oregon Senators Wyden and Merkley recently signed a letter to the House T+I Committee urging that any new HTF revenue source maintain the traditional 80-20% highway-to-transit split, one of JPACT's legislative priorities. Lack of certainty about the HTF is affecting the ability to define a top-line funding level for the bill, making it difficult to draft specific provisions.
>
> *Streamline Funding Programs.* There is strong bipartisan frustration with how long it has taken to get IIJA funding to projects on the ground. The IIJA resulted in USDOT administering 100+ funding programs, more than 35 of which were entirely new. Congress wants to get funding "out the door" faster by consolidating grant programs, streamlining application processes, and giving more flexibility to state DOTs and local governments.
>
> *Project Delivery and Permitting Reform.* Permitting reform continues to be a theme across multiple Members of Congress and stakeholders, though perspectives differ on what those reforms should entail. Streamlining environmental reviews, consolidating permitting requirements, and increasing coordination among federal agencies remain central themes as lawmakers look for ways to reduce project delays and cost uncertainty.
>
> *Safety.* NHTSA considers driver behavior, such as failure to use seat belts, substance-impaired driving, and speeding as the leading factor in crashes and seeks to address these through law enforcement and technology initiatives. The agency also considers automated driving systems and AI-based crash prediction technology as promising tools to improve safety outcomes.

There are developments on some of JPACT's legislative priorities for the reauthorization bill.

Below is a table outlining the status of negotiations about the legislative priorities for the bill the JPACT adopted in summer 2025.

JPACT Priority	**Status**
Preserve IIJA funding levels	Many Members of Congress and national organizations consider IIJA funding levels as a minimum for reauthorization and hope to see an adjustment for inflation. There will likely be funding shifted to formula from discretionary programs.
Maintain MPO set-asides within formula programs (e.g., Surface Transportation Block Grant)	No action yet.
Maintain funding and policy focus on safety	Stand-alone legislation has been introduced to reauthorize the Safe Streets and Roads for All program, which was created by the IIJA. There a lot of interest in using technology interventions to improve road safety.
Streamline permitting	This is one of the biggest priorities for the T+I and EPW Committee chairs and there are many ideas being considered related to reducing permitting requirements for certain projects, instilling permitting time limits, and streamlining environmental review.
Transportation funding to bolster the Highway Trust Fund	This is one of the biggest priorities for the T+I and EPW Committee chairs. There is potential for the reauthorization bill to include a fee on hybrid and/or EVs or other "user fee" style changes.
Invest in multimodal transportation systems / Maintain annual authorization of $4.6B for Capital Investment Grant	No action yet in terms of reauthorization. Congress appears more supportive of funding transit based on the FY26 budget. President Trump had proposed dramatic cuts to FTA programs but Congress maintained funding across FTA in the enacted budget.
Make advanced appropriations	This is unlikely given current funding environment.
Increase flexibility of funding so it can be used on maintenance	This topic hasn't been addressed explicitly although there is a lot of talk about increasing flexibility of funding generally.

August 20, 2025

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

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

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

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

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

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

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

Preserve current funding levels for competitive funding programs.

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

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

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

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

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

Preserve current funding levels for formula funding programs.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Invest in integrated multimodal transportation systems that are well coordinated.

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

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

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

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

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

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

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

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

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

Sincerely,

Juan Carlos Gonzalez
Chair, Joint Policy Advisory Committee on Transportation

Agenda #: 6.3

File #: COM 26-1081 **Agenda Date:**4/16/2026

Update on the Earthquake Ready Burnside Bridge Project

Taylor Steenblock, Strategic Initiatives Manager, Multnomah County Department of Community Services
Emily Miletich, Engineering Services Manager, Multnomah County Transportation Division

JPACT Worksheet

Agenda Item Title: Update on the Earthquake Ready Burnside Bridge Project

Presenters: Taylor Steenblock, Strategic Initiatives Manager, Multnomah County Department of Community Services; Emily Miletich, Engineering Services Manager, Multnomah County Transportation Division

Purpose/Objective: The Earthquake Ready Burnside Bridge project has been advancing through the design phase to become construction-ready. The purpose of this briefing will be to update JPACT on the project's milestones, progress, and plans for the future.

Outcome: JPACT has been a key partner to advance the project to this stage. After this briefing, JPACT members will have a better understanding of the project status and will have an opportunity to ask questions about the project. Multnomah County is grateful for JPACT's support so far, and hopes to maintain that momentum through design and into the next phase.

What has changed since JPACT last considered this issue/item? EQRB came before JPACT for a brief update during the RFFA process, but our last full update was in February of 2023 when JPACT approved our LPA. Since adoption of our LPA, Multnomah County has received $20 million in state funding, the Board of Commissioners has adopted the inverted Y design as our preferred alternative with the partnership of a Community Design Advisory Group, and we have advanced to nearly 60% design.

What packet material do you plan to include?
A side deck.