



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

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, February 18, 2021

7:30 AM

<https://zoom.us/j/98239156249>

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

Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public. This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/98239156249> or by calling +1 669 900 9128 or 888 475 4499 (toll free).

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-797-1916 or email at legislativecoordinator@oregonmetro.gov.

2. Public Communication (7:35 AM)

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday 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 503-797-1916 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. Updates from the Chair & JPACT Members (7:40 AM)

4. Consent Agenda (7:45 AM)

- 4.1 Resolution No. 21-5159, For the Purpose of Amending
Two Existing Projects to the Metropolitan Transportation
Improvement Program (MTIP) Impacting Tualatin PRD and
Washington County (FB21-07-FEB)

[COM](#)
[20-0406](#)

Attachments: [Resolution No. 21-5159 - DRAFT](#)
[Exhibit A](#)
[JPACT Staff Report](#)

- 4.2 Consideration of the January 21, 2021 JPACT Minutes [COM](#)
[20-0407](#)

Attachments: [January 21, 2021 JPACT Minutes](#)

5. Information/Discussion Items

- 5.1 Regional Emergency Transportation Routes [COM](#)
[20-0403](#)

Presenter(s): Kim Ellis, Metro
Laura Hanson, RPDO

Attachments: [JPACT Memo](#)
[Attachment 1-Draft Resolution](#)
[Attachment 2- Process Chart](#)
[Attachment 3-Executive Summary](#)
[Attachment 4-Draft Report](#)

- 5.2 Earthquake Ready Burnside Bridge Update [COM](#)
[20-0404](#)

Presenter(s): Megan Neill, Multnomah County

Attachments: [EQRB JPACT Briefing Memo](#)
[EQRB Fact Sheet](#)

6. Legislative Affairs Update from Congressman Earl Blumenauer (8:30 AM)

7. Adjourn (9:00 AM)

Upcoming JPACT Meetings

- *Thursday, March 18, 2021*

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Ogeysiiska takooris la'aanta ee Metro

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

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានការបណ្តឹងរើសអើងសម្រាប់សេវាសេវាសេវា www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំស្នើសុំអាចឲ្យគេសម្រួលការបណ្តឹងរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

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

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Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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

**4.1 Resolution No. 21-5159, For the Purpose of
Amending Two Existing Projects to the 2021-24
Metropolitan Transportation Improvement Program
(MTIP) Impacting Tualatin, PRD, and Washington
County (FB21-07-FEB)**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, February 18, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING TWO) RESOLUTION NO. 21-5159
EXISTING PROJECTS TO THE 2021-24)
METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM (MTIP) IMPACTING) Andrew Scott in concurrence with
TUALATIN PRD AND WASHINGTON COUNTY) Council President Lynn Peterson
(FB21-07-FEB)

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; and

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

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, MTIP amendments now must also include assessments for required performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, Metro is now under formal annual obligation targets resulting in additional accountability for Metro to commit, program, obligate, and expend allocated federal formula funds; and

WHEREAS, Ongoing project development activities supporting Tualatin Hills PRD's Beaverton Creek Trail active transportation project requires schedule delivery adjustments as well as cost refinements resulting in the reprogramming of the Preliminary Engineering (PE) phase to FY 2022 and the Construction phase outside of the MTIP's constrained years into FY 2026 which will avoid FY 2021 Obligation Targets Program conflicts; and

WHEREAS, Washington County's Basalt Creek Parkway Extension project also has experienced project delivery schedule delays in completing the PE phase resulting the reprogramming of the Right-of-Way (ROW) phase to FY 2023 and moving the Construction phase out of the MTIP's constrained years to FY 2026 allowing time to resolve the delivery issues; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming that no RTP inconsistencies exist as a result of the project changes from the February 2021 MTIP Formal Amendment; and

WHEREAS, the RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation

assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the February 2021 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on February 5, 2021; and

WHEREAS, JPACT approved Resolution 21-5159 consisting of the February 2021 Formal MTIP Amendment bundle on February 18, 2021 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on March 4, 2021 to formally amend the 2021-24 MTIP to include the required changes to the two identified projects as part of Resolution 21-5159.

ADOPTED by the Metro Council this ____ day of _____ 2021.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed February 2021 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **FB21-07-FEB**
 Total Number of Projects: 2

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 19357 MTIP ID 70689	Tualatin Hills PRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	SCHEDULE CHANGE The PE phase adjustment to FY 2022 is re-affirmed and the construction phase is reprogrammed to FY 2026 to allow time to resolve various delivery issues.	The first four years of the six-year mtip are constrained. When project phases and funding are moved beyond the constrained years, a full/formal MTIP is required to satisfy fiscal constraint requirements
Project #2 ODOT Key 19358 MTIP ID 70789	Washington County	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd	SCHEDULE CHANGE The ROW phase is reprogrammed to FY 2023 with the Construction phase pushed-out to FY 2026	Same situation as noted above for Key 19357. Moving project phases and funding outside of constrained requires a full/formal amendment



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
SCHEDULE CHANGE
 Construction phase reprogrammed
 to FY 2026

Lead Agency: Tualatin PRD		Project Type:	Active	ODOT Key: 19357
Project Name: Beaverton Creek Trail: Westside Trail - SW Hocken Ave	1	ODOT Type:	Ops	MTIP ID: 70689
		Performance Meas:	Yes	Status: 2
		Capacity Enhancing:	No	Comp Date: 12/31/2027
		Conformity Exempt:	Yes	RTP ID: 10811
		On State Hwy Sys:	No	RFFA ID: 50252
		Mile Post Begin:	N/A	RFFA Cycle: 2016-18
		Mile Post End:	N/A	UPWP: No
		Length:	N/A	UPWP Cycle: N/A
		1st Year Program'd:	2016	Past Amend: 3
		Years Active:	6	OTC Approval: No
STIP Amend #: TBD			MTIP Amnd #: FB21-07-FEB	
Detailed Description: Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.				
STIP Description: Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.				

Last Amendment of Modification: Administrative - December 2020 - AB21-05-DEC2, Reprogram PE to FY 2022 (Phase slip amendment for FY 2021 obligation targets)

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
TAP>200K	M3E1	2016	\$ 800,000					\$ 800,000
STBG-U	Z230	2021		\$ 589,309				\$ -
STBG-U	Z230	2022		\$ 589,309				\$ 589,309
STBG-U	Z230	2021					\$ 3,103,903	\$ -
STBG-U	Z230	2026					\$ 3,103,903	\$ 3,103,903
								\$ -
								\$ -
Note: PE reprogramming to FY 2022 accomplished as part of the December 2020 Obligation Targets Amendment							Federal Totals:	\$ 4,493,212
Federal Fund Obligations \$:			\$ 800,000					Federal Aid ID
EA Number:			C8345200					
Initial Obligation Date:			9/19/2016					
EA End Date:			9/30/2022					
Known Expenditures:			\$ 263,922					
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2016	\$ 91,564					\$ 91,564
Local	Match	2021		\$ 67,449				\$ -
Local	Match	2022		\$ 67,449				\$ 67,449
Local	Match	2021					\$ 355,206	\$ -
Local	Match	2026					\$ 355,206	\$ 355,206
Other	OTH0	2021					\$ 827,115	\$ -
Other	OTH0	2026					\$ 827,115	\$ 827,115
							Local Total	\$ 1,341,334
Phase Totals Before Amend:			\$ 891,564	\$ 656,758	\$ -	\$ -	\$ 4,286,224	\$ 5,834,546
Phase Totals After Amend:			\$ 891,564	\$ 656,758	\$ -	\$ -	\$ 4,286,224	\$ 5,834,546
							Year Of Expenditure (YOE):	\$ 5,834,546

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project Schedule delay: Current activities being completed as part of project development reveal numerous issues and cost challenges that need to be resolved before PE can begin. PE has been reprogrammed to FY 2022 and Cons now is moved out to FY 2026.

Amendment Summary:

The formal amendment reprograms the construction phase out to FY 2026. It also re-affirms the previous amendment to push-out the PE phase to FY 2022. Based on the current progress of project development activities (planning phase), PE will not start until FY 2022. Delivery issues are present and need to be resolved including a significant cost increase, plus the need for ROW and UR phases. As a result, the construction phase is being pushed out to FY 2026 to allow time to resolve the delivery issues and add ROW plus UR in FY 2024 later.

- > Will Performance Measurements Apply: No for now. Later, Yes - pedestrian improvements to the pedestrian model

RTP References:

- > RTP ID: 10811 - Beaverton Creek Trail (Regional) Seg. #1 & #2
- > RTP Description: To design and construct a 12' wide regional multi-use trail segment in a greenway, connecting the City of Hillsboro to the THPRD Nature Park. The off-street facility increases safety by providing an alternate route to high injury corridors/intersections. Completing the trail gap increases access to jobs, transit, and is located with in historically marginalized communities.
- > Exemption Status:
 - The current project is completing project development activities. As such, it is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies.
 - Once PE begins, the project will still be exempt under 40 CFR 93.126, Table 2 - Air Quality - Bicycle and pedestrian facilities.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective 3.2 - Active Transportation System Completion.
- > Goal Description: Complete all gaps in regional bicycle and pedestrian networks.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

- > On NHS: No
- > Metro Model: Yes
- > Model category and type: Pedestrian - Future Pedestrian Parkway
- > TCM project: No
- > Located on the CMP: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
SCHEDULE CHANGE
 Shift ROW to FY 2023 and Cons to
 FY 2026

Lead Agency: Washington County		Project Type: Capital	ODOT Key: 19358
Project Name: Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd	2	ODOT Type: Modern	MTIP ID: 70789
		Performance Meas:	Status: 4
		Capacity Enhancing: No	Comp Date:
		Conformity Exempt: Yes	RTP ID: 11470
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: 2019-21
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2018	Past Amend: 4
		Years Active: 3	OTC Approval: No
STIP Amend #: TBD	MTIP Amnd #: FB21-07-FEB		
Detailed Description: Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area including a 600 foot bridge across the Seely ditch.			
STIP Description: Construct a new arterial roadway providing industrial freight access in the Basalt Creek Planning Area. The extension of the parkway is an east-west alignment crossing the Seely Ditch with a 600 ft long bridge.			

Last Amendment of Modification: Administrative - AB21-05-DEC2, December 2020, Reprogram ROW to FY 2024.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP	Z230	2016		\$ 2,757,000				\$ 2,757,000
STBG-U	Z230	2021			\$ 2,805,879			\$ -
STBG-U	Z230	2023			\$ 2,803,605			\$ 2,803,605
								\$ -
								\$ -
							Federal Totals:	\$ 5,560,605
Federal Fund Obligations \$:				\$ 2,757,000				Federal Aid ID
EA Number:				PE002708				
Initial Obligation Date:				8/16/2016				
EA End Date:				12/31/2022				
Known Expenditures:				\$ 1,414,910				
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2016		\$ 315,551				\$ 315,551
Local	Match	2021			\$ 321,145			\$ -
Local	Match	2023			\$ 320,885			\$ 320,885
Other	OTH0	2021			\$ 873,976			\$ -
Other	OTH0	2023			\$ 873,976			\$ 873,976
Other	OTH0	2021					\$ 28,173,000	\$ -
Other	OTH0	2026					\$ 28,173,000	\$ 28,173,000
							Local Total	\$ 29,683,412
Phase Totals Before Amend:			\$ -	\$ 3,072,551	\$ 4,001,000	\$ -	\$ 28,173,000	\$ 35,246,551
Phase Totals After Amend:			\$ -	\$ 3,072,551	\$ 3,998,466	\$ -	\$ 28,173,000	\$ 35,244,017
Year Of Expenditure (YOE):								\$ 35,244,017

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project schedule change/delay. ROW adjusted to FY 2023 based on obligation restriction. Cons is pushed-out to FY 2026 to allow for PE and ROW phases to be completed.

Amendment Summary:

The formal amendment advances ROW in the MTIP to FY 2023 and pushes-out ROW to FY 2023 in the STIP. ROW is being reprogrammed to FY 2023. The STBG funds committed to the ROW phase are considered "older Funds" and must obligate by the end of FY 2023. Therefore, the programming year can't exceed FY 2023. In a future amendment, the ROW STBG will be shifted back to the PE phase to address PE phase cost requirements. ROW will be back funded with local funds and move forward in FY 2023 or FY 2024. This will ensure the STBG funds obligate prior to their shelf-life expiration. The Construction phase funding requirement will be addressed at a later time. For the time being, the Construction phase is being moved out to FY 2026 until the updated delivery schedule is developed. The adjustments will allow the project to remain in schedule, provide added time to work through funding issues, and ensure the older STBG funds do not lapse.

- > Will Performance Measurements Apply: Yes - Pavement

RTP References:

- > RTP ID: 11470 - Basalt Creek Parkway
- > RTP Description: Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting
- > Exemption Status: Project is Not exempt project. The project is a capacity enhancing project. Required air conformity analysis has been completed in the RTP.
- > The project has been modeled as five lane new arterial (2 through lanes in each direction) and includes sidewalks
- > RTP/Air Conformity Consultation Date: December 18, 2018
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10 - Fiscal Stewardship
- > Goal 10.1: Infrastructure Condition
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

- > On NHS: No
- > Metro Model: Yes
- > Model category and type: The basalt Creek Pkwy Extension is modeled as a future Major Arterial in the Metro Motor Vehicle Network
- > TCM project: No
- > Located on the CMP: No

Memo



Date: February 5, 2021
 To: JPACT and Interested Parties
 From: Ken Lobeck, Funding Programs Lead
 Subject: February 2021 MTIP Formal Amendment & Resolution 21-5159 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING TWO EXISTING PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING TUALATIN PRD AND WASHINGTON COUNTY (FB21-07-FEB)

BACKGROUND

What This Is:

The February 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5159 and being processed under MTIP Amendment FB21-07-FEB.

What is the requested action?

TPAC received their official notification on February 5, 2021 of Resolution 21-5159 consisting of two projects in the February 2021 Formal Amendment Bundle and is recommending JPACT approve Resolution 21-5159 enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Proposed February 2021 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: FB21-07-FEB					
Total Number of Projects: 2					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 19357	70689	Tualatin Hills PRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings.	SCHEDULE CHANGE The PE phase adjustment to FY 2022 is re-affirmed and the construction phase is reprogrammed to FY 2026 to allow time to resolve various delivery issues.
Project #2 Key 19358	70789	Washington County	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd	Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area.	SCHEDULE CHANGE The ROW phase is reprogrammed to FY 2023 with the Construction phase pushed-out to FY 2026

A detailed summary of the new proposed amended project is provided below.

Project 1: Beaverton Creek Trail: Westside Trail - SW Hocken Ave	
Lead Agency:	Tualatin Hills PRD
ODOT Key Number:	19357 MTIP ID Number: 70689
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. Source: Existing project. Funding: The awarded source of funding originates from Metro from the Regional Flexible Fund Allocation (RFFA) discretionary funding call for projects. \$800k of federal Transportation Alternatives Program funding was awarded to the project supporting project development. An additional \$3,693,212 of RFFA funds (STBG-U) were awarded for construction. Total federal funds currently awarded to the project totals \$4,414,293 Project Type: Active Transportation (Pedestrian/bicycle facility improvement) Location: In Beaverton on the Beaverton Creek Trail near the Beaverton Creek Transit Center (See project location map in the Additional Details section) Cross Street Limits: Westside trail to SW Hocken Ave Overall Mile Post Limits: N/A Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) Air Conformity/Capacity Status: The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Air Quality – Bicycle and Pedestrian facility improvements. However, project is included in the Metro Pedestrian modeling network and defined as a future Pedestrian parkway. Regional Significance Status: Regionally significant project. The project contains federal funds and is located in the Metro Pedestrian Modeling Network. STIP Amendment Number: TBD MTIP Amendment Number: FB21-07-FEB OTC approval required: No Metro approval date: Tentatively scheduled for March 4, 2021
What is changing?	<p><u>AMENDMENT ACTION: SCHEDULE CHANGE</u></p> <p>The formal amendment reprograms the project based on a revised estimated project delivery schedule. The Preliminary Engineering (PE) phase is re-affirmed to be reprogrammed to FY 2022. The initial</p>

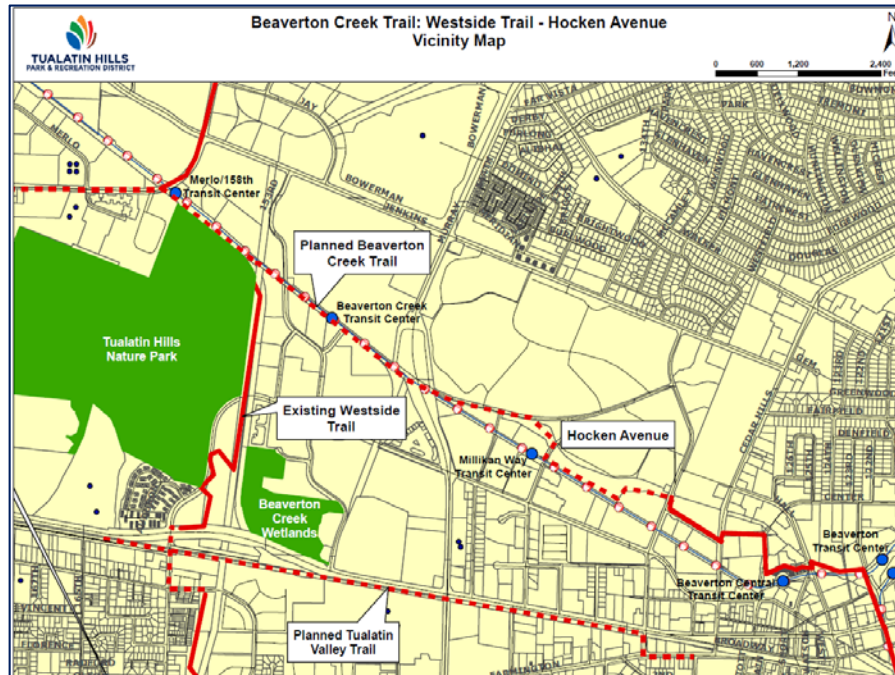
adjustment was completed in the MTIP as part of the December 2020 Obligation Targets amendment. However, to avoid confusion with the STIP, the adjustment is shown again in the MTIP Worksheet for consistency.

Second, the Construction is pushed-out and reprogrammed to FY 2026. As work project development activities are being completed, overall project delivery requirements are becoming clearer. Project Development will not be completed until FY 2022 resulting in the slip to the PE phase. The project appears will require a Right-of-Way (ROW) and Utility Relocation (UR) phases. Based on a standard two-year PE phase, ROW and UR would not start until FY 2024. Applying a two-year ROW and UR phase schedule, pushes Construction out to FY 2026.

Third, the project faces additional project costs which were not originally identified or committed to the project. Currently, there is no funding plan for the ROW and UR phases as well as covering the estimated cost increase to the Construction phase. By moving Construction out of the MTIP's first four constrained years and into year six, the project staff have time to work through the various project delivery and cost issues without the construction phase becoming a conflict with the annual Obligation Targets Program.

Project Location

Additional Details:



Why a Formal amendment is required?

Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, schedule delays resulting in phase reprogramming outside of the MTIP constrained years requires a formal/full amendment to complete.

Total Programmed Amount:

The project's total cost remains unchanged at \$5,834,546 through this action.

Added Notes:

None

Project 2: Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd			
Lead Agency:	Washington County		
ODOT Key Number:	19358	MTIP ID Number:	70789
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area including a 600 foot bridge across the Seely ditch. Source: Existing project. Funding: The project is funded by a combination of federal and local funds. The federal funds committed total \$5,560,605. Local funds cover the remaining costs for the project which has a preliminary total project cost of \$35,244,014. Project Type: Roadway capacity enhancing capital improvement Location: Extend Basalt Pkwy east of Tualatin and north of Wilsonville Cross Street Limits: Between Grahams Ferry Road to Boones Ferry Road Overall Mile Post Limits: N/A Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). Air Conformity/Capacity Status: The project is considered a “capacity enhancing” as it will construct a new 5 lane arterial (two through lanes in each direction). The project completed required air conformity analysis as part of the 2018 RTP Update and is included in the Metro Motor Vehicle modeling network. RTP/Ai Conformity approval date is December 18, 2018. Regional Significance Status: Regionally significant project. The project contains federal funds and is located in the Metro Motor Vehicle Modeling Network. STIP Amendment Number: TBD MTIP Amendment Number: FB21-07-FEB OTC approval was not required for this amendment. 		
What is changing?	<p><u>AMENDMENT ACTION: ADD SCHEDULE CHANGE:</u></p> <ul style="list-style-type: none"> The amendment adjusts the ROW to FY 2023 and corrects the Metro awarded STBG amount to be \$2,803,605. The Construction phase and funding is pushed-out to FY 2026. A minor description update is also being accomplished to the MTIP Detailed Description field. <p>The project is completing Project, Specifications, and Estimates (PS&E). Cost updates are occurring and schedule adjustments are needed. The re-programming action initially requested FY 2024 as the ROW phase obligation year. The STBG funds programmed for the ROW are considered “Older Funds” and must be obligated no later than the end of FY 2023. However, the PE phase also requires additional funds and a later amendment most likely will shift the ROW phase STBG to PE covering the PE phase funding needs and ensuring the funds do not lapse.</p>		

While the ROW and construction phase delivery timing is worked-out, the Construction phase is being moved out to FY 2026 as a precautionary action. Once the final delivery schedule is developed, the ROW and Construction will be adjusted as necessary to reflect the correct obligation year.

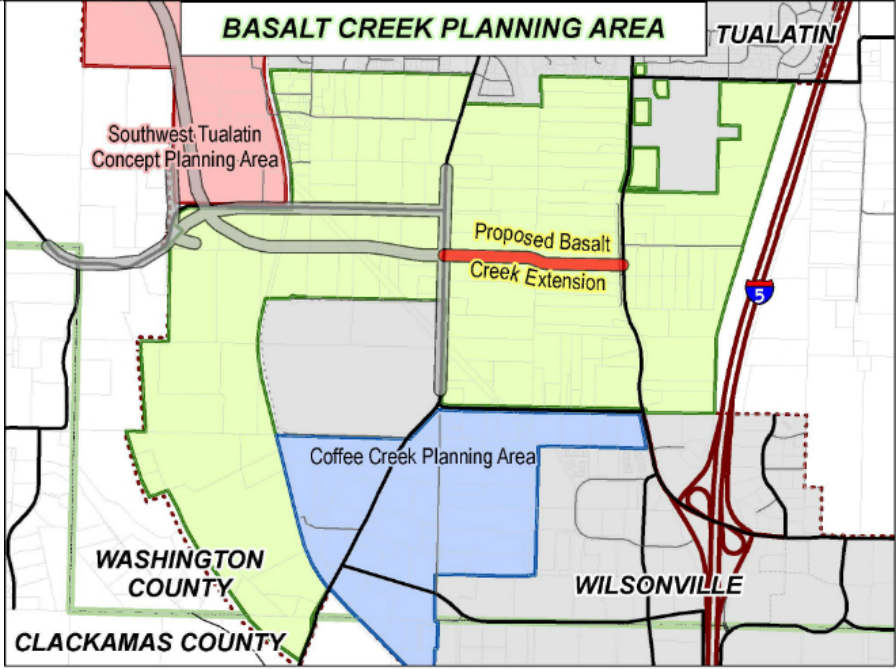
RFFA Source Funding Award for the Current ROW

Step 2: Community Investment Fund			
Active Transportation/Complete Streets			
Project name	Applicant	Sub-region	Amount
Beaverton Creek Trail	THPRD	Washington	\$3,693,212
Brentwood-Darlington Safe Routes to School	City of Portland	Portland	\$2,200,000
To be determined ¹	City of Gresham	Multnomah	\$3,141,156
Cully Walking and Biking Parkway	City of Portland	Portland	\$2,200,000
Halsey Street Safety and Access to Transit	City of Portland	Portland	\$2,400,000
Herman Road Walking and Biking Improvements	City of Tualatin	Washington	\$625,000
Highway 43 Walking and Biking Improvements	City of West Linn	Clackamas	\$3,000,000
I-5 Walking and Biking Bridge	City of Wilsonville	Clackamas	\$1,550,000
Jade and Montavilla Connected Centers	City of Portland	Portland	\$3,200,000
Molalla Avenue Walking and Biking Improvements	City of Oregon City	Clackamas	\$3,800,632
Total:			\$25,810,000
Regional Freight Initiatives			
Project name	Applicant	Sub-region	Amount
Basalt Creek Parkway Extension	Washington County	Washington	\$2,803,605
Central Eastside Access & Circulation Improvements	City of Portland	Portland	\$2,805,879
Hunziker Road Industrial Area	City of Tigard	Washington	\$1,730,516
Regional Freight Studies	Metro	Regional	To be determined ²
Total:			\$7,340,000
Total 2019-21 RFFA:			\$130,380,000

Additional Details:

Project Location Map



	
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, schedule delays resulting in phase reprogramming outside of the MTIP constrained years requires a formal/full amendment to complete.</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount for the project slightly decreases to \$35,244,017</p>
<p>Added Notes:</p>	<p>None</p>

Note: The Amendment Matrix located on the next page included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment

- Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket
- RTP project cost consistent with requested programming amount in the MTIP
- If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts to include:
 - Safety
 - Asset Management - Pavement
 - Asset Management – Bridge
 - National Highway System Performance Targets
 - Freight Movement: On Interstate System
 - Congestion Mitigation Air Quality (CMAQ) impacts
 - Transit Asset Management impacts

ODOT-FTA-FHWA Amendment Matrix
Type of Change
FULL AMENDMENTS
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2. Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

- RTP Priority Investment Areas support
- Climate Change/Greenhouse Gas reduction impacts
- Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the February 2021 Formal MTIP amendment (FB21-07-FEB) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	February 1, 2021
● TPAC notification and approval recommendation.....	February 5, 2021
● JPACT approval and recommendation to Council.....	February 18, 2021
● Completion of public notification process.....	March 3, 2021
● Metro Council approval.....	March 4, 2021

Notes:

* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below time line is an estimation only):

<u>Action</u>	<u>Target Date</u>
● Amendment bundle submission to ODOT for review.....	March 9, 2021
● Submission of the final amendment package to USDOT.....	March 9, 2021
● ODOT clarification and approval.....	Late March, 2021
● USDOT clarification and final amendment approval.....	Early April, 2021

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

TPAC received their official notification on February 5, 2021 of Resolution 21-5159 consisting of two projects in the February 2021 Formal Amendment Bundle and is recommending JPACT approve Resolution 21-5159 enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Note: No attachments:

**4.2 Consideration of January 21, 2021
JPACT Minutes**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, February 18, 2021



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
January, 2021
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Juan Carlos González
Christine Lewis
Roy Rogers
Jessica Vega Pederson
Anne McEnerny-Ogle
Paul Savas
Carly Francis
Temple Lentz
Rian Windsheimer
Curtis Robinhold
Nina DeConcini

Steve Callaway
Doug Kelsey
Jo Ann Hardesty

AFFILIATION

Metro Council
Metro Council
Metro Council
Washington County
Multnomah County
City of Vancouver
Clackamas County
Washington State Department of Transportation
Clark County
Oregon Department of Transportation
Port of Portland
Oregon Department of Environmental Quality
(ODEQ)
Cities of Washington County
TriMet
City of Portland

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Jamie Kranz
Mark Gamba
Ty Stober
Kathryn Harrington

AFFILIATION

Cities of Multnomah County
Cities of Clackamas County
City of Vancouver
Washington County

OTHERS PRESENT: Sarah Iannarone

STAFF: Margi Bradway, Carrie MacLaren, Connor Ayers, and Jaye Cromwell

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick called the virtual zoom meeting to order at 7:34 am.

Chair Craddick provided instructions on how to properly participate in the virtual meeting.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

Councilor Juan Carlos González informed Chair Craddick that Commissioner Kathryn Harrington would be serving as the alternate for Commissioner Roy Rogers until technical issues are resolved.

Sarah Iannarone thanked the committee for their work and introduced herself as the new director of The Street Trust.

3. UPDATES FROM THE CHAIR & JPACT MEMBERS

Chair Craddick welcomed new JPACT members and noted that some present were sitting in until official JPACT members are appointed. She introduced Margi Bradway to read the names of those who died in traffic accidents within Clackamas, Multnomah, and Washington County.

Ms. Bradway shared the names and ages of victims during the month of December: Clayton, 66, Clawson, 25, Cortes, 19, and Gene, 64.

Mayor Steve Callaway asked if there is opportunity for public comment on non-agenda items.

Chair Craddick explained that the public can comment on agenda or non-agenda items during the public communication period.

Commissioner Jo Ann Hardesty asked how the public is made aware ahead of time that they can make public comment.

Carrie MacLaren answered that JPACT meetings are publically noticed on Metro's website.

4. CONSENT AGENDA

MOTION: Mayor Anne McEnery-Ogle moved to accept the consent agenda. Commissioner Jessica Vega Pederson seconded the motion.

ACTION: With all in favor, motion passed.

5. **INFORMATION AND DISCUSSION ITEMS**

5.1 Welcome & 2021 Work Plan Introduction

Chair Craddick introduced Ms. Bradway to give an overview of the 2021 JPACT work program.

Key elements of the presentation included:

Ms. Bradway gave an overview of JPACT and how it is connected to Metro's role as a Metropolitan Planning Organization and Transportation Management Area. She explained that JPACT serves as the policy advisory committee and that its decision making is shared with Metro Council. She noted that Metro is unique among MPOs because of having responsibilities of both state and federal mandates. Ms. Bradway then explained the state and federal mandates involving JPACT and gave an overview of major programs that will be worked on in 2021.

Member discussion included:

- Commissioner Paul Savas asked about the structure of Metro and JPACT as an MPO and TMA. He commented that representation on JPACT of surrounding jurisdictions is weaker than other MPOs in the country.
- Ms. Bradway noted that Metro's designation as a TMA allows it to work on issues with jurisdictions in Washington State. She also noted that Metro is a uniquely structured MPO.
- Commissioner Harrington noted that she was not able to find the JPACT bylaws on Metro's website and asked if they could be sent to members.
- Commissioner Hardesty asked how the voting process works at JPACT.
- Ms. MacLaren noted that voting on JPACT is by majority.
- Curtis Robinhold commented that he thought a briefing for new JPACT members would be helpful.
- Councilor Jamie Kranz commented that strengthening the role of alternates and planning for succession would be a good way to ensure new members are able to

understand everything going on.

- Commissioner Savas expressed appreciation for technical work done by JPACT and Metro staff and noted that JPACT does not have as much of a deliberative or advisory role as he would like. He commented that he would like to see the advisory role strengthened with more deliberation on the committee.
- Commissioner Rogers asked if there was any plans to keep aspects of the online format after the pandemic ends. He noted that it would make participation easier for members and the public.
- Councilor Gonzalez agreed that the acronyms and jargon used makes it difficult for the average person to follow what is happening. He commented that he would like to see more of a focus on climate change in terms of JPACT's priorities.
- Mayor Callaway noted that meeting over zoom helps to include a larger swath of the public and provides other opportunities.
- Mayor Mark Gamba agreed that some sort of virtual streaming would be beneficial in the future. He noted that many of the work plan priorities centralize single occupancy vehicles. He encouraged JPACT to increase prioritization of projects that deal with climate change.
- Commissioner Vega Pederson agreed that an orientation for new members and the public would be helpful. She asked if there were any plans for federal lobbying for investment in the region.
- Ms. Bradway confirmed that federal relations staff from Metro would be coming to JPACT in the future and that they are starting work on federal lobbying.
- Commissioner Hardesty expressed appreciation for Councilor Gonzalez's and Mayor Gamba's comments on where Metro's values lie in terms of climate change. She emphasized that she would like to see JPACT reevaluate past plans and push values on climate change.
- Ms. Bradway emphasized that while certain agenda items are necessary because of Metro's MPO status, the members of JPACT do have a say in the agenda and what is discussed during meetings.
- Doug Kelsey noted that TriMet has been relatively successful in lobbying Washington DC. He commented that having consistent policies along with investment is crucial to attaining desired outcomes. He emphasized that regional cooperation and consistency is crucial.
- Commissioner Rogers encouraged JPACT to plan a virtual trip for members. He commented that there is a lot of innovative plans in the area but communication and investment can be a barrier to them.
- Rian Windsheimer noted that the list of major projects included a lot of plans that are not immediately obvious.
- Commissioner Savas commented that some areas in Clackamas County need

investment in major roads for transit.

5.2 Reimagining Public Safety & Security on Transit

Chair Craddick introduced John Gardner from TriMet to present on TriMet's Reimagining Public Safety & Security on Transit.

Key elements of the presentation included:

Mr. Gardner thanked Chair Craddick and explained how the calls for racial justice and police accountability have allowed TriMet to rethink their approach to security on transit. He explained that TriMet conducted outreach to community members, established a panel of community leaders, and worked to implement pilot programs with the goal of making investments to change how security on TriMet works. He gave an overview of TriMet's operations and ridership, as well as their equity efforts.

Mr. Gardner explained the safety challenges currently facing TriMet. He noted the feedback that had been gained from surveys and community outreach. Some of their major findings were that most feel welcome on TriMet, but factors like a lack of riders and TriMet personnel made people feel unsafe. He noted that those who most often felt unsafe were women, those with disabilities, and members of BIPOC communities.

Mr. Gardner reviewed the areas where progress has already been made and areas that TriMet will focus on moving forward. Those areas are training, technology, communication, system presence, and infrastructure. He noted that all of the recommendations from the community leaders panel would be implemented.

Member discussion included:

- Mayor Callaway thanked Mr. Gardner and expressed appreciation for the thoroughness of outreach and research.
- Commissioner Rogers thanked Mr. Gardner for the presentation and the work done on it.
- Councilor Christine Lewis asked if there are plans going forward for TriMet's contracted agencies to implement new standards reflecting the work done.
- Commissioner Vega Pederson expressed appreciation for the report and noted that many of the goals would require significant budget allocation. She commented that changing transit ties in to the wider calls for racial justice and that the plans needed to ensure the concerns of BIPOC riders are prioritized.
- Mr. Kelsey noted transit is a reflection of society. He acknowledged the difficulty of time constraints and budgetary allocations, but that there is a commitment of at least \$1.8 million per year to implement their goals.

- Mayor Gamba thanked Mr. Gardner and invited him to speak to the Milwaukie city council. He thanked Mr. Kelsey for his work at TriMet.
- Chair Craddick thanked Mr. Gardner for the presentation and noted she was open to bringing the discussion back to JPACT at a later date. She also noted that this would be Mr. Kelsey's last JPACT meeting and thanked him for his work.

6. **ADJOURN**

Chair Craddick adjourned the meeting at 9:10 am.

Respectfully Submitted,

Connor Ayers

Connor Ayers
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 21, 2021

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Presentation	01/21/21	December Traffic Fatalities	012121j-01
5.1	Presentation	01/21/21	Overview of JPACT 2021 Work Plan	012121j-02
5.2	Presentation	01/21/21	Reimagining Public Safety & Security on Transit	012121j-03

5.1 Regional Emergency Transportation Routes

Information/ Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, February 18, 2021

Memo

Date: February 8, 2021

To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties

From: Kim Ellis, Metro
Laura Hanson, Regional Disaster Preparedness Organization (RDPO)

Subject: Regional Emergency Transportation Routes (RETRs) Update: **Draft Final Report and Resolution No. 5160**

PURPOSE

The purpose of this memo is to share the Draft Final Report and a Resolution to accept the final report with JPACT for feedback. Metro staff will request JPACT action on Resolution No. 21-5160 in April.

ACTION REQUESTED

JPACT feedback is requested:

- Comments on the overall report?
- Comments on the recommendations for future planning work?
- Comments on the draft resolution?

BACKGROUND

The five-county Portland-Vancouver metropolitan region's infrastructure systems need to be resilient and prepared for multiple natural hazards, including earthquakes, wildfires, landslides, floods, volcanoes, extreme weather events, and the increasing impacts of climate change. 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 quality of life.

A critical element of emergency preparedness for the region's hazards includes designation of emergency transportation routes (ETRs). First designated in 1996 by the Regional Emergency Management Group (REMG), the region established its first official network of regional ETRs. The last update occurred in 2006, under the direction of the Regional Emergency Management Technical Committee (REMTEC) of the Regional Emergency Management Group (REMG) – the predecessor to the Regional Disaster Preparedness Organization (RDPO).

Co-led by the RDPO and Metro, this project was identified in the 2018 Regional Transportation Plan (RTP) implementation chapter (Chapter 8) as a necessary step to better integrate transportation planning with planning for resiliency, recovery and emergency response. Funding for the project is provided by the Urban Areas Security Initiative (UASI) grant from the Federal Emergency Management Agency (FEMA) that is managed by the RDPO. The UASI grant program makes funding available to



A partnership between the Regional Disaster Preparedness Organization (RDPO) and Metro, this project updated the Regional Emergency Transportation Routes (RETRs) for the five-county Portland-Vancouver metropolitan region, which includes 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-clearance. These routes would be used to move 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.

rdpo.net/emergency-transportation-routes

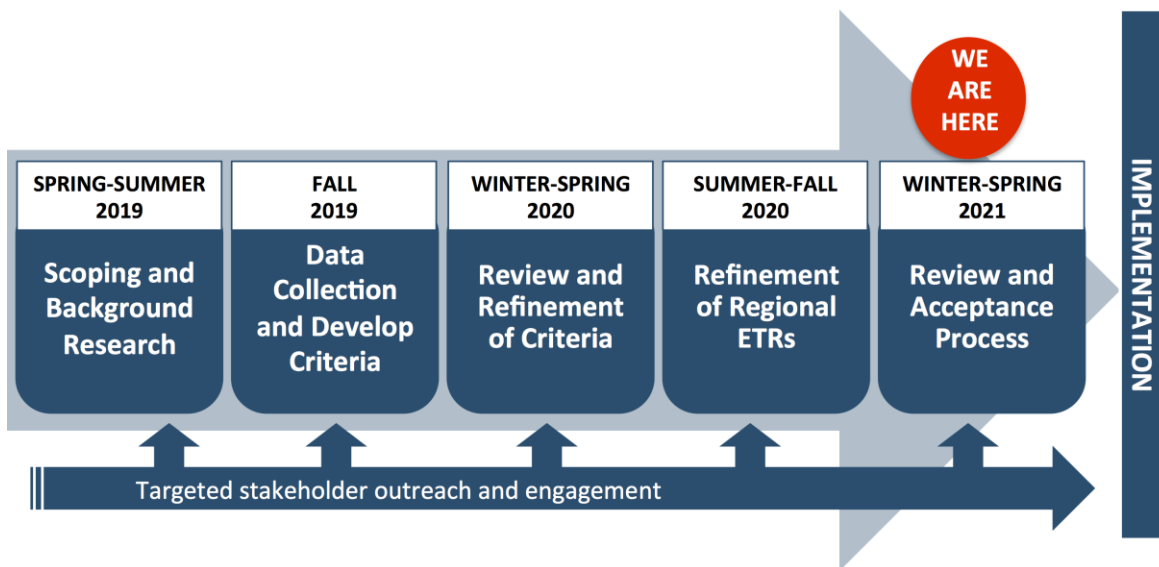
enhance regional preparedness in major metropolitan areas throughout the United States and directly supports expanding regional collaboration to assist in the creation of regional systems for prevention, protection, response and recovery.

PROJECT TIMELINE

The geographic scope of the planning effort included Clark County in the State of Washington and Columbia, Clackamas, Multnomah and Washington counties in the State of Oregon. The RDPO established a multi-disciplinary work group of more than thirty representatives from seventeen agencies to provide expertise in emergency management, transportation planning, public works, engineering, operations, ports and public transit.

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

Figure 1. Phase 1 timeline for updating regional emergency transportation routes



Engagement of policymakers, planners and other stakeholders was extensive for this RETR update to better integrate transportation planning with planning for resiliency, recovery and emergency response as well as the investments that will be needed to make the region’s transportation system more resilient.

OVERVIEW OF PHASE 1 RETR UPDATE

The RDPO and Metro initiated the first phase of a multi-phase update of the RETRs in Spring 2019. A literature review and other research conducted by the Transportation Research and Education Center (TREC) at PSU in August 2019 served as a foundation, providing a summary of recent work as well as identifying best practices and considerations for updating the RETRs. A consultant team, hired in fall 2019, provided technical support and facilitated the update with the multi-disciplinary work group to:

- assemble readily available local, regional and state datasets to support the evaluation process;
- develop the draft RETR evaluation framework and process to review and update the routes; and
- update the RETRs in coordination and consultation with staff representing emergency management, transportation, operations, port, transit and public works disciplines across the 5-county region.

This phase resulted in:

- Multi-disciplinary collaboration of emergency management with transportation planning, engineering and operations, ports, transit and public works stakeholders.
- Enhanced visibility of RETRs and improved understanding of their resilience that informed a regional dialogue regarding resilience and recovery among policymakers, senior leadership and planners.
- A regionally-accepted network that provides adequate connectivity to critical infrastructure and essential facilities, as well as the region’s population centers and vulnerable communities.
- A comprehensive regional GIS database and online RETR viewer established for current and future planning and operations. The data and on-line viewer provide valuable resources to support transportation resilience, recovery and related initiatives in the region.
- A regionally-accepted set of recommendations for follow-on work to support ongoing local, regional and state efforts to improve the region’s resilience.

KEY FINDINGS FROM THE ANALYSIS

Section 6 of the report outlines key findings from the analysis, including:



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.



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, 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.



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.

RECOMMENDATIONS FOR FUTURE PLANNING WORK

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 are summarized below, including a Phase 2 project led by RDPO and Metro (pending funding from the Urban Areas Security Initiative).

	Recommendation	Level	Lead / Key Partners
1	Integrate RETRs into other planning and investment decision-making processes	State, Regional, and Local	Various
2	Prioritize or tier the regional ETRs	Regional	RDPO & Metro (RETR Phase 2)
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	Local with regional facilitation	Local jurisdictions with facilitation by RDPO & Metro (RETR Phase 2)
4	Better address vulnerable populations	Regional and Local	RDPO & Metro (RETR Phase 2 and Social vulnerability Tool (SVT))
5	Integrate RETR and LETRs into evacuation planning	Local and regional	TBD
6	Formalize the RETRs and agree to a plan for consistent updates	Regional	RDPO & Metro (RETR Phase 2)
7	Engineering evaluation of top priority routes for seismic upgrades	Local and regional	TBD
8	Evaluate river routes	Regional/State	Ports and Coast Guard, State Resilience Office
9	Develop equity-centered public messaging for transportation in emergencies	Regional	RDPO Public Messaging TF
10	Evaluate bike and pedestrian options for emergency transportation	Local	Various

NEXT STEPS

A schedule of the review and acceptance process is provided in Attachment 2. The draft final report is now under review by various committees and councils affiliated with the RDPO and Metro. An executive summary and the report are provided in Attachments 3 and 4.

In addition to JPACT, Metro and RDPO staff are seeking feedback from the Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC), Metro Council, county coordinating committees, the Metro Policy Advisory Committee (MPAC), the Southwest Washington Regional Transportation Council (SW RTC), the RDPO Steering Committee and the RDPO Policy Committee. A regional dissemination workshop is anticipated in May 2021 to more broadly share the updated maps, data and recommendations for future planning work.

The draft final report and additional information is available on the project website at <http://www.rdpone.net/emergency-transportation-routes>.

/attachments

Attachment 1 – Draft Resolution No. 21-5160 (including draft Exhibit A and draft Exhibit B) (2/04/2021)

Attachment 2 – 2021 Final Review and Acceptance Process (2/04/2021)

Attachment 3 – Executive Summary (2/04/2021)

Attachment 4 – Draft Final Report (2/04/2021)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE)	RESOLUTION NO. 21-5160
FINDINGS AND RECOMMENDATIONS IN THE)	
REGIONAL EMERGENCY TRANSPORTATION)	Introduced by Chief Operating Officer
ROUTES UPDATE PHASE ONE REPORT)	Marissa Madrigal in concurrence with
)	Council President Lynn Peterson

WHEREAS, our region’s infrastructure systems need to be resilient and prepared for multiple natural hazards, which include earthquakes, 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 disproportionate effect on historically 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) Update is a joint planning effort between the Regional Disaster Preparedness Organization (RDPO) and Metro, exemplifying regional collaboration and coordination to prepare for disasters that affect the transportation system; and

WHEREAS, the 2018 Regional Transportation Plan (RTP) identified the need for an update to the region’s designated regional emergency transportation routes to support future planning and investment related to regional emergency management, transportation recovery and resiliency; and

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

WHEREAS, the Regional ETRs were last updated in 2005 and a Memorandum of Understanding was signed by local jurisdictions, the Port of Portland and the Oregon and Washington Departments of Transportation that formalized commitments for assessing and reporting the status and condition of

identified emergency transportation routes following an earthquake and coordinating activities under emergency conditions in relation to those routes; and

WHEREAS, since 2005, the region has experienced significant growth and demographic changes, and new technology, data and mapping have greatly expanded understanding of current hazard risks in the region, particularly seismic, wildfire, landslide, and flooding risks; and

WHEREAS, the RDPO ETR work group, a multi-disciplinary team of more than 30 local, regional, and state emergency management, transportation planning, engineering, operations and public works staff from 17 agencies within the five counties, supported the Phase 1 planning effort, including development of recommendations for future planning work; 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 address specific needs of each agency or jurisdiction and facilitate collaboration and coordination among the agencies and jurisdictions, including: transportation, emergency management, and public works departments of each of the five counties and the City of Portland, the Oregon Department of Transportation (ODOT), the Washington Department of Transportation (WSDOT), the Oregon Department of Geologic and Mineral Industries (DOGAMI), transit providers, port districts, and cities within each of the five counties; and

WHEREAS, updates to the Regional ETRs incorporate changes recommended by the City of Portland, Clackamas, Columbia, Multnomah and Washington counties and ODOT through recent work that evaluated seismic risks along Statewide Seismic Lifeline Routes (SSLRs) identified in the Oregon Highway Plan; and

WHEREAS, agencies and jurisdictions recommended additional updates to the Regional ETRs and critical infrastructure and essential facilities to be included in the analysis through a series of consultation meetings convened by RDPO and Metro in Fall 2020; and

WHEREAS, the Regional Emergency Transportation Routes Update Report identifies a network of 193 local and state-owned route segments in the region that should be designated as Regional ETRs, and summarizes key findings about the resilience and connectivity of these routes and recommendations for future planning work, including a second planning phase to tier and operationalize the routes; and

WHEREAS, the analysis found many of the Regional ETRs and their bridges are vulnerable to significant seismic and other hazard risks, such as flooding, landslides and liquefaction; and

WHEREAS, the analysis found the network of Regional ETRs provide adequate connectivity and access to the SSLRs as well as the region's population centers, isolated populations, areas with high concentrations of vulnerable populations, and critical infrastructure and essential facilities of state and regional importance; and

WHEREAS, the report was developed in collaboration with the ETR work group and reflects input from regional committees and elected bodies, such as the Transportation Policy Alternatives Committee (TPAC), the Metro Technical Advisory Committee (MTAC), 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 Steering and Policy Committees and work groups, including the RDPO emergency management work group; and

WHEREAS, by accepting the report and updated 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 the recommended second phase 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 ETRs for the metropolitan planning area (MPA) boundary, as shown in the attached Exhibit A;
 - b. the updated Regional ETRs for the five-county Portland-Vancouver region, as shown in the attached Exhibit B; and
 - c. the findings and recommendations in the Regional Emergency Transportation Routes Update Phase 1 Report, as shown in the attached Exhibit C.
2. The Metro Council hereby directs staff to use the updated Regional ETR maps and report to inform planning, policy and investment priorities in the 2023 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 _____ day of _____, 2021.

Lynn Peterson, Council President

Approved as to Form:


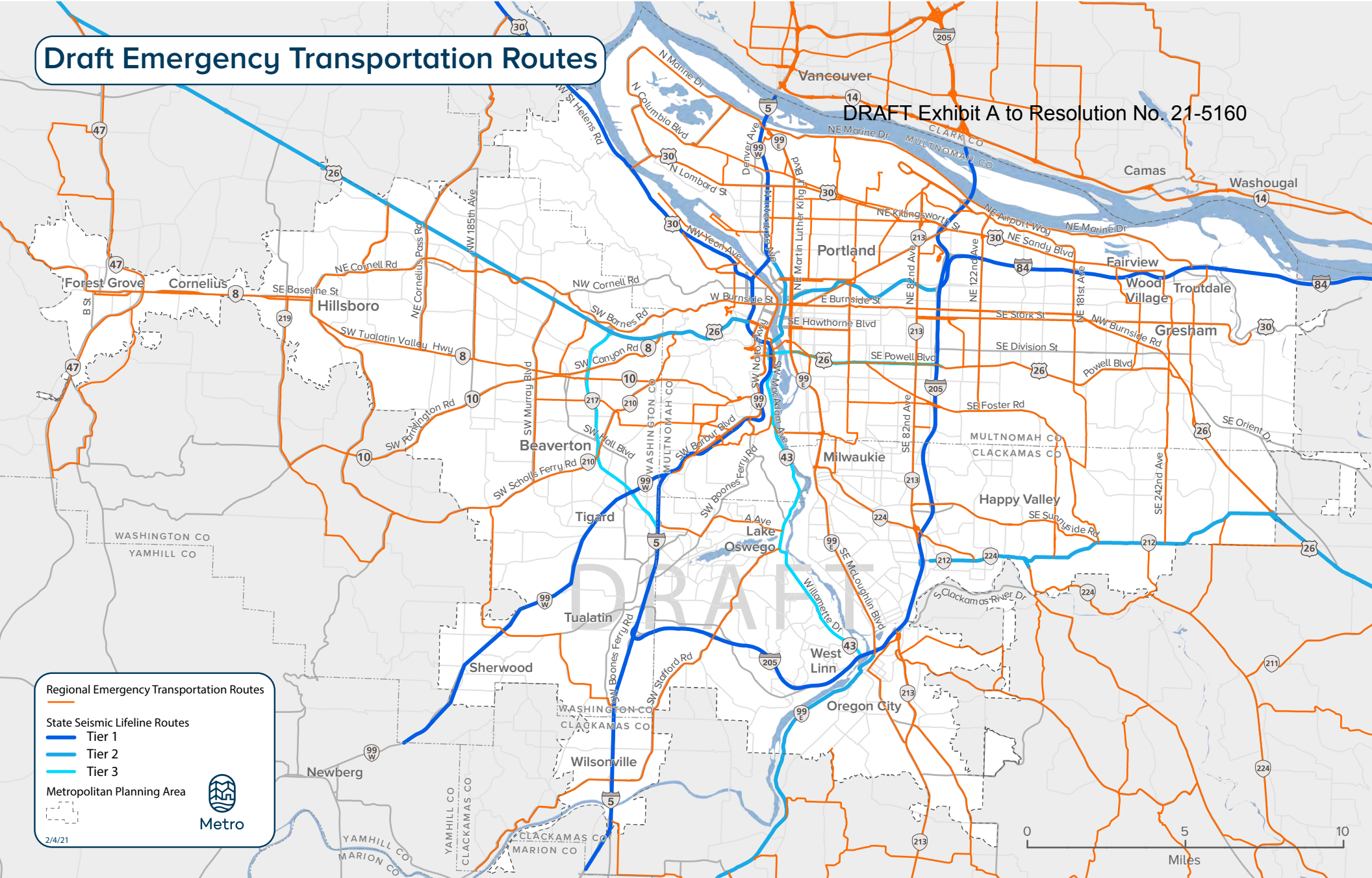
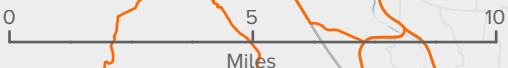
Carrie MacLaren, Metro Attorney

Draft Emergency Transportation Routes

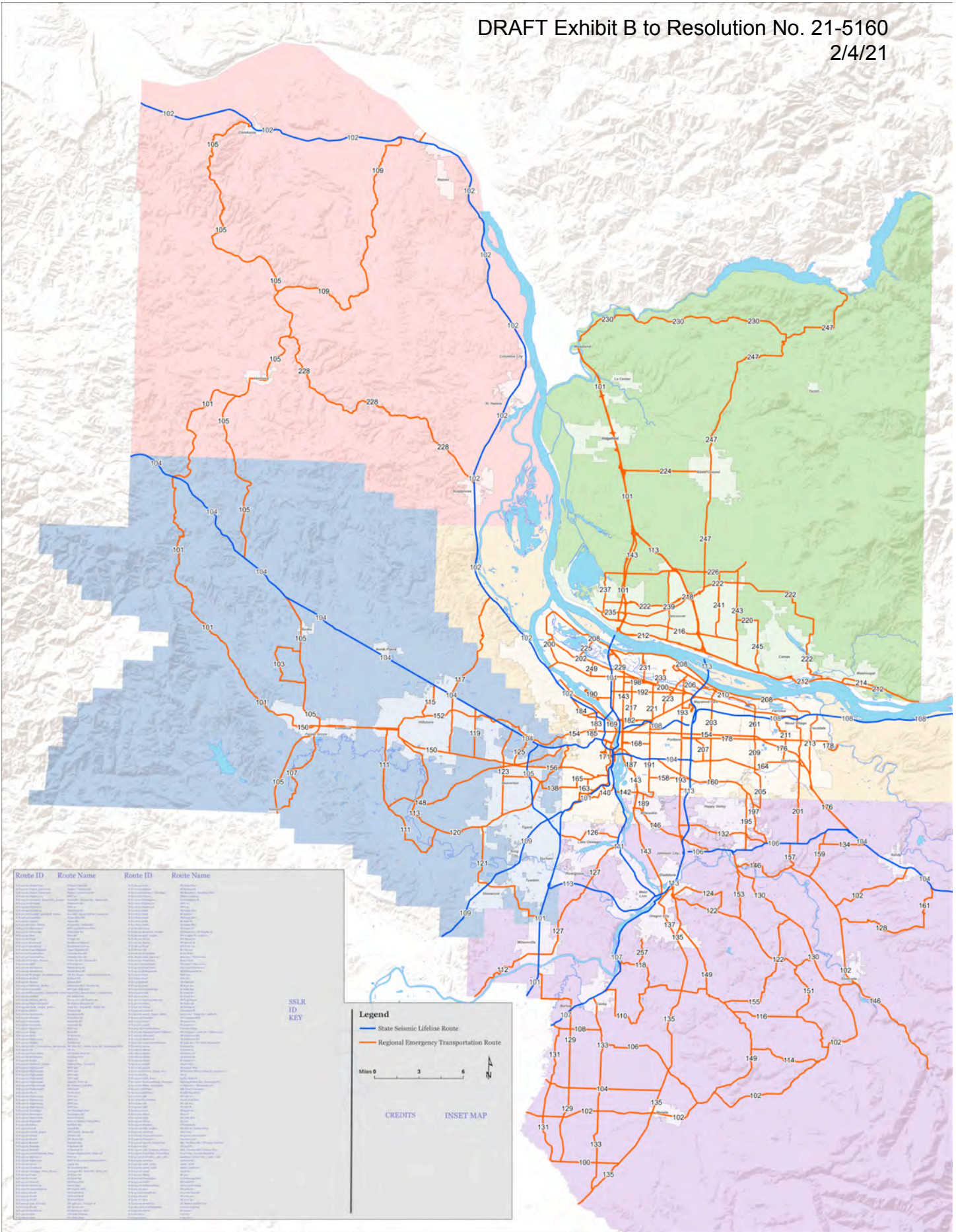
DRAFT Exhibit A to Resolution No. 21-5160

Regional Emergency Transportation Routes

- State Seismic Lifeline Routes
 - Tier 1
 - Tier 2
 - Tier 3
- Metropolitan Planning Area

DRAFT Exhibit B to Resolution No. 21-5160
2/4/21



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Legend

- State Seismic Lifeline Route
- Regional Emergency Transportation Route

Miles 0 3 6

CREDITS INSET MAP

SSLR ID KEY

**REGIONAL EMERGENCY TRANSPORTATION ROUTES UPDATE
2021 FINAL REVIEW AND ACCEPTANCE PROCESS**

Dates are subject to change.



Final review process – Regional Committees

Who	Anticipated Date
ETR Work Group Review	Jan. 20
REMTEC	Feb. 5 and March 5
RDPO Steering Committee	Feb. 8
Transportation Policy Alternatives Committee (TPAC)/ Metro Technical Advisory Committee (MTAC) workshop	Feb. 17
Joint Policy Advisory Committee on Transportation	Feb. 18
Regional Technical Advisory Committee (RTAC)	Feb. 19
RDPO Policy Committee	Feb. 19
Metro Council	Feb. 23
Metro Policy Advisory Committee (MPAC)	Feb. 24
Southwest Washington Regional Transportation Council	March 5

Final review process – County Committees

Who	Anticipated Date
Clackamas County TAC	Feb. 24
East Multnomah County Transportation Committee TAC	March 3
Washington County Coordinating Committee TAC	March 4
Washington County Coordinating Committee (policy)	March 15
East Multnomah County Transportation Committee (policy)	March 15
C-4 subcommittee (policy)	March 18

Acceptance process – Regional Committees

Who	Anticipated Date
RTAC – seek recommendation to the SW RTC	March 19
TPAC – seek recommendation to JPACT	April 2
SW RTC – seek acceptance of updated map, report findings and recommendations for future work	April 6
JPACT – seek recommendation to the Metro Council	April 15
Metro Council – seek acceptance of updated map, report findings and recommendations for future work	April 29 <i>pending JPACT action</i>
RDPO Policy Committee – seek acceptance of updated map, report findings and recommendations for future work	May 1 <i>pending Metro Council and SW RTC action</i>

Policy and Technical Committee Information (listed in alphabetical order)

Note: Meetings are currently being held virtually due to COVID-19.

ETR Working Group – Regional Emergency Transportation Routes Working Group

Times and locations vary.

JPACT – Joint Policy Advisory Committee on Transportation

Typically meets 7:30-9 AM.

Metro Council

Typically meets 2-4 PM.

MPAC – Metro Policy Advisory Committee

Typically meets 5-7 PM.

MTAC – Metro Technical Advisory Committee

Typically meets 10 AM-noon.

RDPO Policy Committee

Typically meets three times per year. Times and locations vary.

RDPO Steering Committee

Typically meets 1-3 PM. Locations vary.

REMTEC – RDPO's Emergency Management Work Group (*originally named Regional Emergency Management Technical Committee*)

Typically meets 9-11 AM.

RTAC – Regional Transportation Advisory Committee

Typically meets 9-11 AM.

SW RTC – Southwest Washington Regional Transportation Council

Typically meets 4-6 PM.

TPAC – Transportation Policy Alternatives Committee

Typically meets 9:30-noon.

TPAC/MTAC Workshop – Joint Workshop of TPAC and MTAC

Typically meets 10 AM-noon.

EXECUTIVE SUMMARY

The five-county Portland-Vancouver metropolitan region's infrastructure systems need to be resilient and prepared for multiple natural hazards, including earthquakes, wildfires, landslides, floods, volcanoes, extreme weather events, and the increasing impacts of climate change. 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 quality of life.

Research and experience demonstrate that climate change and natural hazards have a disproportionate effect on historically 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.

A critical element of emergency preparedness for the region's hazards includes designation of emergency transportation routes (ETRs). First designated in 1996 by the Regional Emergency Management Group (REMG), the region established its first official network of regional ETRs. The last update occurred in 2006, under the direction of the Regional Emergency Management Technical Committee (REMTEC) of the Regional Emergency Management Group (REMG) predecessor to the RDPO.

Over the past 15 years, the region has experienced significant growth and demographic changes and new technology, data and mapping have greatly expanded our understanding of the region's natural hazard risks, particularly to a catastrophic Cascadia Subduction Zone (CSZ) earthquake. During that same period investments were made to improve seismic resilience of some roads and bridges in the region and additional planning was completed by the City of Portland, the five counties and the Oregon Department of Transportation (ODOT) to evaluate seismic risks along state-designated seismic lifeline routes (SSLRs) located in Oregon.



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.

rdpo.net/emergency-transportation-routes

The Regional Disaster Preparedness Organization (RDPO) and Metro initiated an update of the regional ETRs (RETRs) with funding from the Urban Areas Security Initiative (UASI). A literature review and other research conducted by the Transportation Research and Education Center (TREC) at PSU in August 2019 served as a foundation, providing a summary of recent work as well as identifying best practices and considerations for updating the RETRs. A consultant team, hired in fall 2019, provided technical support and facilitated the update with the work group, under the direction of project managers from both RDPO and Metro, and oversight from executives at both agencies.

This report presents the results of the two-year collaborative planning effort and recommendations for future work.

Phase 1 Project Scope and Timeline

The geographic scope of the planning effort included Clark County in the State of Washington and Columbia, Clackamas, Multnomah and Washington counties in the State of Oregon. The RDPO established a multi-disciplinary work group of more than thirty representatives from seventeen agencies to provide expertise in emergency management, transportation planning, public works, engineering, operations, ports and public transit.

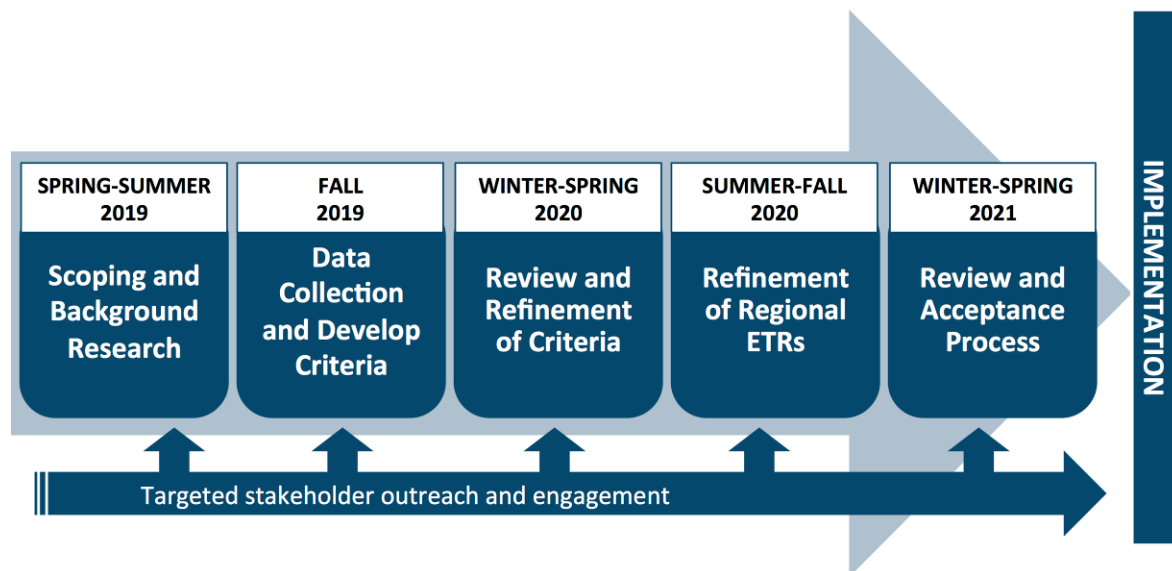


Figure ES.1 Phase 1 Project Timeline

Phase 1 Project Outcomes and Deliverables

This project represents the first phase of a multi-phase update to the regional ETRs. This phase resulted in:

- Multi-disciplinary collaboration of emergency management with transportation planning, engineering and operations, ports, transit and public works stakeholders.

- Enhanced visibility of RETRs and improved understanding of their resilience that informed a regional dialogue regarding resilience and recovery among policymakers, senior leadership and planners.
- A regionally-accepted network that provides adequate connectivity to critical infrastructure and essential facilities, as well as the region's population centers and vulnerable communities.
- A comprehensive regional GIS database and online RETR viewer established for current and future planning and operations. The data and on-line viewer provide valuable resources to support transportation resilience, recovery and related initiatives in the region.
- A regionally-accepted set of recommendations for follow-on work to support ongoing local, regional and state efforts to improve the region's resilience.

Engagement of policymakers, planners, and other stakeholders was extensive for this RETR update to better integrate transportation planning with planning for resiliency, recovery, and emergency response, as well as the investments that will be needed to make the region's transportation system more resilient

Coordination and Consultation

Regional Disaster Preparedness Organization (RDPO)
RDPO Policy Committee
RDPO Steering Committee
REMTEC- Regional Emergency Manager Technical Committee (formerly called REMG)
RDPO ETR Work Group
RDPO Public Works Work Group
Metro
Metro Council
Metro Technical Advisory Committee (MTAC)
Transportation Policy Alternatives Committee (TPAC)
Joint Policy Advisory Committee on Transportation (JPACT)
SW Washington Regional Transportation Council (SW RTC)
Oregon Department of Transportation (ODOT)
Washington Department of Transportation (WSDOT)
Oregon Department of Geology and Mineral Industries (DOGAMI)
Tri-County Metropolitan Transportation District (TriMet)
South Metro Area Regional Transit (SMART)
Clark County Public Transit Benefit Area Authority (C-TRAN)
Ports of Vancouver and Portland
Clark Regional Emergency Services Agency (CRESA)
Cities and Counties (five county region)

ETR Work Group



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, 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.

BY THE NUMBERS

[insert TBD three summary infographics on the routes]

XX miles of routes are designated

XX miles new routes were designated

X% of critical infrastructure and essential facilities connected

Add regional map of the updated routes (SSLRs and RETRs)

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 are summarized below, 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.

	Recommendation	Level	Lead / Key Partners
1	Integrate RETRs into other planning and investment decision-making processes	State, Regional, and Local	Various
2	Prioritize or tier the regional ETRs	Regional	RDPO & Metro (RETR Phase 2)
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	Local with regional facilitation	Local jurisdictions with facilitation by RDPO & Metro (RETR Phase 2)
4	Better address vulnerable populations	Regional and Local	RDPO & Metro (RETR Phase 2 and Social vulnerability Tool (SVT))
5	Integrate RETR and LETRs into evacuation planning	Local and regional	TBD
6	Formalize the RETRs and agree to a plan for consistent updates	Regional	RDPO & Metro (RETR Phase 2)
7	Engineering evaluation of top priority routes for seismic upgrades	Local and regional	TBD
8	Evaluate river routes	Regional/State	Ports and Coast Guard, State Resilience Office
9	Develop equity-centered public messaging for transportation in emergencies	Regional	RDPO Public Messaging TF
10	Evaluate bike and pedestrian options for emergency transportation	Local	Various

This report was developed and is being released at a time when the Portland-Vancouver region – along with the rest of the world – is confronting a different kind of disaster in the response to COVID-19. The region (and Oregon) also experienced devastating wildfires in September 2020 as this work was underway, underscoring the need to be prepared and resilient. The alignment of these circumstances has provided an opportunity to reflect on how the current public health and economic disruption, and the 2020 wildfires are both like and unlike the kind of disruption that may occur at a regional scale following a CSZ event.

5.1 Regional Emergency Transportation Routes
Attachment 4-Draft Report

Information/ Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, February 18, 2021

5.2 Earthquake Ready Burnside Bridge Update

Information/ Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, February 18, 2021



Multnomah County is creating an earthquake ready downtown river crossing.

BETTER – SAFER – CONNECTED

Memo

Date:	Thursday, February 04, 2021
Project:	Earthquake Ready Burnside Bridge
To:	Metro's Joint Policy Advisory Committee on Transportation
From:	Multnomah County
Subject:	Project Briefing

Purpose of Briefing:

The [Earthquake Ready Burnside Bridge](#) project team will provide an informational project status update to JPACT at their February 18, 2021 meeting. The presentation will include a brief overview of the following:

- Project purpose, timeline and funding
- Notice of [Draft Environmental Impact Statement and Preferred Alternative](#) – includes preferred bridge alternative and preferred traffic management option during construction
- [Bridge Type Selection](#) phase update
- Process for 2021 RTP Adoption of Preferred Bridge Alternative – Replacement Long Span
- Next steps

Project Background:

Portland's aging downtown bridges are not expected to withstand a major earthquake. That's why Multnomah County is taking the lead on making at least one crossing earthquake ready.

Located in the heart of downtown and on a regionally established lifeline route, it is critical that the Burnside Bridge is still standing after a major earthquake. A resilient Burnside Bridge will help our community recover after a major earthquake and provide a long-term river crossing that supports our transportation needs for the next century.

Over 100 options were studied during this project's Feasibility Study Phase (2016-2018), including tunnels, ferries and other bridge options. From that study, four bridge alternatives were recommended for further study in an Environmental Impact Statement (EIS). The Replacement Long Span alternative was recommended by the Community Task Force and Policy Group. Responses from an online public survey showed 88% support for the recommendation. The 45-day comment period on the Draft EIS will begin on February 5th and last through March 22nd, 2021. After comments are received and addressed, the recommendation will go to the Multnomah County Board of Commissioners and the Federal Highway Administration for final approval in fall 2021.

An earthquake ready Burnside Bridge

Portland's aging downtown bridges are not expected to withstand a major earthquake.

None of the Willamette River bridges in central Portland are expected to withstand a major earthquake. That's why Multnomah County is taking the lead on making at least one crossing earthquake ready. The Earthquake Ready Burnside Bridge will aid in disaster recovery efforts, reunite families and support regional economic recovery and resiliency. Experts site that every \$1 spent before a disaster equates to \$6 spent after¹. It is important that we proactively plan for our future now by making this investment in our community to minimize the impacts of a major earthquake.

PREFERRED ALTERNATIVE - REPLACEMENT LONG SPAN

In fall 2020, after a robust evaluation process and gathering input from the public, the Replacement Long Span was recommended as the Preferred Alternative for the Draft Environmental Impact Statement because it is the most seismically resilient with the lowest cost and fewest impacts to natural resources. Long Span bridges have fewer columns in the ground but more structure above the deck. This helps avoid construction risks associated with building in the dangerous soils surrounding the Burnside Bridge.

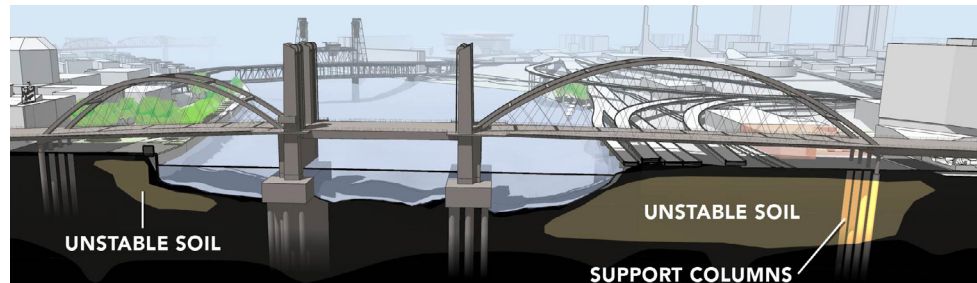
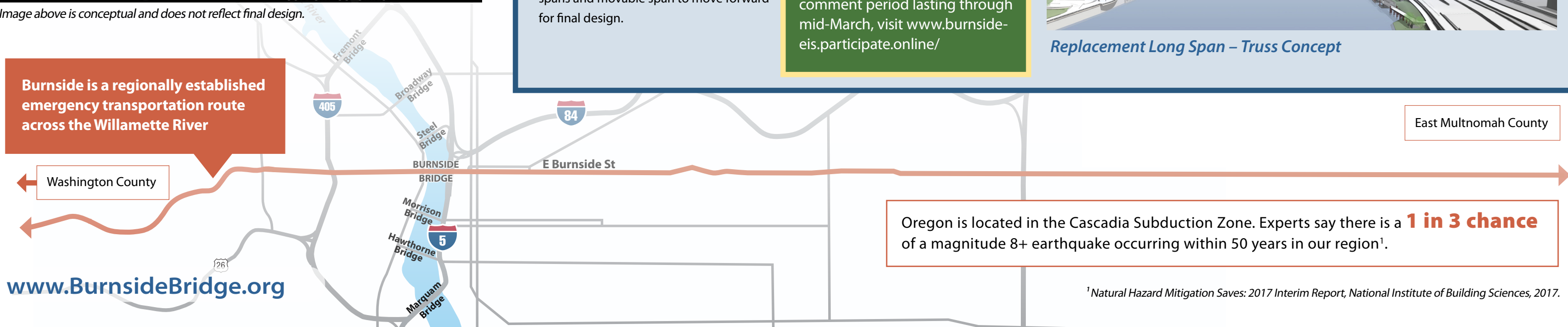


Image above is conceptual and does not reflect final design.

Burnside is a regionally established emergency transportation route across the Willamette River

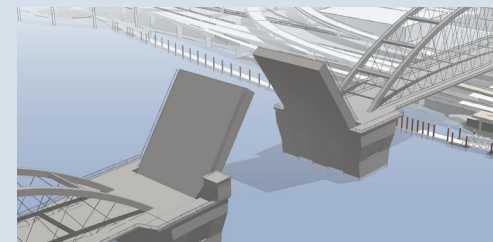


BRIDGE TYPE SELECTION

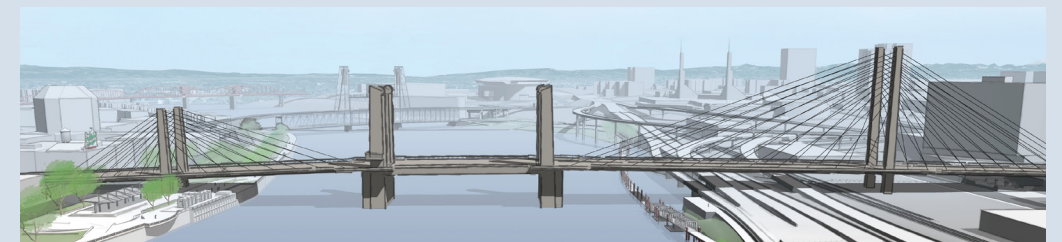
An important next step in the process is to select the type of long span bridge to build – a Tied Arch (like the Fremont Bridge), a Cable Supported (like the Tilikum) or a Truss (like the Hawthorne). This also includes the type of movable span – Bascule (like the Burnside Bridge) or Lift (like the Steel Bridge).

It's helpful to think of the bridge as three bridges in one, with the west, middle and east sections offering different characteristics and tradeoffs to consider in the evaluation process.

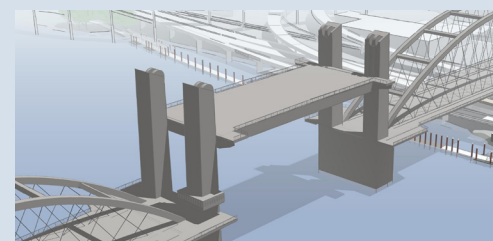
During this phase, we will evaluate a range of different long span and movable span configurations. At the end of this phase and with the public's help, we will select the bridge type for the approach spans and movable span to move forward for final design.



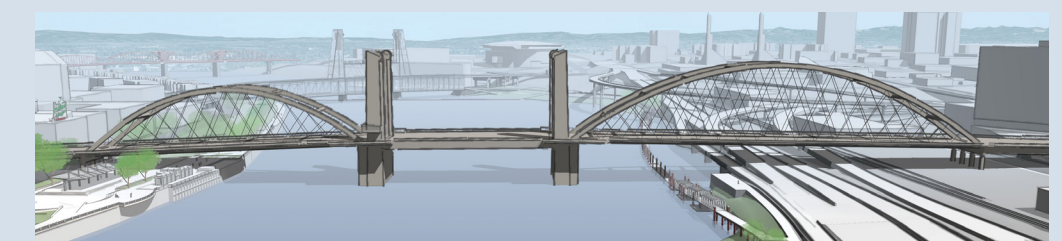
Movable Span Option – Bascule



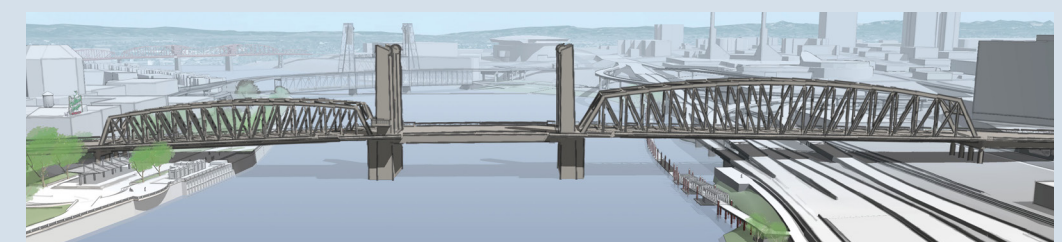
Replacement Long Span – Cable Supported Concept



Movable Span Option – Vertical Lift



Replacement Long Span – Tied Arch Concept



Replacement Long Span – Truss Concept

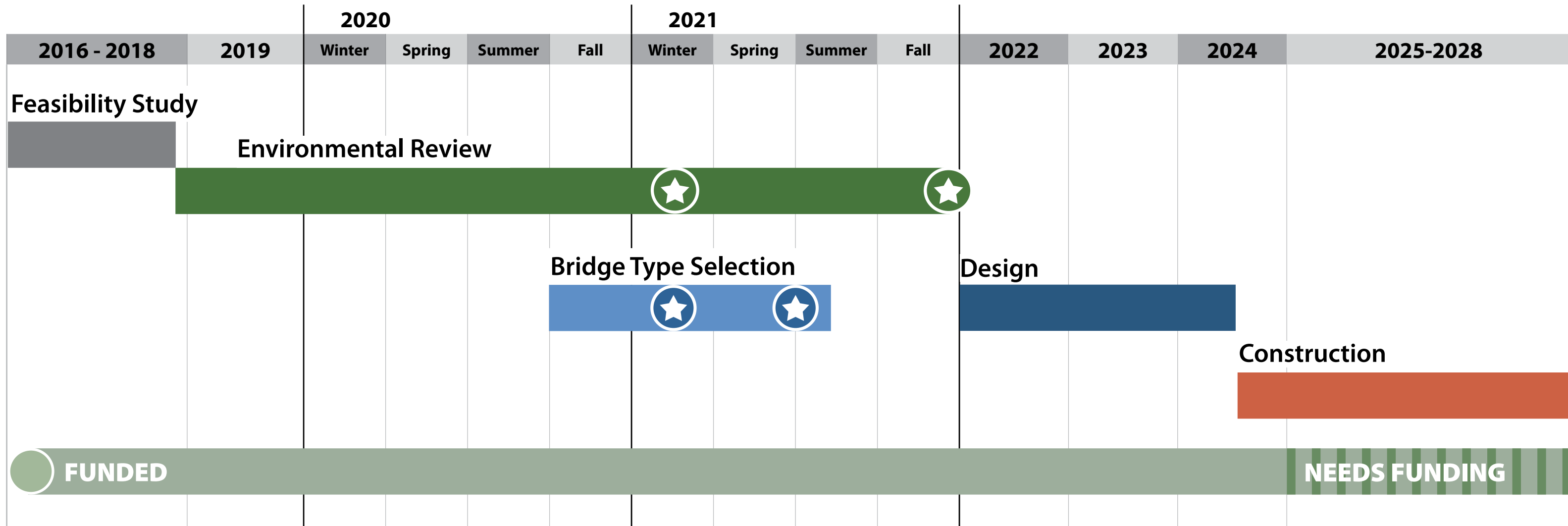
DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

A DEIS has been prepared. To learn more and submit a comment during the 45-day comment period lasting through mid-March, visit www.burnside-eis.participate.online/

Oregon is located in the Cascadia Subduction Zone. Experts say there is a **1 in 3 chance** of a magnitude 8+ earthquake occurring within 50 years in our region¹.

¹ Natural Hazard Mitigation Saves: 2017 Interim Report, National Institute of Building Sciences, 2017.

Project Timeline



Environmental Review Key milestones

The project is now in the Environmental Review phase which includes preparing an Environmental Impact Statement (EIS). The draft EIS will be published in early 2021 followed by a formal 45-day comment period.

- ★ Late January to Early February 2021
Input on draft EIS
- ★ Fall 2021
Final EIS and Record of Decision

To comment on the Draft EIS, please visit www.Burnside-EIS.participate.online. You can also learn how to send your comment via voicemail, email, or snail mail by visiting the site.

Bridge Type Selection Key milestones

The Bridge Type Selection phase is happening concurrently with the Environmental Review Phase and will include two rounds of public outreach and approval in 2021. The final bridge type will be decided July 2021.

- ★ January/February 2021 - Input on range of bridge options and evaluation criteria
- ★ May/June 2021 - Input on recommended bridge type

To provide input on Bridge Type Selection please visit www.BurnsideBridge.org