



# Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) and Transportation Policy Alternatives Committee (TPAC) workshop meeting**

Date/time: Wednesday, February 17, 2021 | 10:00 a.m. to 11:30 a.m.

Place: Virtual conference meeting held via Zoom

**Members, Alternates Attending**

Tom Kloster, Chair  
Karen Buehrig  
Chris Deffebach  
Eric Hesse  
Dayna Webb  
Katherine Kelly  
Don Odermott  
Jeff Owen  
Gladys Alvarado  
Idris Ibrahim  
Jamie Stasny  
Steve Williams  
Allison Boyd  
Glen Bolen  
Carol Chesarek  
Raymond Eck  
Colin Cooper  
Jean Senechal Biggs  
Laura Weigel  
Steve Koper  
Anne Debbaut  
Ramsay Weit  
Ezra Hammer  
Peter Walter  
Anna Slatinsky  
Arini Farrell  
Adam Barber  
Kevin Cook  
Tom Bouillion  
Dr. Gerald Mildner  
Mike O'Brien  
Andrea Hamberg  
Lynda David  
Yousif Ibrahim  
Erin Wardell  
Jay Higgins

**Affiliate**

Metro  
Clackamas County  
Washington County  
City of Portland  
City of Oregon City and Cities of Clackamas County  
City of Gresham and Cities of Multnomah County  
City of Hillsboro and Cities of Washington County  
TriMet  
TPAC Community Member  
TPAC Community Member  
Clackamas County  
Clackamas County  
Multnomah County  
Oregon Department of Transportation  
Multnomah County Citizen  
Washington County Citizen  
City of Hillsboro  
City of Beaverton  
City of Milwaukie  
City of Tualatin  
Department of Land and Conservation Development  
Housing Affordability Organization  
Home Builders Association of Metropolitan Portland  
Second Largest City in Clackamas County: Oregon City  
Second Largest City in Washington County: Beaverton  
Multnomah County: Other Cities, Troutdale  
Multnomah County  
Multnomah County  
Port of Portland  
Portland State University  
Environmental Science Associates  
Multnomah County Public Health  
SW Washington Regional Transportation Council  
TPAC Community Member  
Washington County  
City of Gresham

**Guests Attending**

Brett Morgan  
Warren Schyler  
Laura Hanson

**Affiliate**

1000 Friends of Oregon  
City of Tigard  
RDPO

### **Guests Attending**

Thuy Tu  
Allison Pyrch  
Jed Roberts  
Alicia Wood  
Ken Schlegel  
Matt Hermen

### **Affiliate**

Thuy Tu Consulting  
Salus Resilience  
FLO Analytics  
City of Beaverton  
Washington County  
Clark County

### **Metro Staff Attending**

Kim Ellis, Principal Transportation Planner  
Monica Krueger, Transportation Planner  
Eliot Rose, Transportation Strategist  
Marie Miller, TPAC & MTAC Recorder

Steve Erickson, Research & Modeling  
Matthew Hampton, Senior Transportation Planner  
Chris Johnson, Research Manager

## **1. Introductions and Call meeting to order (Chairman Kloster)**

Chairman Tom Kloster called the workshop meeting to order at 10 a.m. Introductions were made. The meeting format held in Zoom with chat area for shared links and comments, screen name editing, mute/unmute, and hands raised for being called on for questions/comments were among the logistics reviewed.

## **2. Comments from the Chair and Committees**

- Jeff Owen provided an update on transit service. After facing tough conditions with limited service, TriMet appreciates the patience from the public as more normal transit service is returned.
- Glen Bolen noted the position opening at ODOT with the retirement of Jerri Bohard. Applications are now being taken for the Division Administrator Manager of Policy, Data and Analysis. The link to this was shared in chat:  
[https://oregon.wd5.myworkdayjobs.com/SOR\\_External\\_Career\\_Site/job/Salem--ODOT--Mill-Creek-Building/Policy--Data---Analysis-Division-Administrator\\_REQ-57742](https://oregon.wd5.myworkdayjobs.com/SOR_External_Career_Site/job/Salem--ODOT--Mill-Creek-Building/Policy--Data---Analysis-Division-Administrator_REQ-57742)  
Internships at ODOT are also posted: [https://oregon.wd5.myworkdayjobs.com/en-US/SOR\\_External\\_Career\\_Site/job/Salem--ODOT--Transportation-Building/Public-Policy-Intern\\_REQ-58510](https://oregon.wd5.myworkdayjobs.com/en-US/SOR_External_Career_Site/job/Salem--ODOT--Transportation-Building/Public-Policy-Intern_REQ-58510)  
Asked what the percentage of office workers at ODOT planned to remain teleworking, Mr. Bolen noted that currently ODOT has 1800 employees working from home. Their goal is to have 1500 continue to work from home with the remainder commuting to their office. Discussion was noted on difference industries with needs for collaboration and flexibility.

## **3. Public Communications on Agenda Items (none)**

## **4. Regional Emergency Transportation Routes Update – Draft RETR Routes and Report (Kim Ellis, Metro, Laura Hanson, RDPO, Thuy Tu, Thuy Consulting, Allison Pyrch, Salus Resilience, Jed Roberts, FLO Analytics)**

The presenters provided an update on the Regional Emergency Transportation Routes draft RETR Routes and Report. A partnership between the Regional Disaster Preparedness Organization (RDPO) and Metro, this planning effort updated the Regional Emergency Transportation Routes (RETRs) for the five-county Portland-Vancouver metropolitan region. The geographic scope of the effort included Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington.

Regional ETRs are travel routes that, in the case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris- removal. These routes would be used to move people, resources and materials, such as first responders (e.g., police, fire and emergency medical services), patients, debris, fuel and essential supplies. These routes are also expected to have a key role in post-disaster recovery efforts.

#### Key Findings from the Analysis

##### CONNECTIVITY AND ACCESS FINDINGS

The updated routes provide adequate connectivity and access to the routes and regionally- significant critical infrastructure and facilities identified through the process. However, there remain areas with limited alternate routes, areas with higher hazard vulnerability that may require more redundancy, and some areas with higher reliance on state routes. These areas need further attention in future phases. In addition, further study of critical infrastructure and essential facilities will help with operational decisions and future RETR updates, as they are critical in post-disaster response and continuity of life-saving/sustaining services to communities.

##### ROUTE RESILIENCE FINDINGS

The analysis demonstrates seismic and landslide impacts to roads and bridges will hinder connectivity and access during an emergency. Further planning and investment is needed to seismically strengthen bridges, particularly for crossings of the Columbia and Willamette rivers. Additional analysis that anticipates transportation impacts and closures that may result from a CSZ earthquake, landslide, and wildfire and flood hazard risks on RETRs will be beneficial for operational decisions, disaster debris management plans and future updates. Further, an expansive engineering analysis would be necessary to identify roads and bridges at risk and propose specific retrofits to improve their survivability after a severe earthquake.

##### COMMUNITY AND EQUITY FINDINGS

The updated routes provide adequate connectivity and access to the region's population centers and areas with concentrations of vulnerable populations. However, there are limited alternate routes and transportation services in some rural areas where there is also a higher prevalence of people over 65, people under 18 and low-income households, with fewer travel options.

Measuring social vulnerability is complex. More in-depth equity analysis and community-specific engagement is needed to better understand and address the unique needs of urban and rural communities, particularly potential disproportionate impacts and the needs of vulnerable populations. This can help identify potential areas of concern and inform the best approaches to enhance connectivity and access, while ensuring equitable outcomes in emergencies.

#### *Conclusions and Next Steps*

The regional emergency transportation routes play an important role in the region's resilience and ability to respond to multiple hazards, particularly to a catastrophic CSZ earthquake. The data set and on-line RETR viewer produced in this effort will be distributed to emergency managers and transportation planners throughout the region for use in future planning and during disaster response

and the early recovery period. Coordinated planning can inform emergency transportation response planning and set the stage for agencies to seek funding for improvements to increase route resiliency to accelerate response and recovery times within the region.

Section 8 of the report outlines a set of necessary follow-on work raised during the course of this planning effort, but which the current project could not meaningfully address. The recommendations were shared with the committees, including a Phase 2 project led by RDPO and Metro (pending funding from the Urban Areas Security Initiative) to address recommendations 2, 3, 4 and 6. Additional resources are needed to advance the full list of recommendations for future work.

Comments from the committee:

- Jeff Owen appreciated the great work on the project and value to the region. He added the link to the online viewer in the chat area:  
<https://drcmetro.maps.arcgis.com/apps/MapSeries/index.html?appid=5bdf9715582e45ae9a92b6fc6a051a51>
- Don Odermott noted the connectivity and importance to airports, and not seeing the Hillsboro Airport plotted. Ms. Pyrch noted this was included in the report and in the online viewer. Noting the importance of bridges with emergency routes, Ms. Pyrch added how the report helps owners of structures that can leverage and partner with funds, and while these are big investments, phase 2 will provide possible tiers to recommend select routes where bridges are part of the routes.
- Chris Deffebach appreciated the presentation, noting this would help guide priorities. Last month the Cornelius Pass Road section mentioned became a state route. With further considerations regarding emergency routes plans, was this being considered to become a state lifeline route instead? Ms. Pyrch noted the designation of state lifeline routes come from ODOT and can be forwarded for this consideration with this agency.
- Don Odermott asked if railroads were planned to be part of the recovery strategy as an emergency route. Ms. Pyrch noted the railroads are typically have old infrastructure without adequate retrofitting capability for quick response in a seismic event. Ms. Hanson added that ties with other plans and ongoing studies will be helpful for coordination of multi-modal transportation planning.
- Jeff Owen noted the Tillikum Crossing was not “dotted”; did this mean it was not evaluated? Ms. Pyrch reported that TriMet did not provide data on this crossing but TriMet could do the evaluation as part of the ownership on this crossing. The tram is included in the data, but the MAX lines are not. All structures on the system that can add data for the study are encouraged to provide this information.
- It was asked if floods were part of the considerations with the study. Ms. Pyrch confirmed it was with evaluation on priorities in the region and effects on displacements.
- Jeff Owen asked for confirmation on this report having data on multi-modal transportation assets, but not being full seismic evaluations of routes. This was confirmed.

Kim Ellis encouraged the committees to review the report and recommendations. Feedback and comments are welcome as the report and map will continue to be developed.

**5. Adjournment** (Chairman Kloster)

There being no further business, meeting was adjourned by Chair Kloster at 11:30 a.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Marie Miller". The signature is written in black ink and is positioned below the text "Respectfully submitted,".

Marie Miller, MTAC and TPAC Recorder

Attachments to the Public Record, MTAC and TPAC workshop meeting, February 17, 2021

| Item | DOCUMENT TYPE                                | DOCUMENT DATE | DOCUMENT DESCRIPTION   | DOCUMENT No. |
|------|--|---------------|--|--------------|
| 1    | Agenda                                       | 02/17/2021    | 02/17/2021 MTAC and TPAC workshop meeting agenda   | 021721M-01   |
| 2    | Work Program                                 | 02/04/2021    | MTAC Work Program as of 02/04/2021   | 021721M-02   |
| 3    | Work Program                                 | 02/04/2021    | TPAC Work Program as of 02/04/2021   | 021721M-03   |
| 4    | Memo   | 02/10/2021    | TO: TPAC and MTAC members and interested parties<br>From: Kim Ellis, Metro and Laura Hanson, RDPO<br>RE: Regional Emergency Transportation Routes (RETRs)<br>Update: Draft Final Report and Resolution No. 21-5160 | 021721M-04   |
| 5    | Attachment 1 and draft Exhibit A & B to Memo | 02/10/2021    | Draft Resolution 21-5160 FOR THE PURPOSE OF ACCEPTING THE FINDINGS AND RECOMMENDATIONS IN THE REGIONAL EMERGENCY TRANSPORTATION ROUTES UPDATE PHASE ONE REPORT   | 021721M-05   |
| 6    | Attachment 2 to Memo                         | 02/10/2021    | 2021 Final Review and Acceptance Process   | 021721M-06   |
| 7    | Attachment 3 to Memo                         | 02/10/2021    | Executive Summary  | 021721M-07   |
| 8    | Attachment 4 to Memo                         | 02/10/2021    | Draft Final Report   | 021721M-08   |
| 9    | Presentation                                 | 02/17/2021    | Regional Emergency Transportation Routes Update  | 021721M-09   |