



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

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, February 24, 2021

5:00 PM

<https://zoom.us/j/92910776520>

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/92910776520> or by calling +1 669 900 6128 or +1 253 215 8782 (Toll Free)

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- 1. Call to Order, Declaration of a Quorum & Introductions (5:00 PM)**
- 2. Public Communication on Agenda Items (5:05 PM)**

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 Tuesday, December 08 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 agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. 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. Council Update (5:10 PM)**
- 4. Committee Member Communication (5:15 PM)**
- 5. Consent Agenda (5:20 PM)**

5.1 MPAC consideration of MTAC nominations

[COM](#)
[20-0413](#)

Attachments: [MPAC Worksheet for February 2021 MTAC Nominations](#)
[MTAC Nominations Memo February 10, 2021](#)

- 5.2 Consideration of the October 14, 2020 MPAC Minutes [COM](#)
[20-0412](#)

Attachments: [October 14, 2020 MPAC Minutes](#)

6. Action Items (5:25 PM)

- 6.1 MPAC Vote on New 2021 Officers

7. Information/Discussion Items (5:30 PM)

- 7.1 Economic Recovery Strategy; Comprehensive Economic
Development Strategy [COM](#)
[20-0409](#)

Presenter(s): Jeff Raker, Metro
Brittany Bagent, GPI

Attachments: [MPAC Worksheet](#)

- 7.2 Regional Emergency Transportation Routes [COM](#)
[20-0410](#)

Presenter(s): Kim Ellis, Metro
Attachments: [DRAFT Resolution No. 21-5160](#)
[Review and Acceptance Process](#)
[DRAFT Executive Summary](#)
[RDPO DRAFT Report](#)
[Work Session Work Sheet](#)

- 7.3 Community Capacity Building Grants update [COM](#)
[20-0411](#)

Presenter(s): Reed Broderson, Metro

Attachments: [Metro Civic Engagement Capacity Grants - Program Overview 2.11.2](#)

8. Adjourn (7:00 PM)

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro
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បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

2021 MPAC Work Program

As of 2/17/21

Items in italics are tentative

<p><u>January 27, 2021</u></p> <ul style="list-style-type: none"> <i>Cancelled</i> 	<p><u>Feb 24, 2021</u></p> <ul style="list-style-type: none"> MPAC vote on new 2021 officers (10 min) MPAC consideration of MTAC nominations Economic Recovery Strategy; Comprehensive Economic Development Strategy (Jeff Raker, Metro and Brittany Bagent, GPI; 30 min) Regional Emergency Transportation Routes (Kim Ellis, Metro; 30 min) <i>Community Capacity Building Grants update (Reed Broderson, Metro; 10 min)</i>
<p><u>March 24, 2021</u></p> <ul style="list-style-type: none"> Regional Mobility Policy Update (Kim Ellis, Metro; 40 min) 	<p><u>April 28, 2021</u></p>
<p><u>May 26, 2021</u></p>	<p><u>June 23, 2021</u></p> <ul style="list-style-type: none"> 2040 Planning and Development grantee highlights (TBD grant recipients) Congestion Pricing Update (Megan Gibb, Metro and Ted Reid, Metro)
<p><u>July 28, 2021</u></p>	<p><u>August 25, 2021- <i>Cancelled</i></u></p>
<p><u>September 22, 2021</u></p> <ul style="list-style-type: none"> Regional Mobility Policy Update (Kim Ellis, Metro) Community Placemaking grantee highlights (grant recipients TBD) 	<p><u>October 27, 2021</u></p> <ul style="list-style-type: none"> Community Placemaking grantee highlights (grant recipients TBD) Metro code updates to facilitate city and county compliance with HB 2001 Middle Housing requirements (Tim O'Brien or Ted Reid, Metro)
<p><u>November 24, 2021- <i>Cancelled</i></u></p>	<p><u>December 8, 2021</u></p>

Parking Lot:

- Housing/SHS progress report
- New transfers station sites
- Engagement during a pandemic



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- Parks bond progress report

5.1 MPAC Consideration of MTAC Nominations

Consent Agenda

Metro Policy Advisory Committee
Wednesday, February 24, 2021

MPAC Worksheet

Agenda Item Title: Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions

Presenter: Tom Kloster, Regional Planning Manager

Purpose/Objective

The purpose of this presentation is to forward nominations from regional jurisdictions, agencies and community partners to fill vacant positions on the Metro Technical Advisory Committee (MTAC). MTAC is an advisory committee of MPAC that provides technical recommendations on growth management subjects as directed by MPAC. The candidates nominated to fill these positions are excellent professionals and knowledgeable in the subject matter of this committee.

Action Requested/Outcome

Action to approve the nominations presented for the Metro Technical Advisory Committee.

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

Vacancies on the committee have left positions open. These nominations help fill the committee roster for review of subjects and technical recommendations to MPAC.

What packet material do you plan to include?

A memo that describes the nominations and positions being considered for confirmation on the committee.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: February 10, 2021
To: Metro Policy Advisory Committee (MPAC)
From: Tom Kloster, Metro Technical Advisory Committee (MTAC) Chair
Subject: MTAC Nominations for MPAC Consideration

BACKGROUND

The Metro Technical Advisory Committee (MTAC) is an advisory committee to the Metro Policy Advisory Committee (MPAC). MTAC's purpose is to provide MPAC with technical recommendations on growth management subjects, including technical, policy, legal and process issues, with an emphasis on providing policy alternatives.

PURPOSE

Nominations to fill MTAC member and alternate member positions are submitted for consideration and approval by MPAC according to committee bylaws. MPAC may approve or reject any nomination submitted.

RECOMMENDED MTAC APPOINTMENTS

Per Mary Kyle McCurdy, Deputy Director, 1000 Friends of Oregon, serving as Land Use Advocacy Organization position member, has nominated **Nicole Johnson, Community Engagement Manager, 1000 Friends of Oregon as alternate member**. Mary Kyle McCurdy will remain the primary member.

With the retirement of Denny Egner, **Laura Weigel, Planning Manager, City of Milwaukie has been nominated to Clackamas County: Other Cities, member**.

Joseph Briglio, Planning Manager, City of Happy Valley has been nominated to Clackamas County: Other Cities, alternate member.

With the retirement of Jae Douglas, **Andrea Hamberg, interim Environmental Health Director, Multnomah County Health Department has been nominated to Public Health and Urban Form member position**.

Brendon Haggerty, Environmental Health Research Analyst, Multnomah County Health Department has been nominated to Public Health and Urban Form, alternate member.

**5.2 Consideration of October 14, 2020
MPAC Minutes**

Consent Agenda

Metro Policy Advisory Committee
Wednesday, February 24, 2021



600 NE Grand Ave.
Portland, OR 97232-2736
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METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

October 14, 2020

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Susheela Jayapal
Martha Schrader
Christine Lewis
Sam Chase
Juan Carlos González
Dick Schouten
Ed Gronke
Theresa M. Kohlhoff
Gordon Hovies
Linda Glover

Peter Truax
Denny Doyle
Steve Callaway
Jerry Hinton
Kathy Hyzy
Emerald Bogue
Mark Watson

Kathy Wai
Luis Nava

AFFILIATION

Multnomah County
Clackamas
County Metro
Council
Metro Council
Metro Council
Washington County
Citizen of Clackamas County
City of Lake Oswego, Largest City in Clackamas County
Tualatin Valley Fire & Rescue, Special Districts in Washington
County
City of Vancouver
City of Forest Grove, Other Cities in Washington County
City of Beaverton, Second Largest City in Washington County
City of Hillsboro, Largest City in Washington County
City of Gresham, Second Largest City in Multnomah County
City of Milawaukie, Clackamas County
Port of Portland
Hillsboro School District Board of Directors, Governing Body of a School
District
TriMet
Citizen of Washington County

MEMBERS EXCUSED

Amanda Fritz
Chloe Eudaly
Jerry Hinton
Brian Cooper
Terri Preeg Riggsby
Rachel Lyles Smith
Don Trotter

Brian Hodson
John Blom
Jim Rue

AFFILIATION

City of Portland
City of Portland
City of Gresham, Second Largest City in Multnomah County
Other Cities in Multnomah County
Special Districts in Multnomah County
Second Largest City in Clackamas County
Clackamas County Fire District #1, Special Districts in
Clackamas County
City in Clackamas County outside UGB
Clark County
Oregon Department of Land Conservation and Development

ALTERNATES PRESENT

Brett Sherman
Temple Lentz
Kirstin Greene

AFFILIATION

Other Cities in Clackamas County
Clark County
Oregon Department of Land Conservation and Development

OTHERS PRESENT: Abby Hall, Paige Spence, Kristin Greene, Gordon Howard

STAFF Carrie MacLaren, Eryn Kehe, Jaye Cromwell, Megan Gibb, Jeff Raker, Nubia Milpas
Martinez

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Susheela Jayapal called the virtual meeting to order at 5:00 PM.

2. PUBLIC COMMUNICATIONS ON AGENDA ITEMS

There were none.

3. COUNCIL UPDATE

Councilor Chase provided an update on the OHSU COVID-19 drive through testing. He noted that Metro had received a \$850,000 grant from the Federal Transit Administration to align transit improvements in the Tualatin corridor. Councilor Chase announced that Metro was accepting applications for the Parks and Nature Bond Oversight Committee.

4. COMMITTEE MEMBER COMMUNICATIONS

There was none.

5. CONSENT AGENDA

MOTION: Commissioner Dick Schouten moved, and Mayor Steve Callaway seconded to approve the consent agenda.

ACTION: With all in favor, motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 MPAC Discussion of its Role and Composition

Chair Jayapal provided a brief overview of the MPAC Discussion of its Role and Composition. She introduced Elissa Gertler, Metro's Planning and Development Director, to provide an explanation of the discussion.

Ms. Gertler highlighted the evolution of MPAC's role and discussed the growing need to redefine the role and composition of the committee. She thanked the members that participated in the anonymous MPAC survey and explained that the survey feedback helped shape the discussion questions. Ms. Gertler introduced Eryn Kehe, Metro staff, to facilitate the discussion.

Ms. Kehe provided a brief overview of the discussion procedures. She explained that she would be taking notes throughout the discussion. Ms. Kehe then highlighted the MPAC survey results. Ms. Kehe asked members to discuss what was and was not working about MPAC. She then asked members about their vision for the future role of MPAC.

Member discussion included:

- Councilor Gonzalez emphasized the need to enhance member diversity within MPAC. He recommended that MPAC implement an economic development focus.
- Commissioner Jayapal noted that MPAC had not recently had the opportunity to advise the Metro Council on policy. She advocated for increased opportunities for MPAC to advise the Council on policies.
- Councilor Kathy Hyzy noted that questions asked during presentations were frequently not followed up on. She expressed that this behavior cultivated a perception that the input of MPAC members was not valued. Councilor Hyzy added that the infrequency of MPAC meetings felt like missed opportunities for information sharing and regional collaboration.
- Commissioner Dick Schouten recommended that MPAC extend membership to members of the Oregon Legislature.
- Councilor Lewis advocated for member diversity and noted the need to enhance youth participation within MPAC. She recommended that stipends be offered for MPAC member participation.
- Gordon Hovies emphasized the need to incorporate opportunities for MPAC members to share their expertise on topics and issues within discussions.
- Councilor Peter Truax spoke against amending the bylaws to include members of the Oregon legislature.

6.2 Site Readiness Toolkit Update

Councilor Theresa M. Kohlhoff introduced Jeff Raker, Metro staff, and Alex Joyce, Cascadia Partners staff, to present on the Site Readiness Toolkit.

Key elements of the presentation included:

Mr. Raker provided a brief overview of the toolkit's purpose. He explained that the project was designed to help find tools to move challenged industrial and commercial employment sites within the Metro urban growth boundary to development-readiness to accommodate projected population growth.

Mr. Joyce outlined the seven site readiness challenges outlined in the project: Site assembly/aggregation, infrastructure, natural resource mitigation, local entitlements, redevelopment, brownfield remediation, and gravel pit conversion. He then explained that the project was comprised of four primary tasks: National Best Practices Research, Formation of New Tools, Modification to Existing Tools, and Site Readiness and Development Roadmaps. Mr. Joyce briefly reviewed the components of the primary tasks. He added that the site readiness toolkit was intended to serve as a resource for local policy makers.

Mr. Joyce outlined key conclusions from the project: infrastructure costs were the single largest cost hurdle for sites, current tools were too small in scale to move needle on these large sites, and state and regional action was needed to grow the toolbox and the revenue sources. He then discussed the recommendations for local and state action on site readiness.

6.0 ADJOURN

Councilor Theresa M. Kohlhoff adjourned the meeting at 7:00 PM.

Respectfully Submitted,



Nubia Milpas
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 14, 2020

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Presentation	10/14/20	Building Blocks for Resilience Workshop: Regional Mitigation	101420m-01
6.2	Presentation	10/14/20	Regional Service Standards Update	101420m-02

7.1 Economic Recovery Strategy;
Comprehensive Economic Development Strategy
Information/ Discussion Items

Metro Policy Advisory Committee
Wednesday, February 24, 2021

MPAC Worksheet

Economic Recovery Strategy; Comprehensive Economic Development Strategy

Presenter: Jeff Raker, Metro; Brittany Bagent, GPI

Purpose/Objective

At the beginning of 2020, Metro and GPI were at the beginnings of a process to update our region's 5 year Comprehensive Economic Development Strategy (CEDS). As the pandemic unfolded, it impacted every part of our region's economy and continued to increase economic inequities and widen wealth gaps. Workers and businesses of color and our region's most vulnerable industries have struggled to receive needed assistance or relief.

During 2020, as calls for racial justice demanded action, and as our region dealt with the impacts of wildfires and climate change, we recognized that a shorter-term action plan that could respond to the urgent needs of our region was what was needed.

At the direction of Metro Council, staff has worked in coordination with Greater Portland Inc. (GPI) and multiple community partners to establish the Greater Portland Economic Recovery Plan to guide the region in an economic response to the COVID-19 pandemic. The action-focused, outcome-oriented plan aims to help the individuals and small businesses most negatively impacted by COVID-19 and the related recession. The plan focuses on building opportunities for Black, Indigenous, and People of Color (BIPOC) and their businesses, as they have been hit hardest. This is a short-term, adaptable plan for the next 3 to 24 months focusing on near term actions. Now that the Recovery Plan is done, we must put our energy into implementing these urgent actions.

The region is still required to update its 5-year Strategy and that work, which is beginning now, is critical to charting a longer-term path toward restoring our region's economic health. The CEDS can also serve as a foundation for other policy and investment work at Metro, as we consider how the disruptions, lessons, and societal transformation of the last year will impact the future of the Greater Portland region's economy and the people who live here, and what that means for our land use and transportation policies and programs.

Both the Economic Recovery Plan and the Comprehensive Economic Development Strategy are intended to be in alignment with Metro's other policies, plans and programs. As we implement the plan to help the region's economy recover from devastating circumstances, we have a short term opportunity to prioritize actions and investments that will make an immediate impact where they are most needed. In the 5 year strategy, we have a longer term opportunity to re-establish a more equitable economic foundation for our region, that provides access to wealth and opportunity for all.

We seek guidance on both the short term actions that will best accomplish Metro's priorities and support MPAC members, and the long term policy and investment choices that we want to consider in the CEDS and other regional policies.

Action Requested/Outcome

Discuss and prioritize how MPAC and staff will engage in leading implementation of the Greater Portland Economic Recovery Plan. Provide guidance regarding the CEDS.

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

In the summer of 2020, Metro Council directed Metro staff to work in coordination with GPI and multiple community partners to establish a Greater Portland Economic Recovery Plan to guide the region in response to the COVID-19 pandemic.

The Economic Recovery Plan process has been governed by GPEDD's Board of Directors and more than 40 additional advisors from across the region. GPEDD is staffed by Greater Portland Inc. The plan was developed in partnership with Metro and a team of consultants led by Bridge Economic Development.

The plan identifies three target impact areas to combat recessionary forces, address key inequities and prepare the region for recovery:

- Help small businesses recover and grow
- Advance economic mobility for individuals
- Support families and children

The recovery plan identifies 47 actions in all, and identifies steps to begin implementation:

1. Convene an Implementation Task Force to help lead organizations turn recommended actions into reality and identify lead organizations for those actions still needing one
2. Convene a federal policy group to align efforts and secure resources for implementation
3. Identify and catalog existing and related recovery efforts already underway across the region
4. Identify immediate opportunities where the private sector can provide resources for proposed actions

The plan's development was funded in part by a \$400,000 CARES Act Recovery Assistance grant from the U.S. Department of Commerce's Economic Development Administration (EDA), which GPEDD received in July. Recruitment for an Economic Recovery Coordinator is underway to support Metro and GPI staff.

What packet material do you plan to include?

(Must be provided 10 calendar days prior to the actual meeting for distribution)

CEDS + Economic Recovery Plan PowerPoint presentation.

7.2 Regional Emergency Transportation

Routes *Information/ Discussion Items*

Metro Policy Advisory Committee
Wednesday, February 24, 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

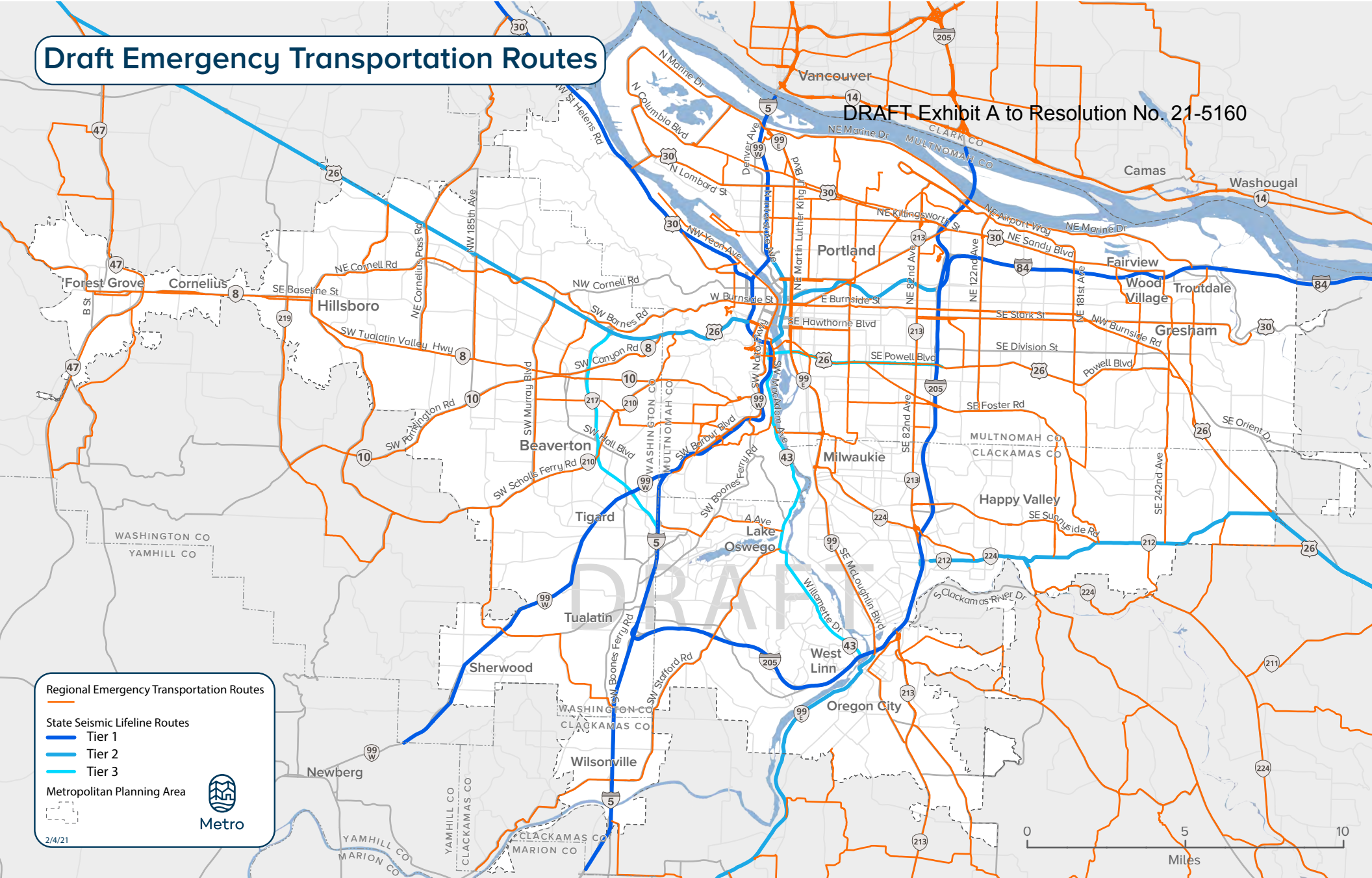
State Seismic Lifeline Routes

- Tier 1
- Tier 2
- Tier 3

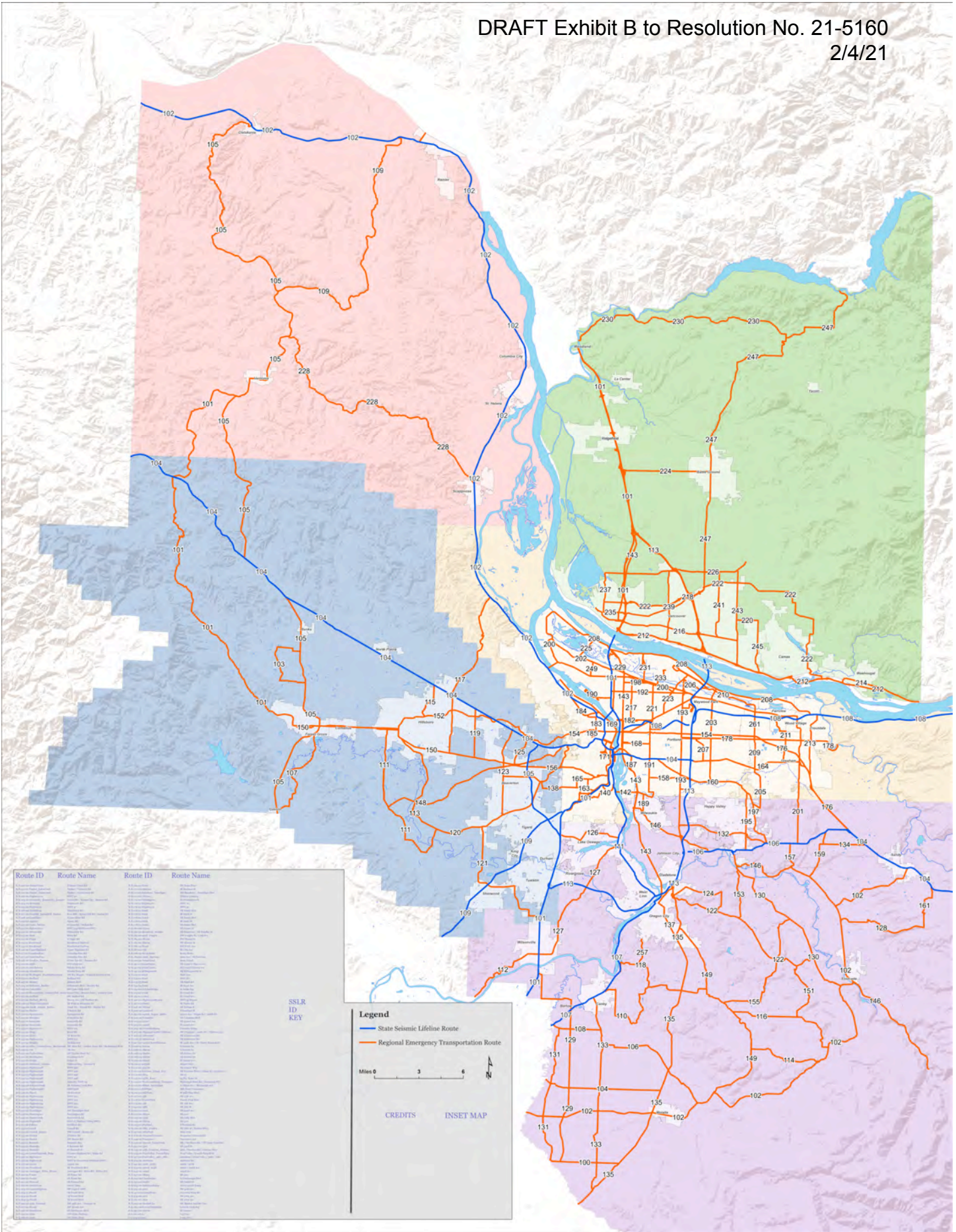
Metropolitan Planning Area



2/4/21



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



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Legend

- State Seismic Lifeline Route
- Regional Emergency Transportation Route

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CREDITS INSET MAP

**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 2
RDPO Public Works Work Group	March 24

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
RDPO Steering Committee – seek recommendation the RDPO Policy Committee	April 5
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 <i>pending RDPO Steering Committee, 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.

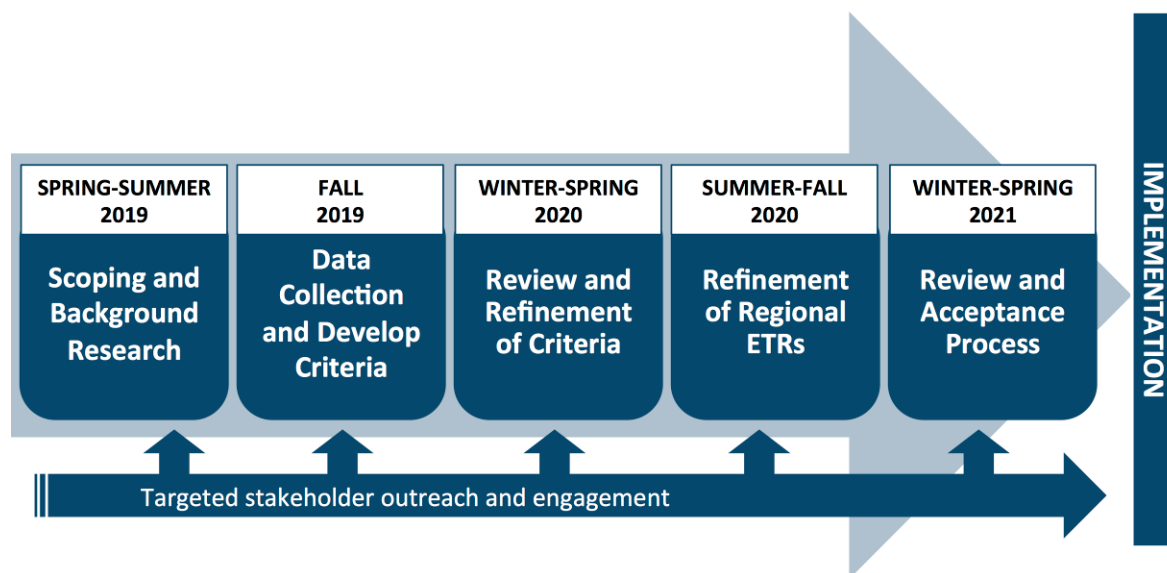


Figure ES.1 Phase 1 Project Timeline

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.

**6.2 Regional Emergency Transportation
Routes Attachment 4-Draft Report**

Information/ Discussion Items

Metro Policy Advisory Committee
Wednesday, February 24, 2021

MPAC Worksheet

Agenda Item Title: Regional Emergency Transportation Routes (RETRs) Update: Draft Phase 1 Final Report and Resolution No. 21-5160

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

Contact for this worksheet/presentation: Kim Ellis, kim.ellis@oregonmetro.gov

Purpose/Objective

Seek feedback on the Regional Emergency Transportation Routes (RETRs) Draft Phase 1 Final Report that was developed in partnership with the [Regional Disaster Preparedness Organization \(RDPO\)](#) and a multi-disciplinary work group of more than thirty representatives from seventeen agencies across the five-county Portland-Vancouver metropolitan region.

Action Requested/Outcome

MPAC review and feedback on the Draft Phase 1 Final Report and Resolution No. 21-5160.

Committee members will be provided with an overview of the project, the updated routes and recommendations for future planning work.

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

A partnership between the RDPO and Metro, this project was identified in the [2018 Regional Transportation Plan \(RTP\)](#) implementation chapter (Chapter 8), and recommended by MPAC, as a necessary step to better integrate transportation planning with planning for resiliency, recovery and emergency response.

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 RDPO.



A partnership between the 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

View the recommended routes using the interactive [online RETR viewer](#).

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 and prepare recommendations for future planning work 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.

The project incorporates considering and advancing connectivity, resilience and equity outcomes in the designation of RETRs. Additionally, the report provides analysis specific to the updated RETRs using the newly created regional GIS database and recommendations for future planning work.

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. Section 2 and Appendix B of the draft report summarize project engagement activities.

The draft final report is now under review by various committees and councils affiliated with the RDPO and Metro. A schedule of the review and acceptance process is provided in Attachment 2. An executive summary and the report are provided in Attachments 3 and 4. The Metro Council is scheduled to consider action on Resolution No. 21-5160 in April. The Southwest Washington Regional Transportation Council (SW RTC) and RDPO Policy Committee will consider action on similar resolutions in April and May, respectively.

The project website: <https://rdpo.net/emergency-transportation-routes>

What packet material do you plan to include?

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)

Powerpoint presentation

7.3 Community Capacity Building Grants

Update *Information/ Discussion Items*

Metro Policy Advisory Committee
Wednesday, February 24, 2021

Metro Civic Engagement Capacity Building Grants

Program summary

Program vision

Metro's *Strategic Plan to Advance Racial Equity, Diversity and Inclusion* envisions a region where Black, Indigenous and other communities of color shape the many decisions that impact their lives. As Metro's work to advance racial equity and livability continues to expand, this vision is more critical than ever. However, culturally-specific Community Based Organizations (CBOs), who have long played a critical role in making Metro's processes more inclusive and its decisions more equitable, are finding themselves at or beyond capacity. This program will help them scale their civic engagement efforts so they can support new generations of civic leaders, deepen civic participation in every corner of the region, and shape decisions towards more equitable outcomes.

About the Civic engagement grant program

The Civic Engagement Capacity Building grant program will fund community-based organizations working to increase civic engagement and community participation within greater Portland's Black, Indigenous and communities of color. The multi-year grant program's objectives are to:

- Help grantee organizations build capacity and scale their civic engagement efforts;
- Strategically invest in communities facing high barriers to civic participation, particularly in underserved areas of Clackamas, Washington and East Multnomah counties;
- Support equitable decision-making across the garbage and recycling system and Metro's other programmatic areas;
- Build long-term, trusted relationships with community-based organizations and the Black, Indigenous and other communities of color they serve;
- Bring more BIPOC leaders into Metro decision-making processes and committees.

Program details

- The program has a total annual budget of \$400,000.
- Five grantees will each receive approximately \$80,000 annually for three years.
- The selection will be made by an Advisory body made up of Metro and Council staff and community representatives.
- A focus will be on organizations building capacity in underserved areas (East Multnomah, Clackamas and Washington counties) and in BIPOC communities who have historically experienced barriers to civic engagement.

Important Dates

- February 16, 2021: Letters of interest open
- March 31, 2021: Letters of interest due
- April 9, 2021: Finalists announced
- May 7, 2021: Applications from finalists due
- May 21, 2021: Grantees notified

Examples of eligible uses for grant funds include, but are not limited to:

- hiring or retaining staff responsible for civic or community engagement;
- training or professional development for staff or community members;
- leadership development programming;
- recruiting and preparing members for participation in Metro processes;
- supporting general operations to advance an organization's civic engagement capabilities.

Who should apply?

Community-based organizations who primarily work with, advocate for and/or provide services to Black, Indigenous and other communities of color are eligible to apply. Applicants should have experience with civic or community engagement, leadership development or community organizing and advocacy.

How to apply

Grants will be awarded using a two-step application process. Any eligible organization may apply by submitting a letter of interest, using the instructions provided on the [grant webpage](#), by March 31, 2021 at 11:59p.m.

Program Contact

Reed Brodersen, Equity Analyst, Diversity, Equity and Inclusion
(503) 797-1910
Reed.brodersen@oregonmetro.gov

Materials following this page were distributed at the meeting.



GREATER PORTLAND ECONOMIC
DEVELOPMENT DISTRICT (GPEDD)

Economic Recovery Plan

Specific actions to spur an
equitable recovery



GREATER
PORTLAND



Metro

GREATER PORTLAND ECONOMIC DEVELOPMENT DISTRICT

Four-County
Bi-State Region



How the Greater Portland Economic Recovery plan coincides with federal relief

- Developed in conjunction with the longer term Comprehensive Economic Development Strategy (CEDS), also led by GPEDD and Metro.
- Funded in part by the U.S. Economic Development Administration's Coronavirus Aid Relief, and Economic Security (CARES) Act for economic development assistance programs to help communities respond to the coronavirus.



GPEDD Board of Directors

Jennifer Baker

Columbia River Economic
Development Council

Kimberly Branam

Prosper Portland

Chair

Mike Bomar

Secretary

Port of Vancouver USA

Bernie Bottomly

TriMET

Ryan Buchanan

Thesis

Maria Caballero Rubio

Treasurer

Centro Cultural

Dr. Tim Cook

Clackamas Community College

Dan Dias

City of Hillsboro

Chad Freeman

Henningsen Cold Storage Co

Alan Garcia

NW Natural

Elissa Gertler

Metro

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Vice-Chair

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Stephen Green

PENSOLE

Jarvez Hall

East Metro STEAM Partnership

Ashley Henry

Business for a Better Portland

Andrew Hoan

Portland Business Alliance

Dwayne Johnson

Civic Software Foundation

Tamara Kennedy-Hill

Kennedy-Hill Strategies

Debbie Kitchin

InterWorks LLC

Jon Legarza

Clackamas County

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TriMet

Andrew McGough

WorkSystems Inc

Cara Rene

Interim Executive Director

GPEDD

Mel Netzhammer

Washington State University

Skip Newberry

Technology Association of Oregon

Amanda Osborne

Oregon Entrepreneurs Network

Matt Ransom

Southwest Washington Regional
Transportation Council

Curtis Robinhold

Port of Portland

Shannon Stadey

City of Gresham

Miguel Sossa

Delta Air Lines

Graham Trainor

Oregon AFL-CIO

Stakeholders

During June and July 2020, the consultant team and Metro and GPI staff met with the following stakeholders to inform recommended priorities and actions:

40 Microenterprise and consumer-oriented businesses

12 Childcare providers

Nita Shah

Micro Enterprise Services of Oregon

Andrew Zimmerman

Craft3

Lynn Renken

Mercy Corps

Maribel De Leon

Ivette Heredia

Adelante Mujeres

Jasmine Agnor

Oregon Manufacturing Extension Partnership

Jana Bitton

Oregon Center for Nursing

Kenechi Onyeagusi

Professional Business Development Group

Bridget Dazey

Clackamas Workforce Partnership

Kevin Perkey

Workforce Southwest Washington

Andrew McGough

Worksystems

Tim Williams

Oregon Film

Scott Bailey

Washington Employment Security Department

Tim Duy

University of Oregon

Jerry Johnson

Johnson Economics

Shannon Stadey

City of Gresham

Lloyd Purdy

City of Tigard

In April 2020, GPEDD began to see the unprecedented impacts of COVID-19 on our region's economy.

At this unprecedented time, we aspired to help our region recover.

The Portland-Vancouver-Hillsboro Metro area lost over

144,000

jobs in one month.



An estimated

30%

of the region's small businesses were closed.



The Greater Portland region faces an unprecedented economic crisis

— Highest number of unemployment claims since the Great Depression

— Many small business owners have lost their business or are expecting their businesses to fail due to the COVID-19 pandemic.

Impacts on marginalized individuals and businesses



The pandemic has exacerbated the historic structural barriers that lead to inequalities in skills attainment, education, income and ultimately, wealth creation.

01

Existing disparities worsened for persons of color and businesses they own.

02

Workers in lower-paying occupational groups, female workers, and workers with lower educational levels were also severely impacted.

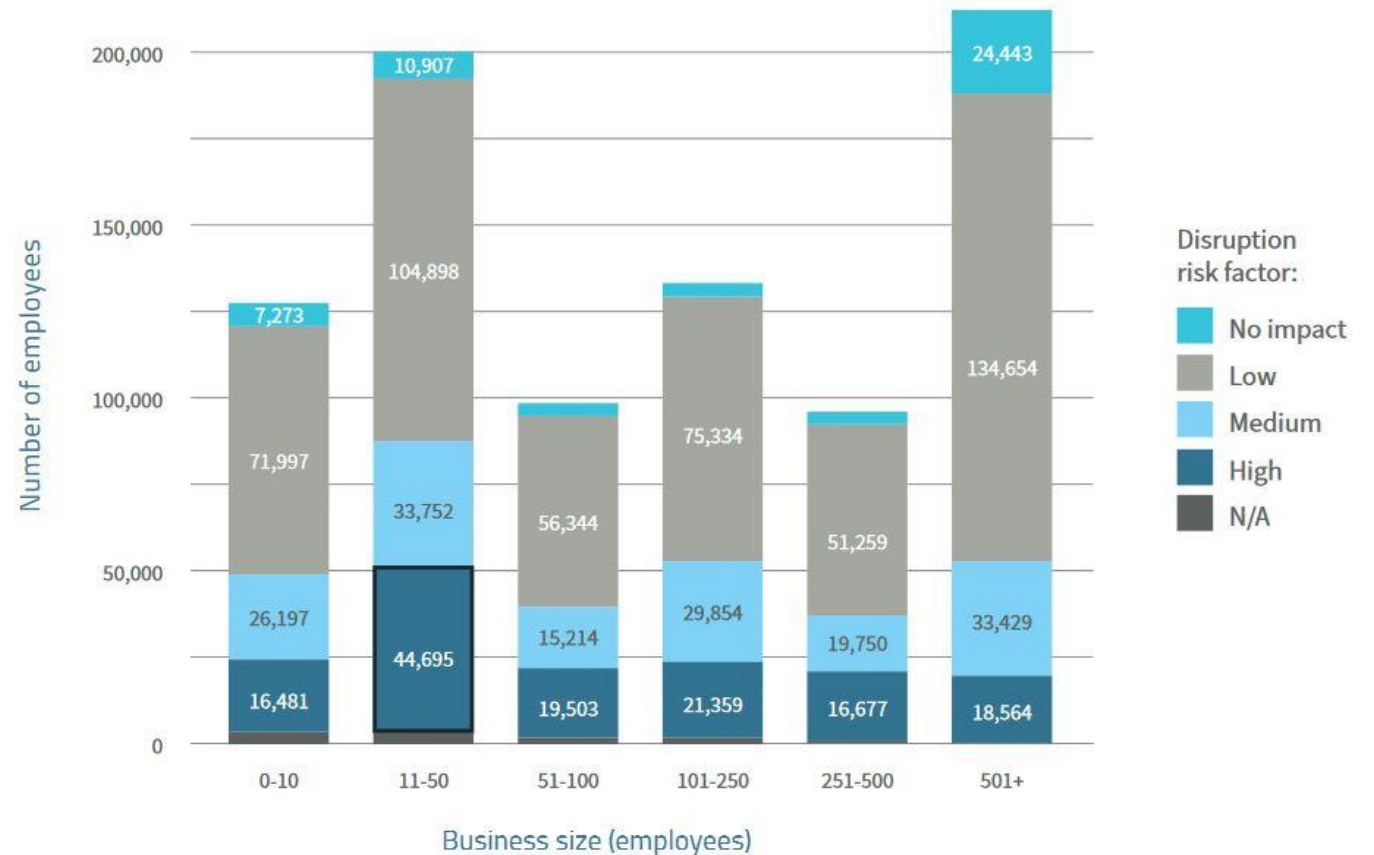
03

These systemic issues have been developing over decades and are key vulnerabilities that limit economic growth and resilience.

Industries at high risk of disruption due to pandemic and recession	3-digit NAICS code
Food & drink establishments	772
Amusement & recreation	713
Automotive	441
Accommodation	721
Healthcare stores	446
Air transportation*	481
Furniture stores	442
Electronics & appliances	443
Performing arts & sports	711
Film & recording*	512
Transit	485
Museums, parks & zoos	712
Tour companies	487

DISRUPTION RISK BY BUSINESS SIZE

Portland metro tri-county area



Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages (QCEW) 4Q2018, ECONorthwest Analysis.

*represents industries in traded clusters.



Vision

As a community, the Greater Portland region will recover from the COVID-19 pandemic stronger, more resilient, and more equitable with an urgent focus on building opportunities for Black, Indigenous, and People of Color (BIPOC) and their businesses, as they have been hit hardest.

Guiding values

The guiding values set the foundation for how the region will implement the vision of the Greater Portland Economic Recovery Plan.



REMOVE BARRIERS AND BUILD TRUST

To advance racial equity for underserved and under-resourced populations



WORK TOGETHER

Through regional collaboration and communication to strengthen all of our communities



TAKE URGENT ACTION

For businesses and people in need



LEAD WITH HEALTH

Prioritize public health



INVEST STRATEGICALLY

Data will inform priorities for action

Adaptable framework for action

- Throughout the development of the plan, stakeholders consistently conveyed the need to respond urgently to help those that have been impacted.
- Data-driven insights, validated by broad stakeholder input, defined the Recovery Plan development.
- **Six main priorities** were determined to warrant regional investment of time and funds.
- The Plan is an adaptable framework that explains why the priorities were selected and the process to address them.

Adaptable framework for action

The action matrix

A set of immediate actions recommended by small business owners and experts working directly with impacted individuals

Equitable accountability

Required documentation of the number of BIPOC and overall businesses and individuals that will be served by specific actions

Lead organizations

Prioritized actions each have a recommended Lead Organization that will serve as the champion for implementation or host the program and key point of contact to determine progress.

Implementation Task Force

To guide implementation, a Task Force will work with GPEDD and Metro staff. The Task Force may include three to four individuals who will champion the three target areas.

Project principles

These principles serve as a critical foundation in developing *and* implementing those more detailed Priorities and Actions of the Plan.



Leading with equity

Our equity lens represents the long-standing commitment of the regional partners' leadership and consulting team to equitable growth and recovery



Prioritizing public health

The region will work collaboratively with state employees to improve the health of the regional economy in conjunction with the health of the residents.



Engaging the private sector

Addressing barriers in hiring, retaining, and promoting BIPOC employees through culture change, relationships with communities, and public accountability can help impacted workers get back to work sooner and for the longer-term.

Stakeholder + Community Engagement

Purpose and Goals

Deepen trust, credibility, and relationships with Economic Recovery Plan stakeholders and BIPOC organizational leaders.

Design planning and process development exercises that **honor transparency, reciprocity, and communities most impacted.**

Facilitate inclusive and meaningful engagement sessions that **demonstrate shared-leadership and co-creation.**

Engagement with BIPOC Leaders

Key Objective

The discovery phase was **designed to provide a safe, caucused space for BIPOC leaders to share input and strategic direction** on the Economic Recovery Plan.

- **Informational interviews** with (5) BIPOC organizational leaders (Sept. 2020)
- **Deep Listening Session #1** (Oct. 2020)
- **Recommended Actions** for Economic Recovery Plan (Oct. 2020)

Key Findings + Recommendations

Consult BIPOC organizational leaders early and/or at the onset of plan and process development.

Honor the time and expertise of BIPOC SMEs/leaders through organizational capacity-building strategies and resourcing.

Co-create long-term and sustainable solutions with communities most impacted and the organizations that serve them.

Measure and analyze outcomes of previous plans against newly proposed strategies and actions to evaluate success and equitable outcomes.

Ongoing Engagement

Next Steps

To support the development of the Comprehensive Economic Development Strategy (CEDS), **discovery and tailored engagement with BIPOC leaders will continue through February 2021.**

- **Deep Listening Session #2** (Jan. 2021)
- **Recommended Actions Matrix Summary** for CEDS (Feb. 2021)

Target impact areas

Recommended action example:

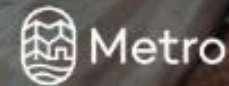
Over 40 microenterprise businesses, many consumer-oriented, conveyed in a meeting hosted by Microenterprise Services of Oregon (MESO) that they need help with three core areas:

- Rent relief
- Skills to expand into a digital market place
- Consistent regulations across the region.



Helping small businesses recover & grow

Greater Portland Economic Recovery Plan



Target impact areas

Recommended action examples:

- To help individuals find new jobs during the pandemic, an enhanced bi-state virtual platform that broadens access to the public workforce system is necessary.
- Facilitate connections between the private sector, anchor institutions, public agencies, unions and community-based organizations to help advance economic mobility for BIPOC workers, such as career pathways and hiring practices.

Advancing economic mobility for individuals

Greater Portland
Economic Recovery Plan



Target impact areas

Recommended action example:

More than 10 child care providers shared insights regarding the challenges in maintaining their operations and adequately paying staff.

- Address providers' needs for continued delivery of PPE, cleaning and general supplies, and food to off-set operation costs.
- Provide grants to pay for facility renovations, furniture and supplies required through new COVID safety regulations to help maintain healthy operations.
- Provide grant support to provide teacher hazard pay as an important action to maintain viable operations.

A photograph of a man with a dark beard and mustache, wearing a light blue button-down shirt, holding a baby in a blue and white striped shirt. The man is looking down at the baby with a gentle expression. The background is a bright, modern interior with white walls and a wooden chair.

Supporting families & children

Greater Portland
Economic Recovery Plan



Implementation

- Social media tool kit
- Implementation Task Force
- Community partner presentations
- New projects

**PLAN DE RECUPERACIÓN ECONÓMICA
DEL ÁREA METROPOLITANA DE PORTLAND**

Acciones específicas para promover una recuperación equitativa

Ayudar a que las pequeñas empresas se recuperen y crezcan

Avanzar la movilidad económica de las personas

Apoyar a las familias y niños

GREATER PORTLAND Metro



Help guide our region's recovery

Can your organization step up and lead one of the 14 actions identified in the [Greater Portland Economic Recovery Plan](#) still in need of a champion? Or is your organization already pursuing related actions? We want to connect!

- Visit the [Greater Portland Inc](#) or [Metro](#) economic recovery websites
- Email:
 - Brittany Bagent at brittany.bagent@greaterportlandinc.com
 - Jeff Raker at jeffrey.raker@oregonmetro.gov

Next steps

Integration back into the Comprehensive Economic Development Strategy (CEDS)

- CEDS is an action-oriented strategy for regional economic development.
- It is the result of a regionally-owned planning process designed to build capacity and guide the economic prosperity and resiliency of our region.
- GPEDD develops the region's CEDS **every five years**; it is currently underway and being developed in direct partnership with Metro.

Role of Regional Entities in Economic Recovery

- Regional political leadership is key to maintaining the momentum needed to move from planning to action
- Port's interest in and activities to support equitable economic recovery
- Alignment regionally on economic issues
- Federal Approach

Staff Recommendations

- Metro continues to coordinate efforts and support implementation of the Greater Portland Economic Recovery Plan.
- Metro Council consider sending a letter to the GPEDD affirming and articulating Metro's commitment to playing a leadership role in implementing the Economic Recovery Plan.

Discussion

- How should Metro Council and staff continue to be engaged in implementing the Economic Recovery Strategy?
- What Metro priorities should be included in the CEDS? What Metro policies do we want the CEDS to help inform?

Regional Emergency Transportation Routes Update

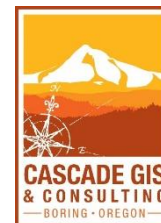
Metro Policy Advisory Committee Review of Phase 1 Draft Report

February 24, 2021



Project Team: RDPO, Metro

Thuy Tu Consulting, LLC, Salus Resilience, Cascade GIS & Consulting, FLO Analytics



Project Purpose



To update designated Regional Emergency Transportation Routes (RETRs) for the five-county region.

- Update 1996 and 2005/2006 ETRs
- Improve understanding of resilience of ETRs
- Raise visibility of ETRs
- Facilitate regional dialogue regarding resilience and recovery
- Set the stage for Phase 2 and future planning and investment

Project Team



Thuy Tu
Thuy Tu Consulting, LLC



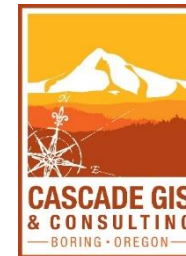
Allison Pynch, PE, GE
Salus Resilience



Erica McCormick
Cascade GIS & Consulting



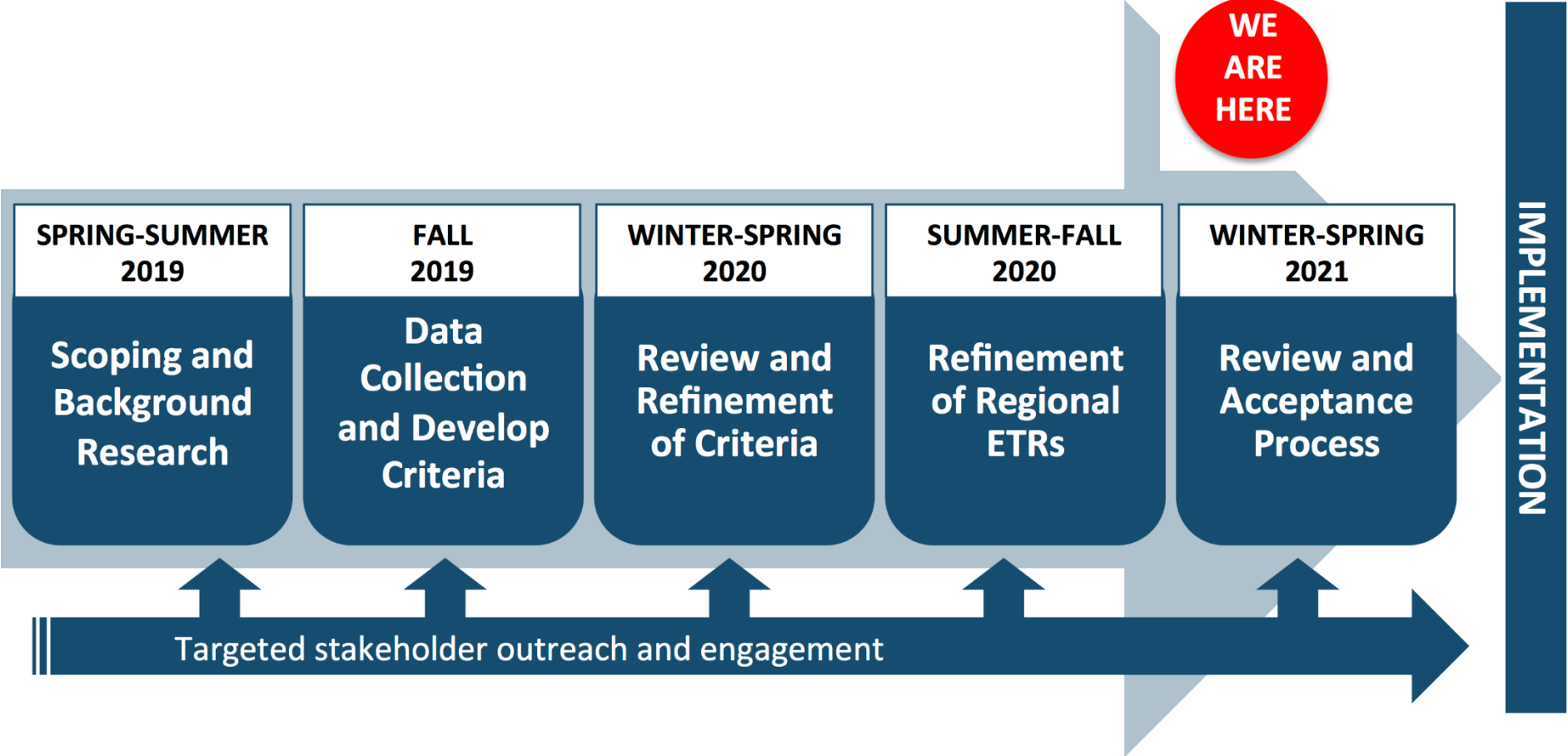
Jed Roberts
FLO Analytics



Regional ETR Update Work Group



Project Timeline



Stakeholder engagement | 2019 and 2020

- 7 Regional ETR work group meetings (2019-2020)
- 2 TPAC/MTAC workshops (2019-2020)
- 1 community leaders' forum (2019)
- 10 county-level coordinating committee briefings (staff and policy) (2020)
- 3 county-level coordinating committee meetings (policy) (2020)
- 8 jurisdictional specific meetings to review draft maps (2020)
- 3 REMTEC briefings (2019-2020)
- 2 Public Works work group briefings (2020)
- 3 RDPO Steering Committee briefings (2019-2020)
- 1 Joint Policy Advisory Committee on Transportation briefing (2019)
- 1 Metro Council briefing (2020)
- 1 Southwest Washington Regional Transportation Council briefing (2020)



More than
40
touch points
in 2019 and
2020




zoom


Overview of Draft Final Report


Table of Contents

- 1 Introduction
- 2 Stakeholder Engagement
- 3 Background and History
- 4 Overview of Concepts and Methods
- 5 Data Collection and Analyses
- 6 Analysis Results & Recommendations
- 7 Updated Route Summary
- 8 Recommendations for Future Work

Appendices





Consulting, LLC


 **SALUS RESILIENCE**

DRAFT

Phase I Draft Report
**Regional Emergency
Transportation Routes Update**
for the Portland-Vancouver Metropolitan
Region in Oregon and Washington

Prepared for

 **RDPO**
Regional Disaster Preparedness Organization
Unified. Prepared. Resilient.

 **Metro**

February 4, 2021
154-035-016

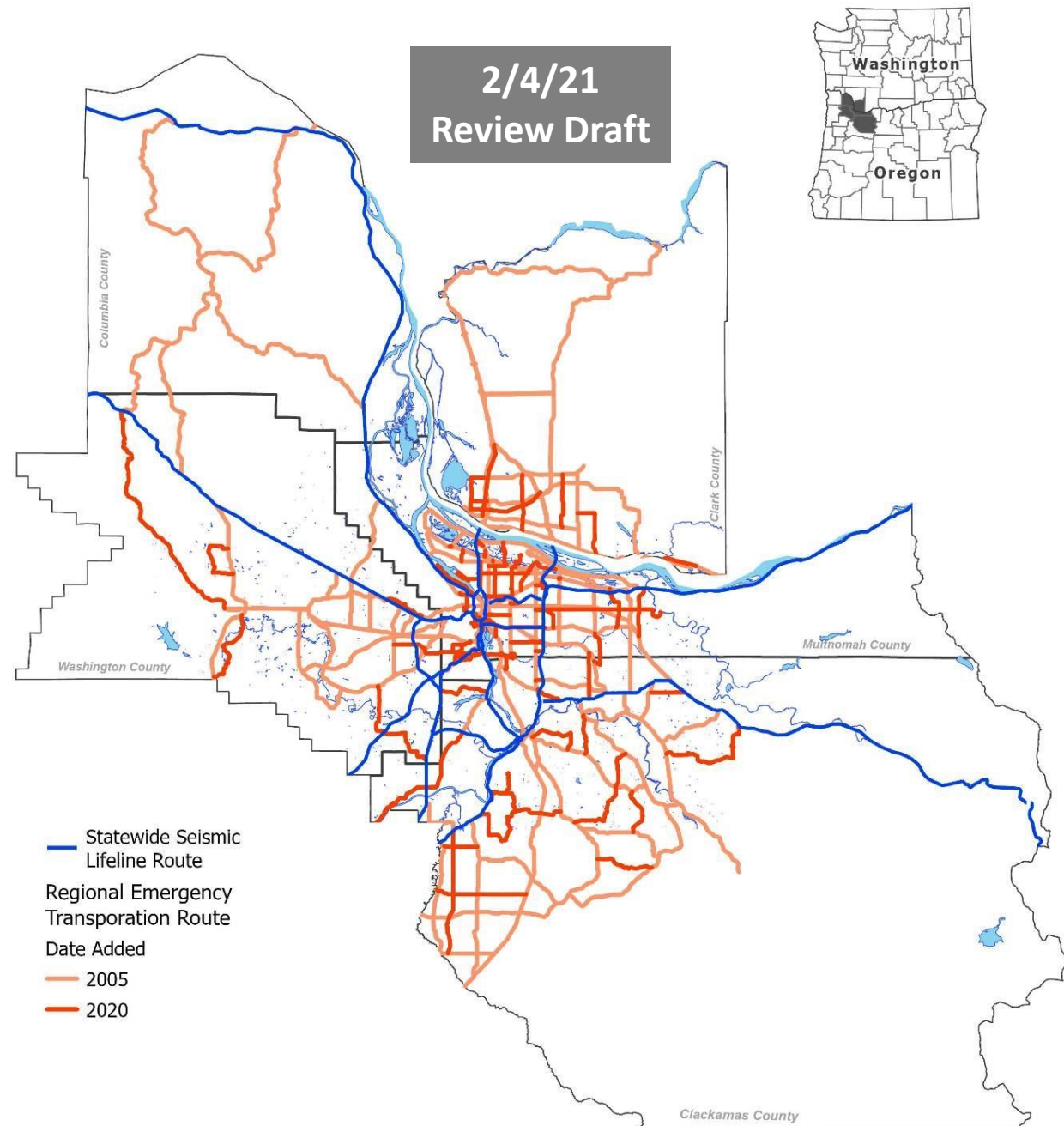
Thuy Tu Consulting, LLC
3515 NE 15th Avenue, Suite 210
Portland, OR 97212
503.490.0389

Salus Resilience
6420 S Macadam Avenue, Suite 100
Portland, OR 97239
503.620.7264

DRAFT Updated RETRs

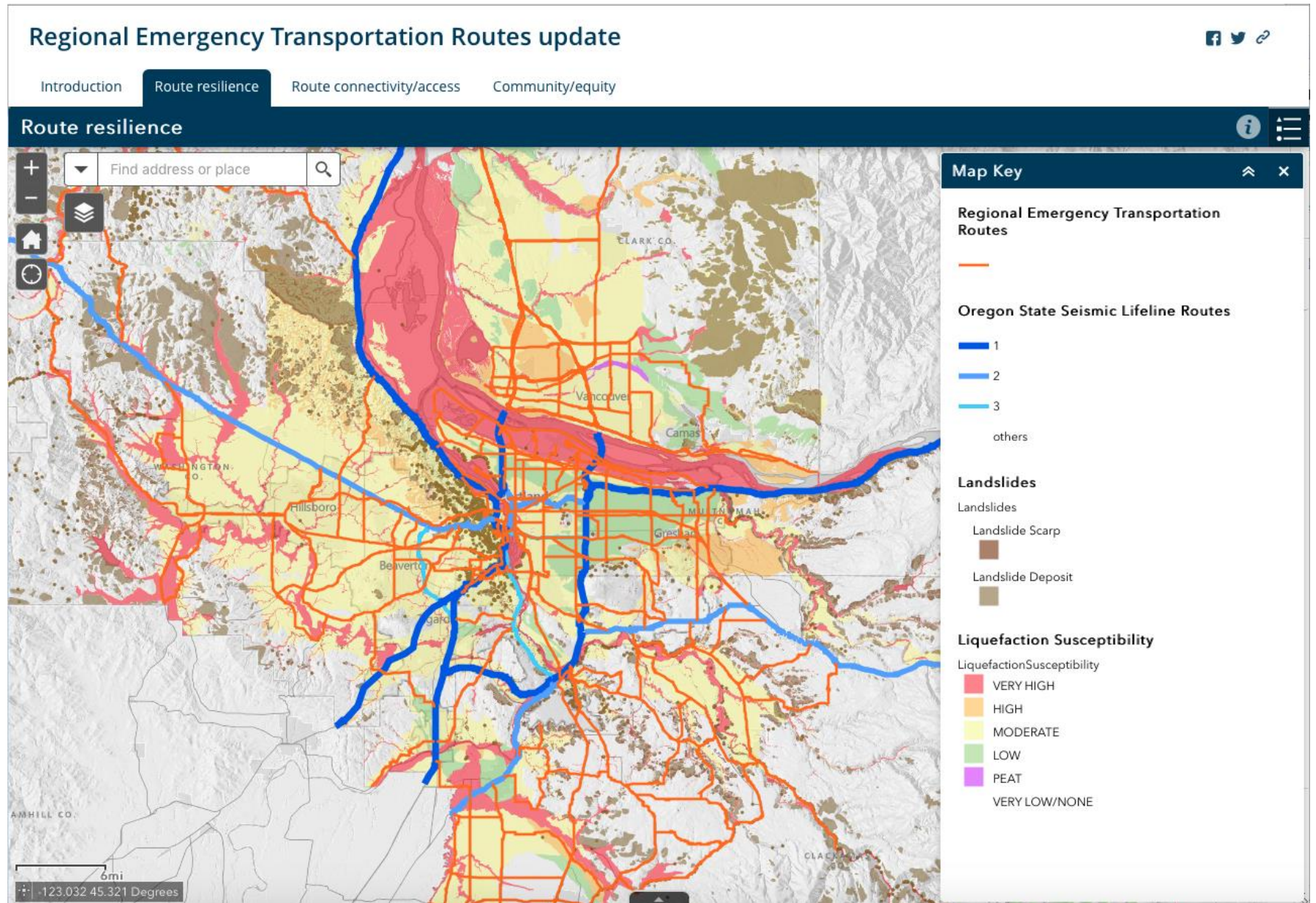
~40 routes added by jurisdictional partners to:

- connect to more state/regional critical assets
- reflect updates recommended through local planning and ODOT/County seismic lifeline bridge detour reviews
- add new and improved facilities

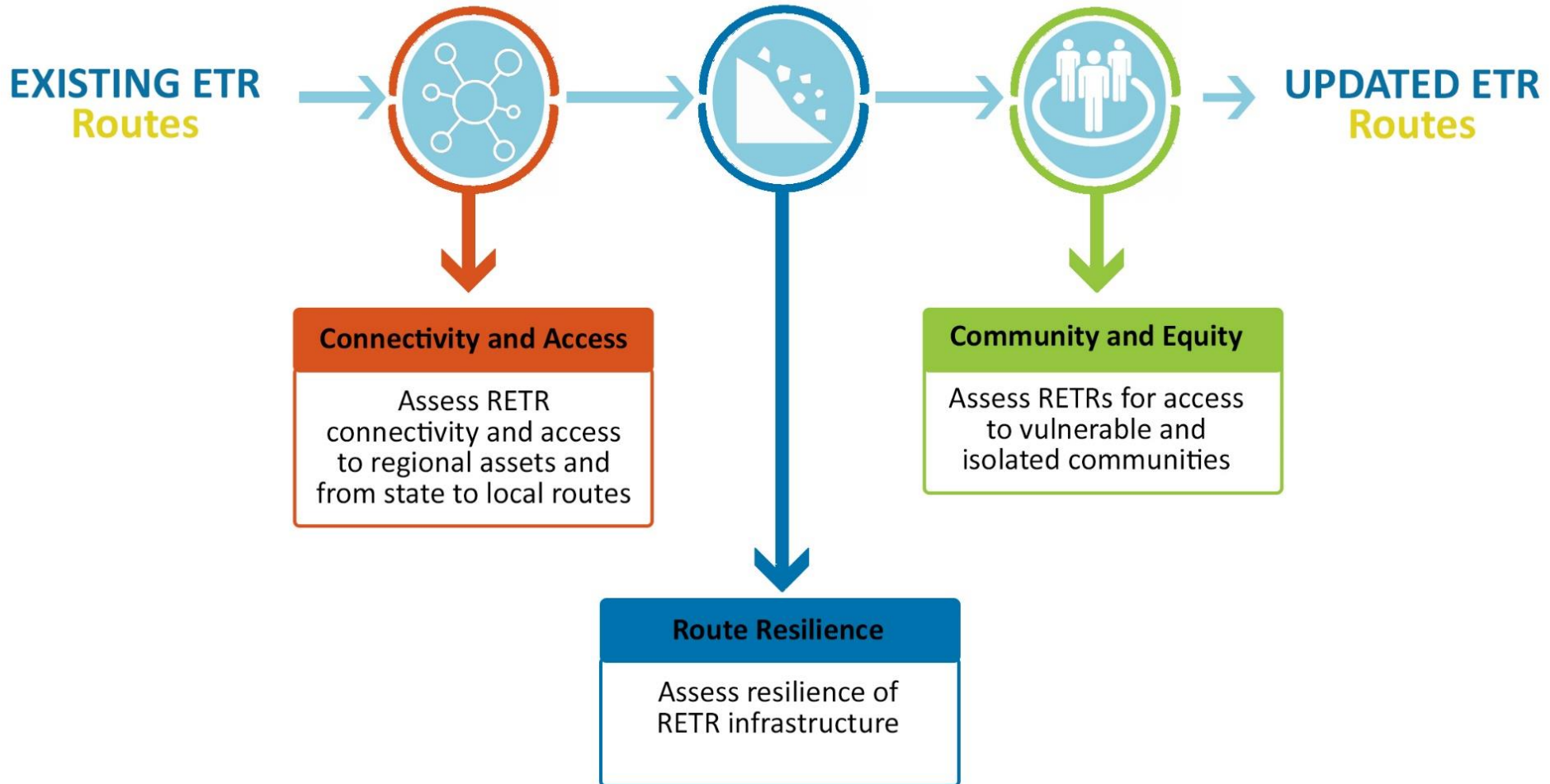


On-line viewer

<https://arcg.is/0rWCX5>

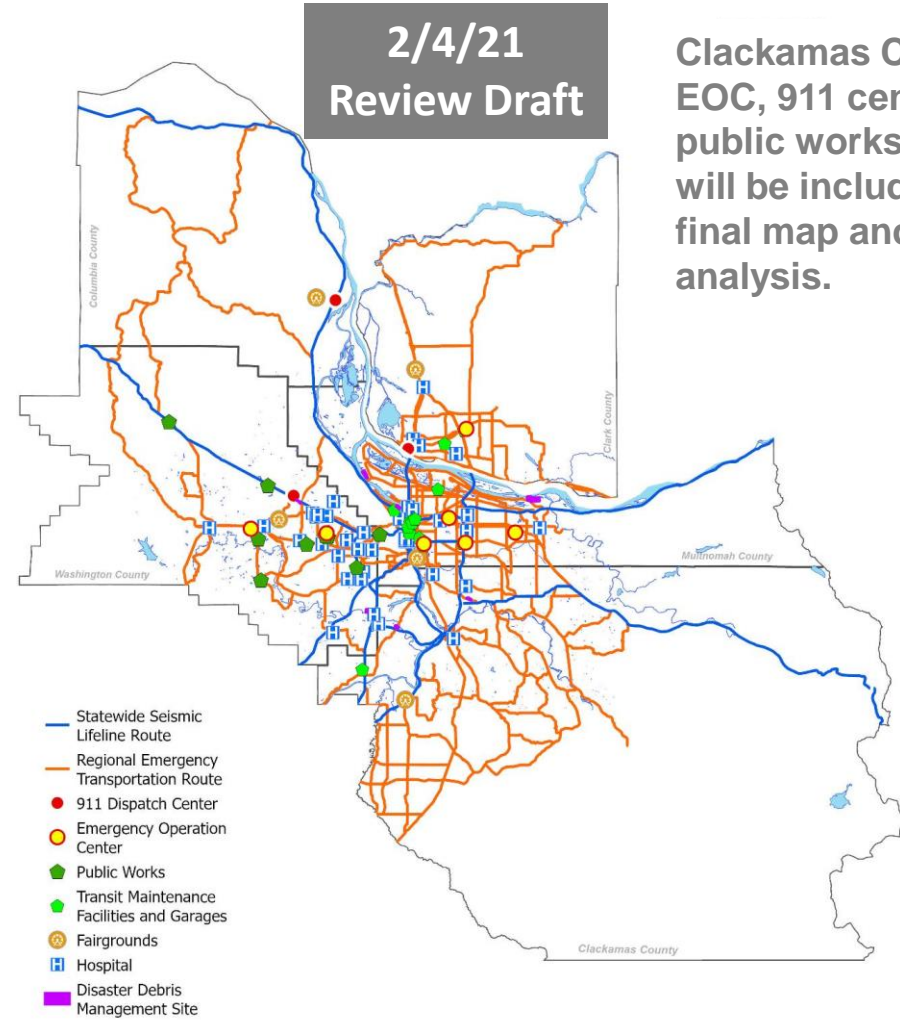
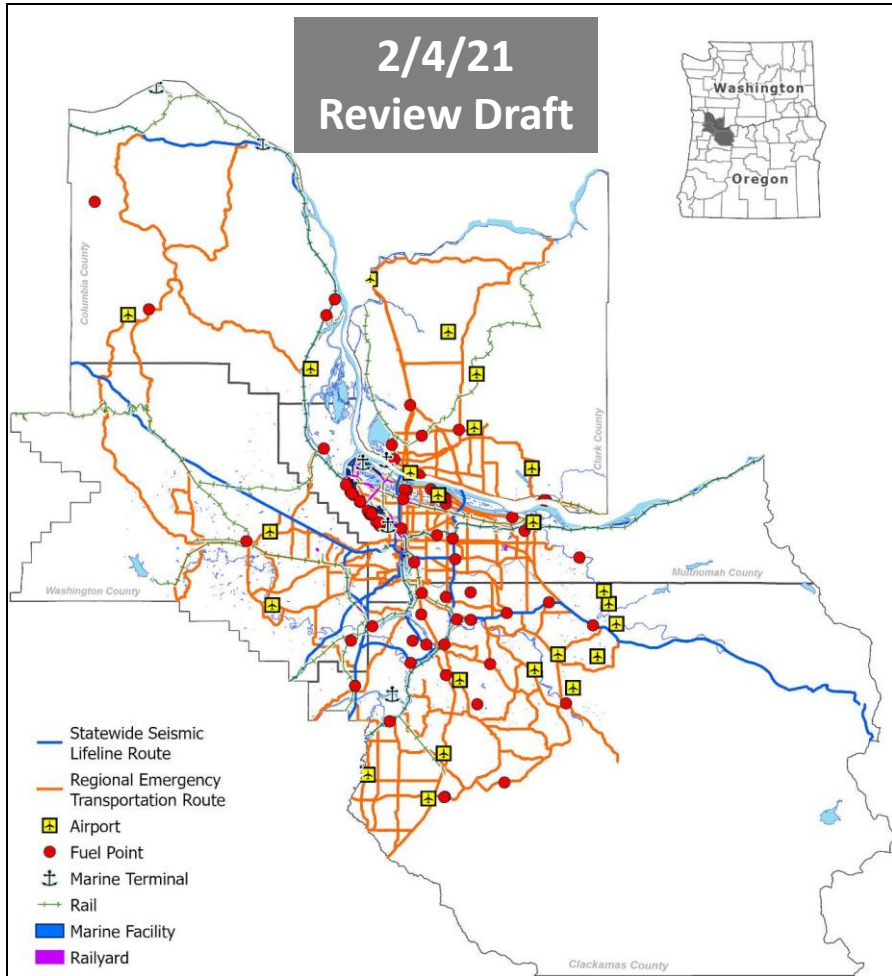


Factors Applied in RETR Update

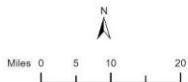


RETR Connectivity and Access Findings

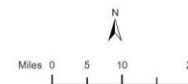
State/Regional critical assets



Clackamas County EOC, 911 center and public works sites will be included in final map and analysis.



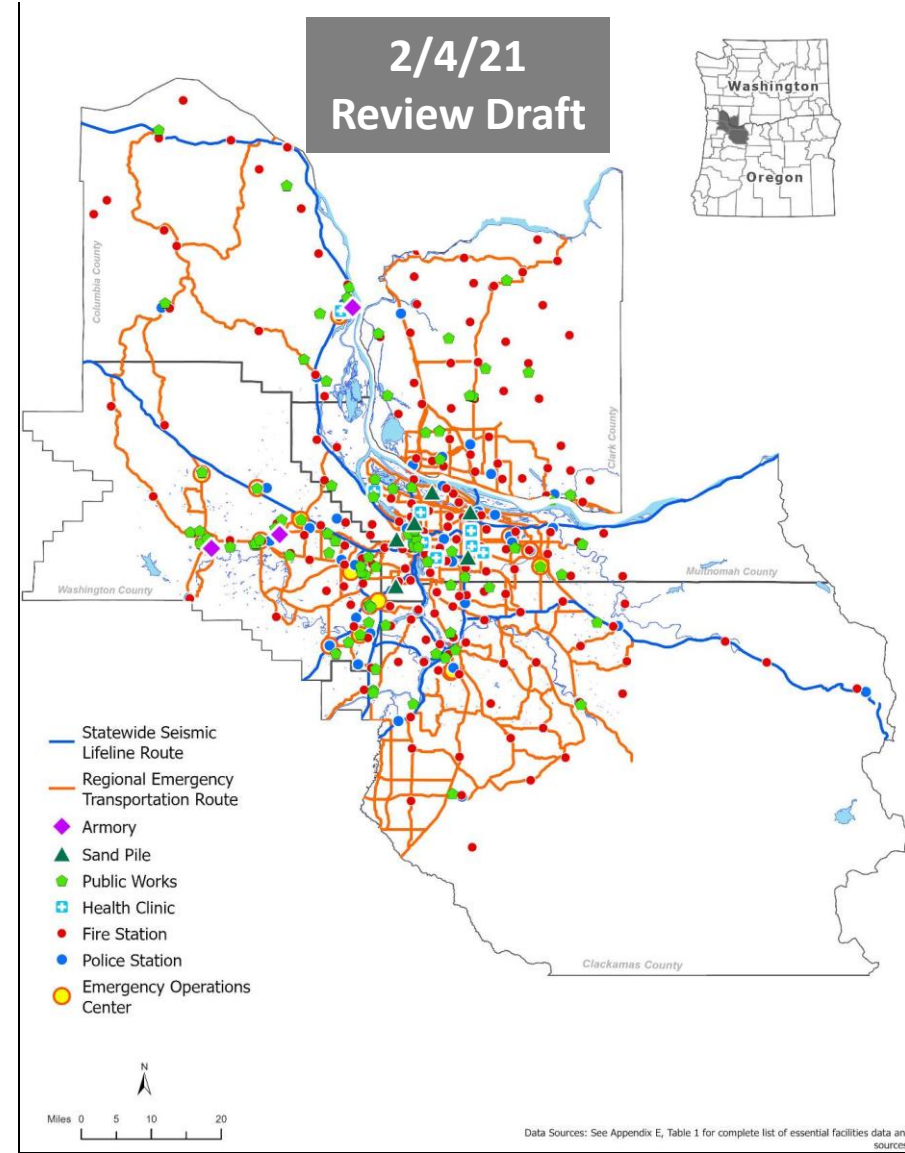
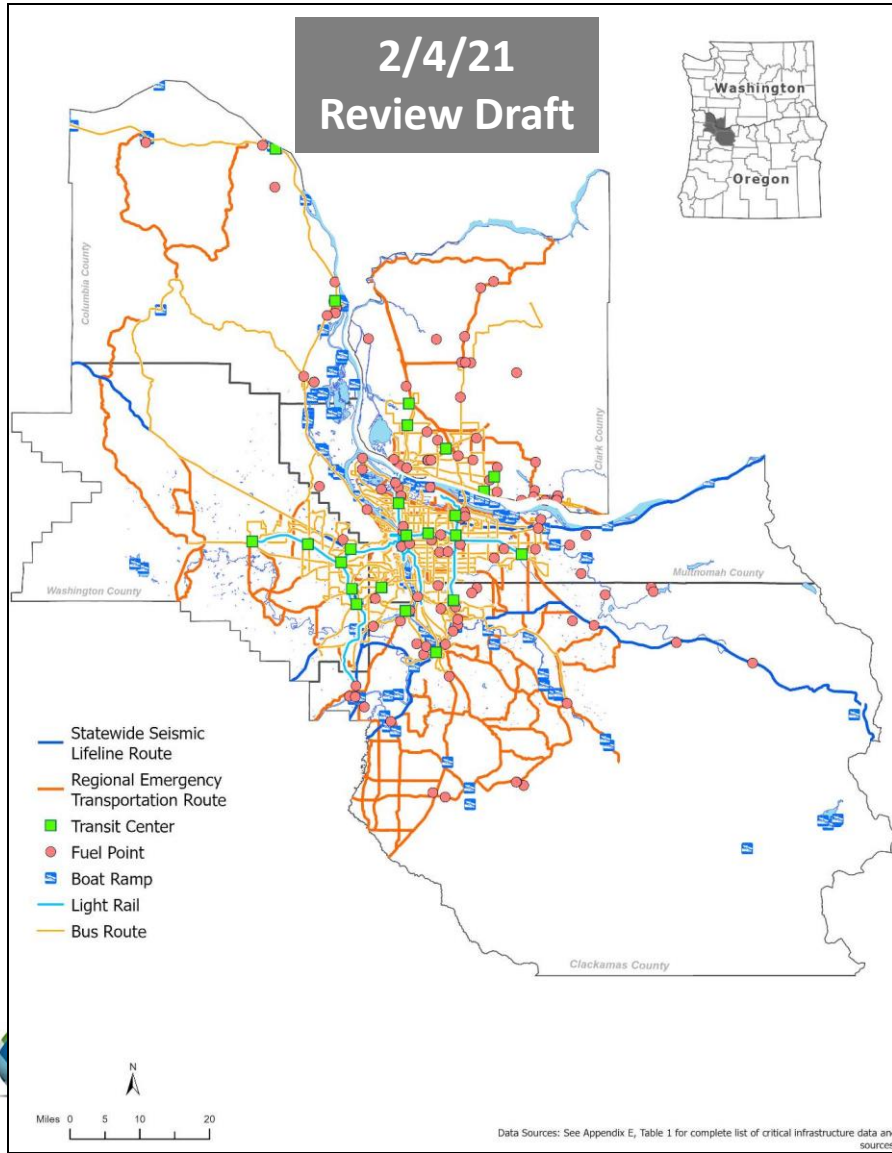
Data Sources: See Appendix E, Table 1 for complete list of critical infrastructure data and sources.



Data Sources: See Appendix E, Table 1 for complete list of essential facilities data and sources.

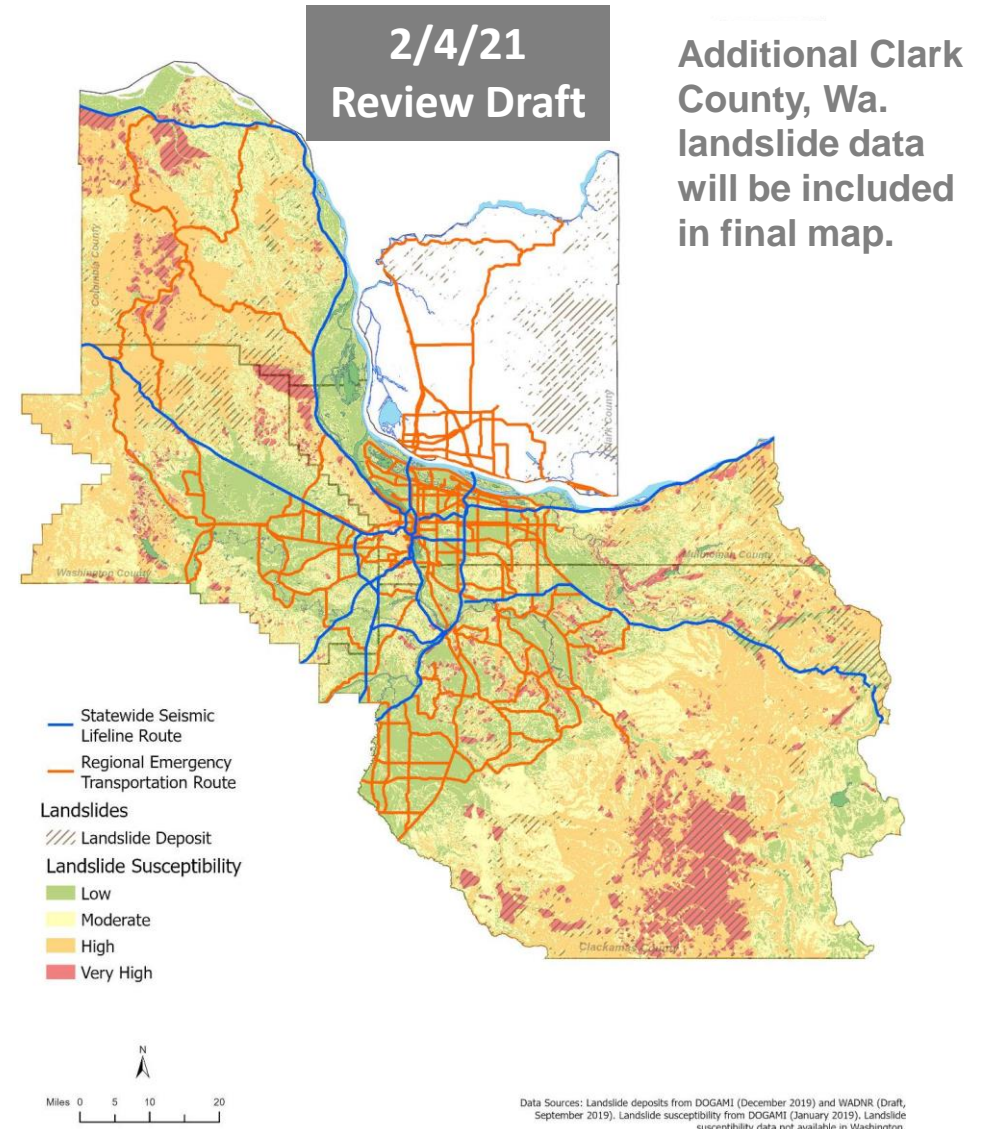
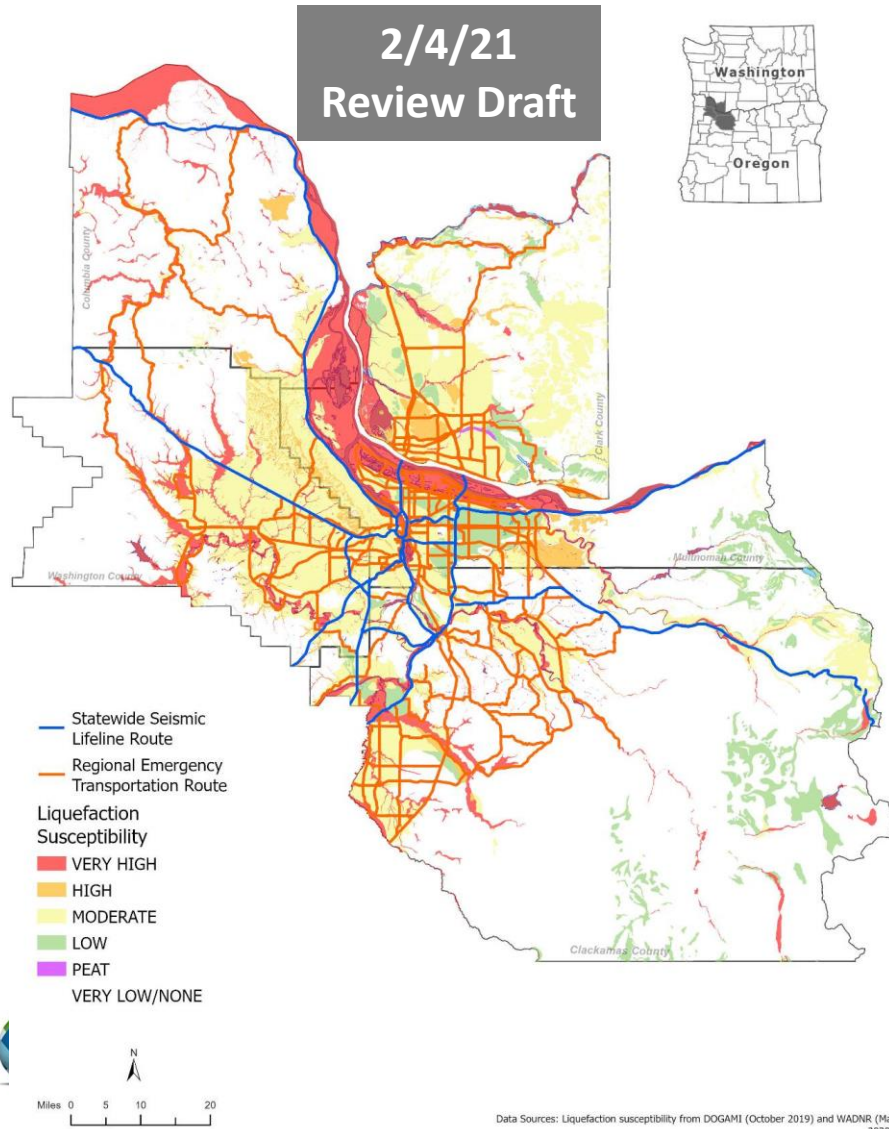
RETR Connectivity and Access Findings

County/City critical assets



RETR Resilience Findings

Liquefaction and Landslide Hazards

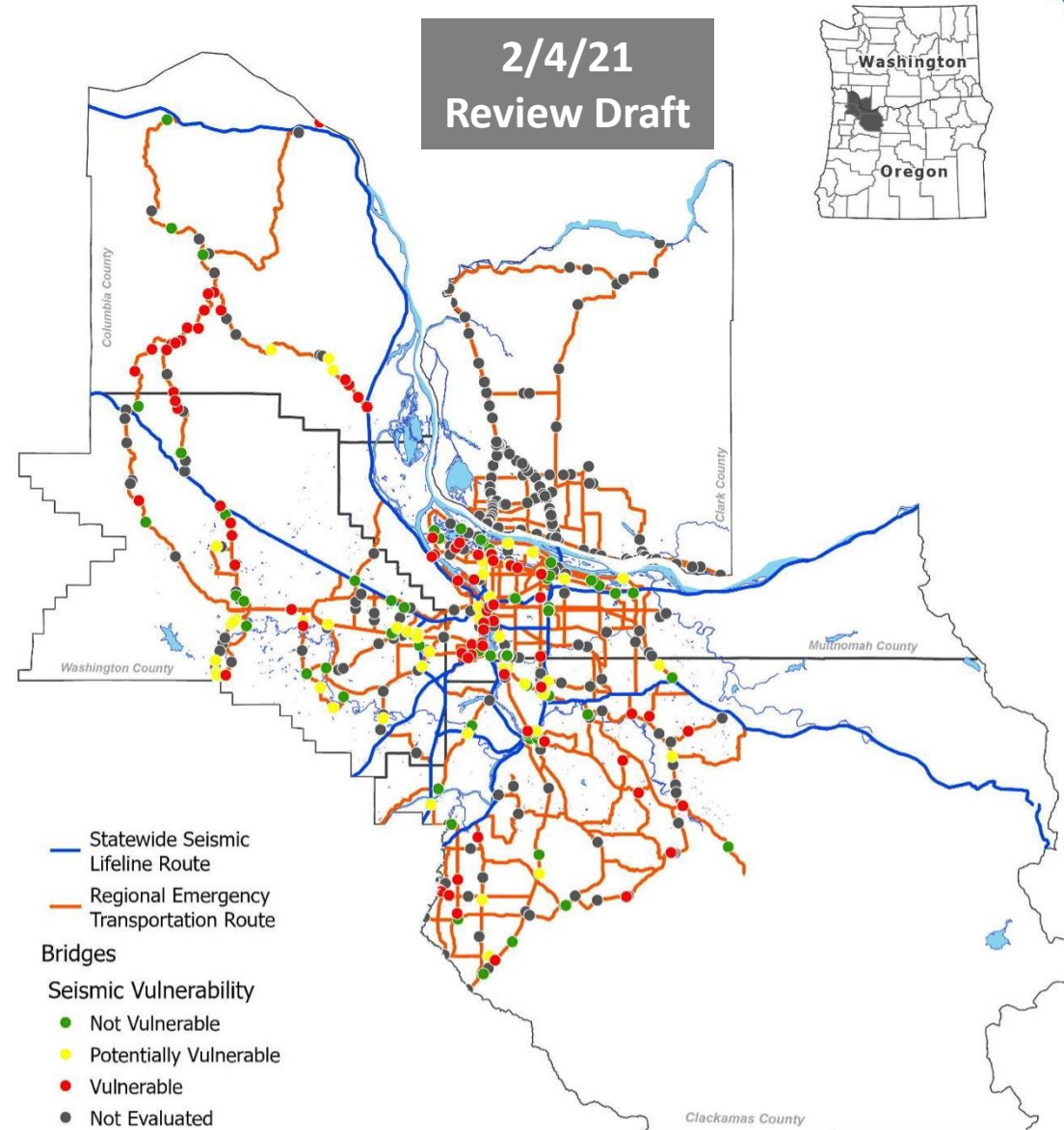


Additional Clark County, Wa. landslide data will be included in final map.

RETR Resilience Findings

Vulnerable Bridges

- Vulnerable bridges greatly increase risk in region.
- Crossings of the Columbia and Willamette rivers are very vulnerable.
- Seismic and landslide impacts to roads and bridges will likely hinder connectivity and access during an emergency.

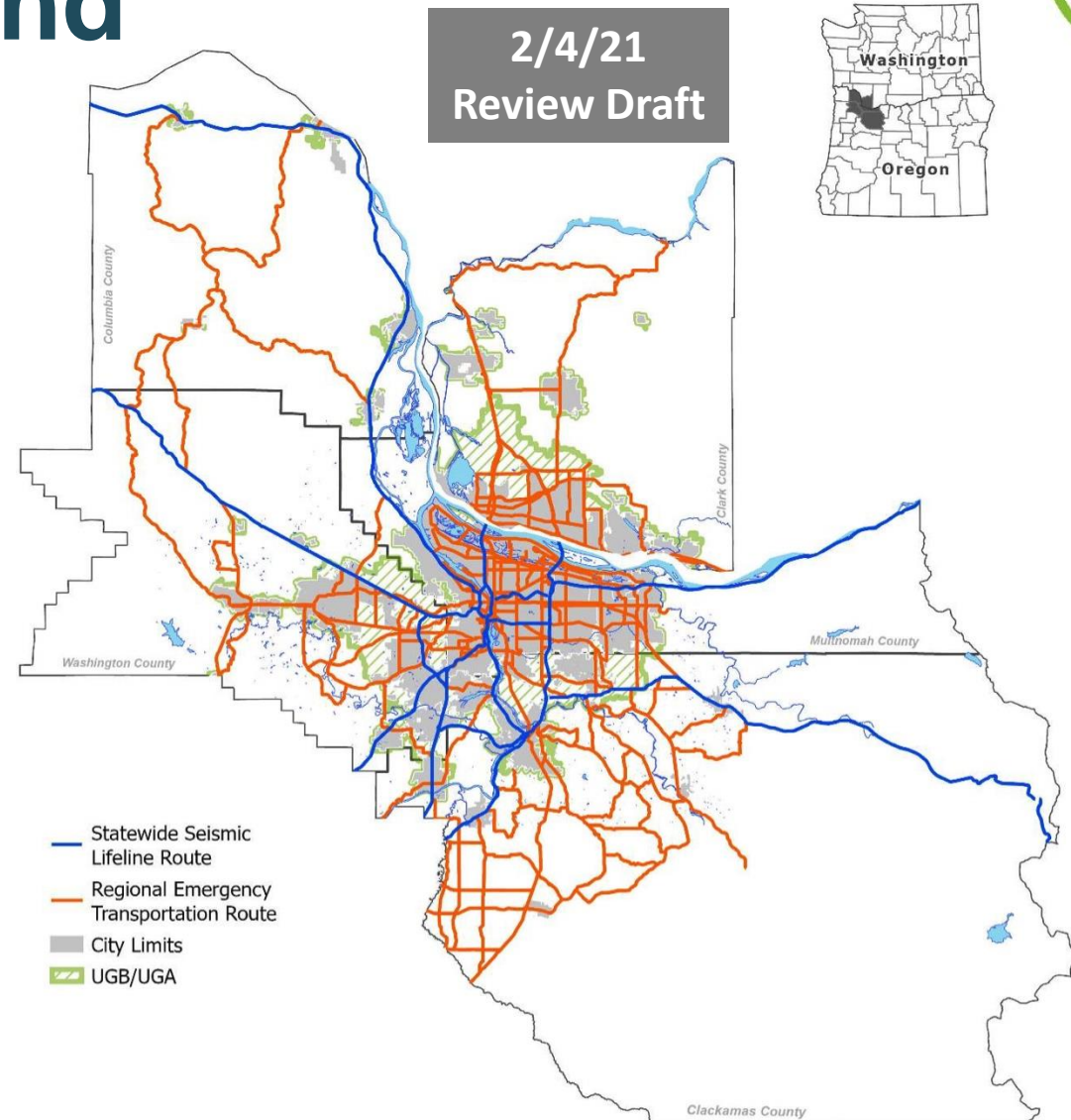


RETR Community and Equity Findings

Population Centers and Growth Areas



- provides adequate connectivity and access to communities
- limited alternate routes and transportation services in some rural areas with fewer travel options
- more in-depth equity analysis and community-specific engagement needed in future work

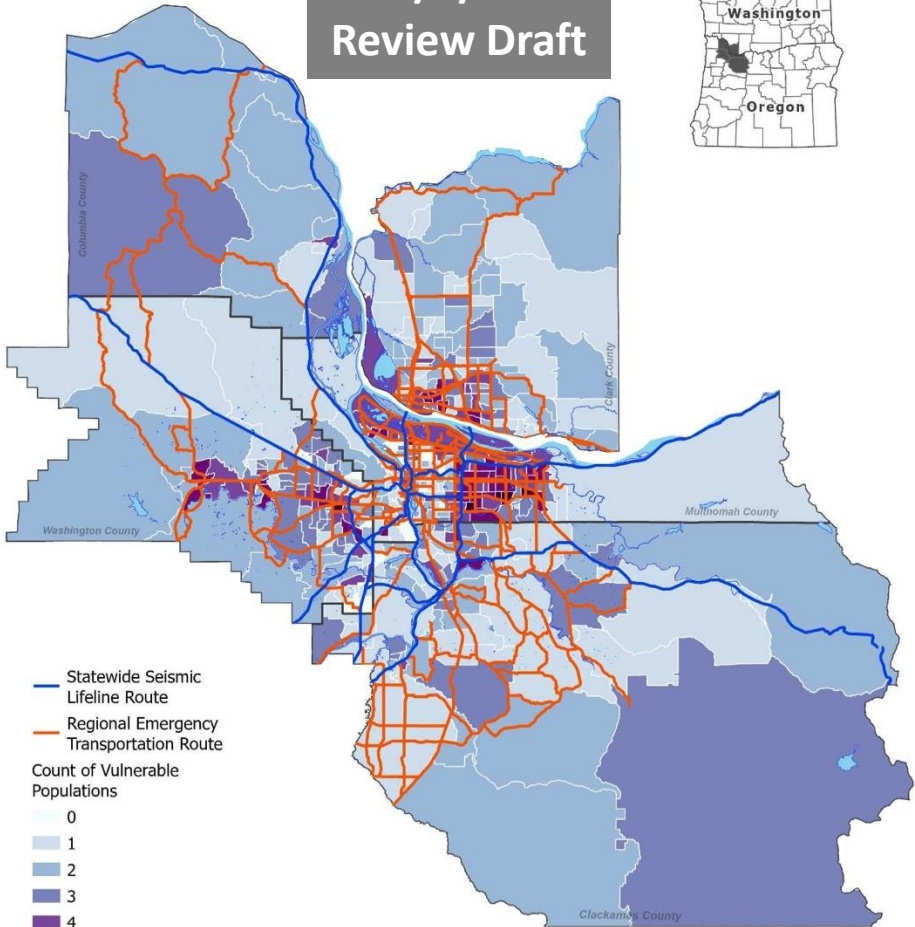




RETR Community and Equity Findings

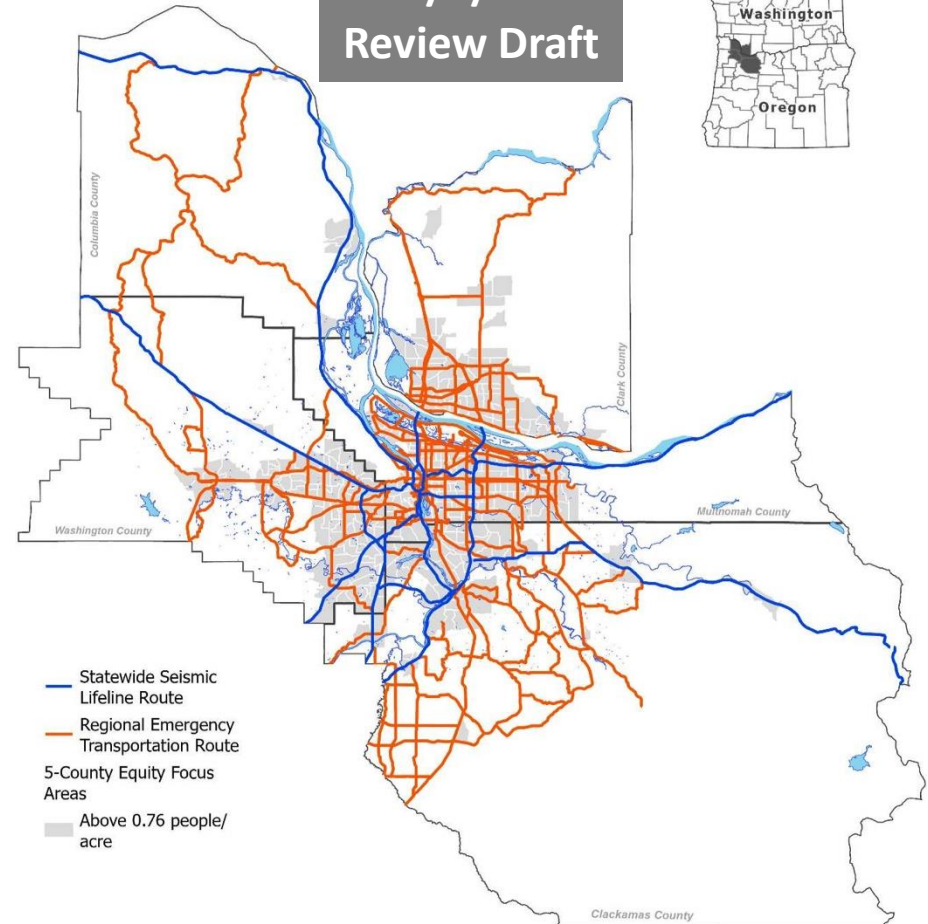
Vulnerable Populations and Equity Focus Areas

2/4/21
Review Draft



- Statewide Seismic Lifeline Route
- Regional Emergency Transportation Route
- Count of Vulnerable Populations
- 0
- 1
- 2
- 3
- 4
- 5
- 6

2/4/21
Review Draft



- Statewide Seismic Lifeline Route
- Regional Emergency Transportation Route
- 5-County Equity Focus Areas
- Above 0.76 people/acre

Recommendations for Future Work

Recommendation	Level	Lead/Key Partner(s)
1. Integrate regional ETRs into other planning and investment decision-making processes	Regional	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	RDPO & Metro (RETR Phase 2 and Social Vulnerability Tool)
5. Integrate RETR and LETRs into evacuation planning	Local and regional	Various
6. Formalize the RETRs and agree to a plan for consistent updates	Regional	RDPO & Metro (Phase 2)
7. Engineering evaluation of top priority/tier routes for seismic upgrades	Local and regional	TBD
8. Evaluate river routes	Regional/State	Ports, Coast Guard & State Resilience Office
9. Develop equity-centered public messaging for transportation in emergencies	Regional	RDPO Public Messaging Task Force
10. Evaluate bike and pedestrian options for emergency transportation	Local	Various

RETR Update Phase 2 – Tiering and Operationalization of Routes

- **Tiering Methodology and Prioritization Framework**
 - Develop and apply a GIS-based tiering methodology for comparing the different RETR segments
 - Designate which routes should be evaluated, cleared and opened first, next and last, in a catastrophic scenario
- **Operationalization Guidelines and Agreement(s)**
 - Establish facility owner and operator roles and responsibilities and related coordination activities

Next Steps

Feb. and March

Broad stakeholder review

March

Refine draft maps and report to address feedback

April/May

SW RTC, JPACT and the Metro Council consider action

May

RDPO Policy Committee considers action

Dissemination Webinar

Discussion and feedback

- Feedback on the updated regional ETRs or future planning work recommended in the draft report?
- Feedback on the draft resolution accepting the draft report?

Thank you!

Laura Hanson, RDPO

Laura.hanson@portlandoregon.gov

Kim Ellis, Metro

kim.ellis@oregonmetro.gov



rdpo.net/emergency-transportation-routes

Supplemental Slides

RETR Update Acceptance by Policy Makers

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE)
 FINDINGS AND RECOMMENDATIONS IN THE)
 REGIONAL EMERGENCY TRANSPORTATION)
 ROUTES UPDATE PHASE ONE REPORT)

RESOLUTION NO. 21-5160
 Introduced by Chief Operating Officer
 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 LANGUAGE (1 of 2)

BE IT RESOLVED

- The Metro Council hereby accepts:
 - the updated Regional ETRs for the metropolitan planning area (MPA) boundary, as shown in the attached Exhibit A;
 - the updated Regional ETRs for the five-county Portland-Vancouver region, as shown in the attached Exhibit B; and
 - the findings and recommendations in the Regional Emergency Transportation Routes Update Phase 1 Report, as shown in the attached Exhibit C.

Draft Emergency Transportation Routes

2/4/21
Review Draft

Exhibit A Draft Metropolitan planning area map

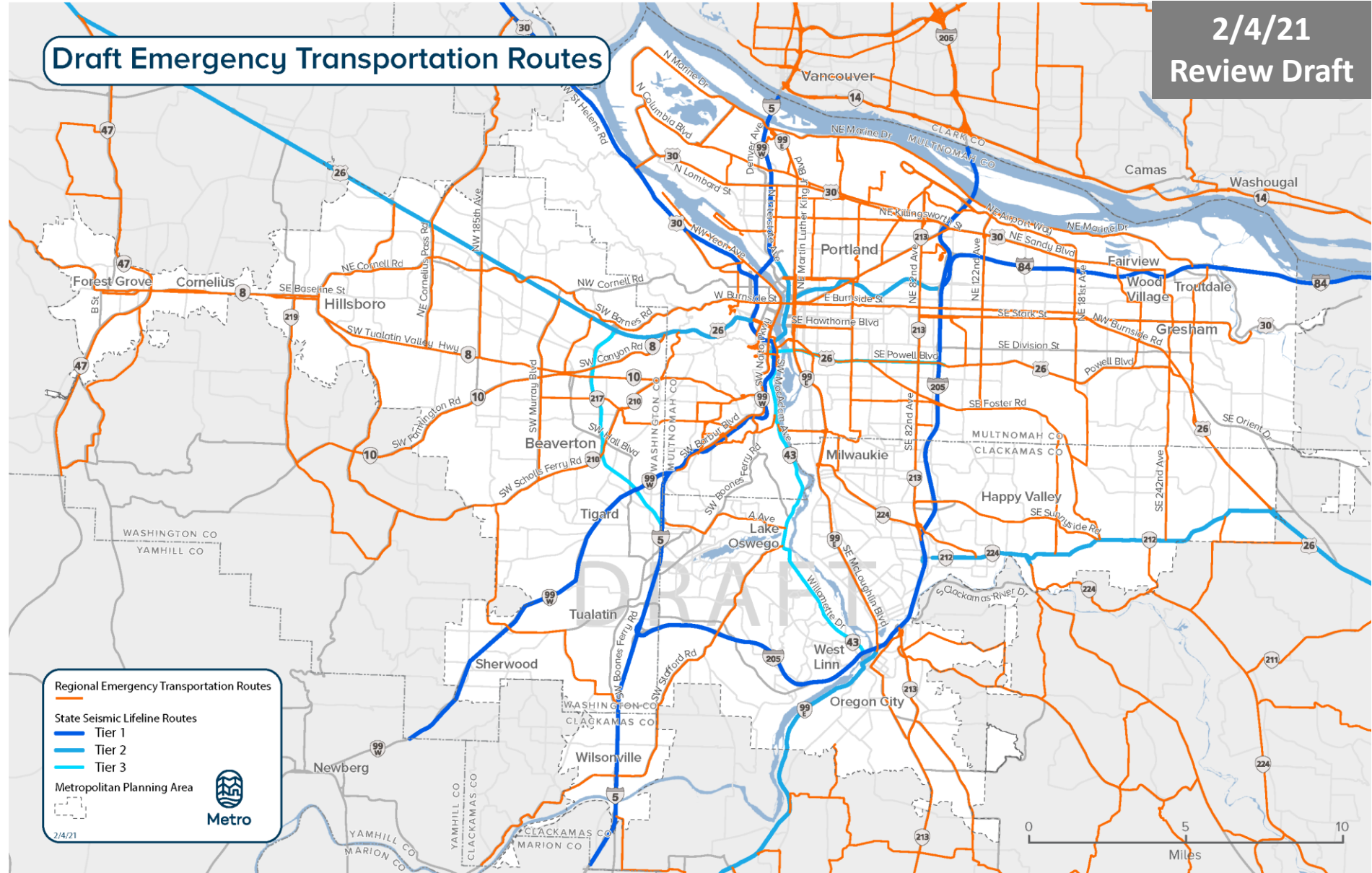


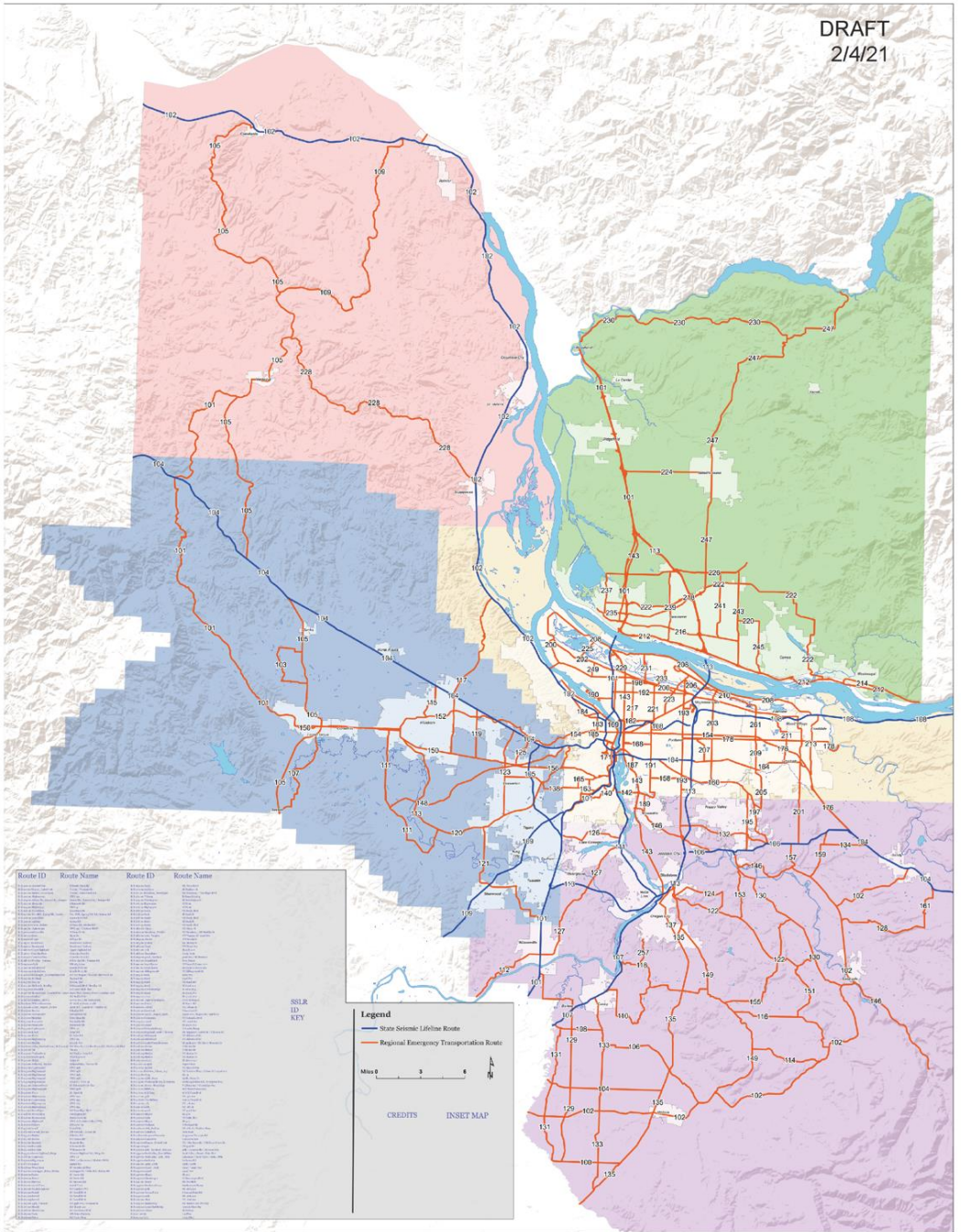


Exhibit B

Draft

five-county map

-  Statewide Seismic Lifeline Route
-  Regional Emergency Transportation Route



DRAFT LANGUAGE (2 of 2)

BE IT RESOLVED

- That 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.




RETR Connectivity and Access

Critical Emergency Response Assets

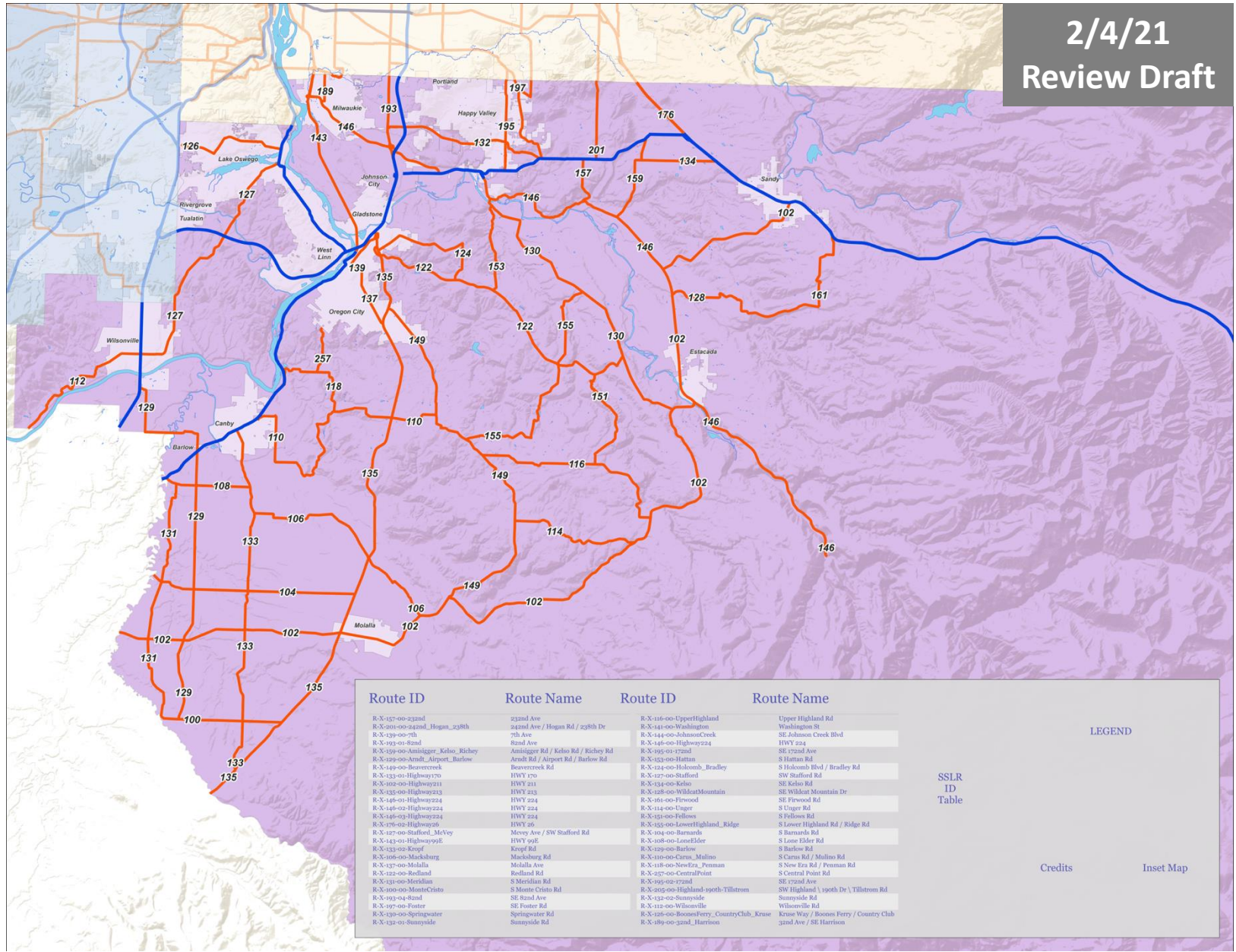


Category	Critical Infrastructure Considered	Essential Facilities Considered
State/Regional	<ul style="list-style-type: none"> Airports Marine port terminals Rail yards Regional level lifeline facilities, such as power and water transmission lines and state and regional fuel PODs Regional transit facilities, such as transit EOCs, bus barns, and maintenance facilities 	<ul style="list-style-type: none"> Regional hospitals State, regional and county Emergency Operations Centers (EOCs) State and regional Points-of-Distribution (PODs) State and county public works facilities and equipment stores Regional debris management sites Fairgrounds
County/City	<ul style="list-style-type: none"> Local lifeline facilities, such as local water transmission infrastructure Local river connections (boat ramps) Transit hubs and transit centers 	<ul style="list-style-type: none"> Health clinics and local hospitals and health care facilities Police and fire stations City EOCs County and city PODs City and utility public works facilities Designated debris management sites Local Transit Centers
Community/Neighborhood	<ul style="list-style-type: none"> Lifeline distribution systems Isolated lifeline distribution infrastructure 	<ul style="list-style-type: none"> Churches Schools Community centers Shelters Community PODs

Key findings

Factor	Findings
 <p>Connectivity and access</p>	<ul style="list-style-type: none"> • provide adequate connectivity and access to the routes and critical infrastructure and essential facilities • some areas have limited alternate routes, including areas with higher hazard vulnerability • some areas rely on state routes • further study of critical infrastructure and essential facilities will help with operational decisions and future RETR updates
 <p>Route resilience</p>	<ul style="list-style-type: none"> • seismic and landslide impacts 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 • future analysis that anticipates transportation impacts and closures that may result from a major earthquake, landslide, wildfire and flood will be beneficial • engineering analysis would be necessary to identify roads and bridges at risk and propose specific retrofits
 <p>Community and equity</p>	<ul style="list-style-type: none"> • provides adequate connectivity and access to the region's population centers and areas with concentrations of vulnerable populations, particularly people of color, people with limited English proficiency and people with low-income • limited alternate routes and transportation services in some rural areas where there is also a higher prevalence of older adults, youth and low-income households, with fewer travel options • more in-depth equity analysis and community-specific engagement is needed to better understand and address the unique needs of urban and rural communities

Draft Clackamas County Map



- Statewide Seismic Lifeline Route
- Regional Emergency Transportation Route

Route ID	Route Name	Route ID	Route Name
R-X-157-00-232nd	232nd Ave	R-X-116-00-UpperHighland	Upper Highland Rd
R-X-201-00-242nd_Hogan_238th	242nd Ave / Hogan Rd / 238th Dr	R-X-141-00-Washington	Washington St
R-X-139-00-7th	7th Ave	R-X-144-00-JohnsonCreek	SE Johnson Creek Blvd
R-X-099-01-82nd	82nd Ave	R-X-145-00-Highway224	HWY 224
R-X-559-00-Amisgiger_Kelso_Richey	Amisgiger Rd / Kelso Rd / Richey Rd	R-X-999-01-172nd	SE 172nd Ave
R-X-199-00-Arnold_Airport_Barlow	Arnold Rd / Airport Rd / Barlow Rd	R-X-553-00-Hattan	S Hattan Rd
R-X-140-00-Beavercreek	Beavercreek Rd	R-X-124-00-Hokomb_Bradley	S Hokomb Rd / Bradley Rd
R-X-333-01-Highway170	HWY 170	R-X-127-00-Stafford	SW Stafford Rd
R-X-102-00-Highway211	HWY 211	R-X-534-00-Kelso	SE Kelso Rd
R-X-332-00-Highway213	HWY 213	R-X-126-00-WheatMountain	SE Wheat Mountain Dr
R-X-146-01-Highway224	HWY 224	R-X-161-00-Firwood	SE Firwood Rd
R-X-146-02-Highway224	HWY 224	R-X-114-00-Unger	S Unger Rd
R-X-146-03-Highway224	HWY 224	R-X-555-00-Follows	S Follows Rd
R-X-176-02-Highway226	HWY 226	R-X-555-00-LowerHighland_Ridge	S Lower Highland Rd / Ridge Rd
R-X-127-00-Stafford_McVey	McVey Ave / SW Stafford Rd	R-X-104-00-Barnards	S Barnards Rd
R-X-143-01-Highway296	HWY 296	R-X-108-00-Lowether	S Lowether Rd
R-X-533-02-Kropf	Kropf Rd	R-X-129-00-Barlow	S Barlow Rd
R-X-106-00-Macksburg	Macksburg Rd	R-X-110-00-Carus_Mullins	S Carus Rd / Mullins Rd
R-X-127-00-Malla	Malla Ave	R-X-118-00-NewEra_Pennam	S New Era Rd / Pennam Rd
R-X-112-00-Redland	Redland Rd	R-X-257-00-CentralPoint	S Central Point Rd
R-X-131-00-Meridian	S Meridian Rd	R-X-199-02-172nd	SE 172nd Ave
R-X-100-00-MonteCristo	S Monte Cristo Rd	R-X-202-00-Highland-190th-Tillstrom	SW Highland / 190th Dr / Tillstrom Rd
R-X-093-04-82nd	SE 82nd Ave	R-X-532-02-Sunnyside	Sunnyside Rd
R-X-197-00-Foster	SE Foster Rd	R-X-112-00-Wilsonville	Wilsonville Rd
R-X-130-00-Springwater	Springwater Rd	R-X-125-00-Bloomery_CountryClub_Kruse	Kruse Way / Bloomery / Country Club
R-X-132-01-Sunnyside	Sunnyside Rd	R-X-189-00-32nd_Harrison	32nd Ave / SE Harrison



LEGEND

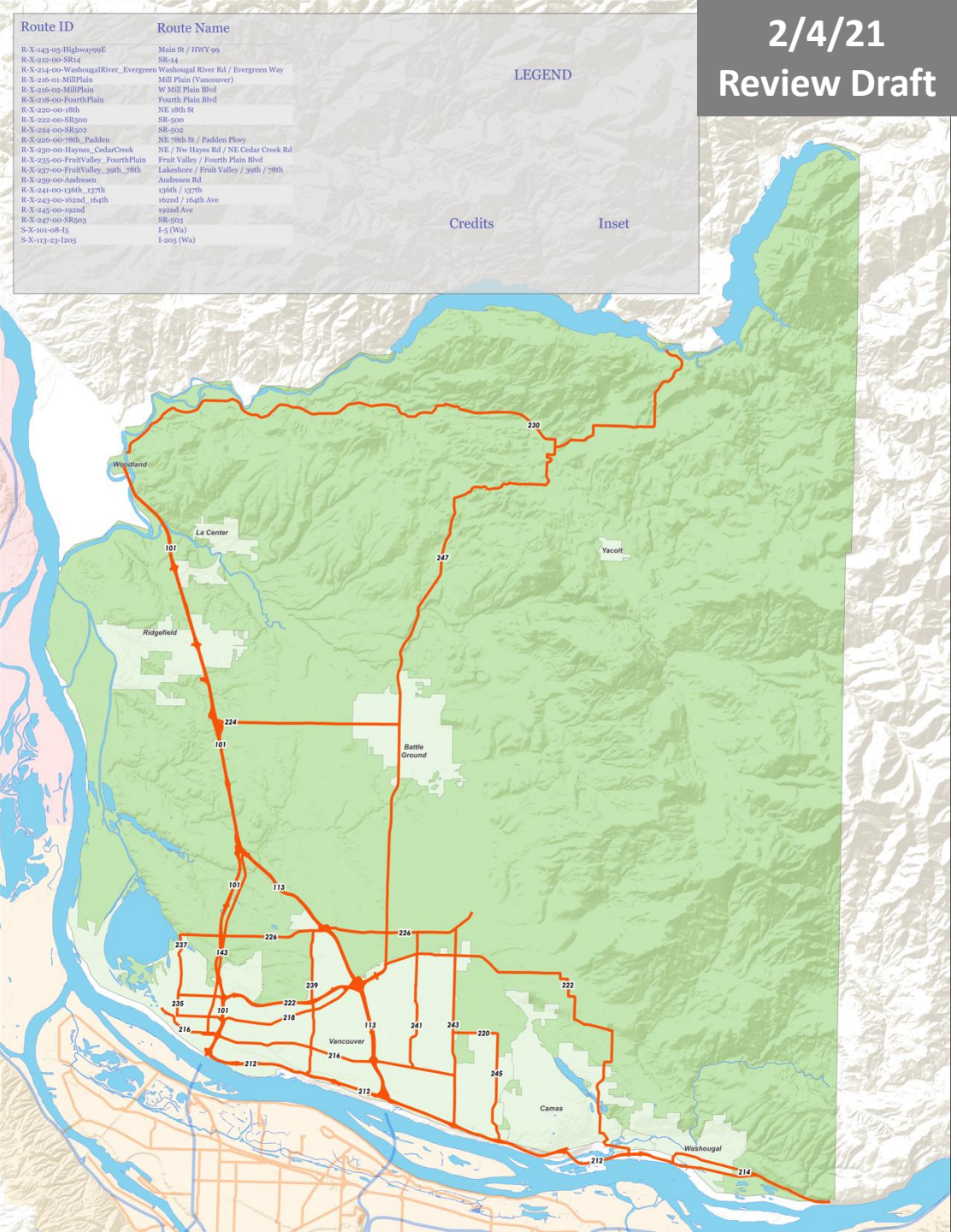
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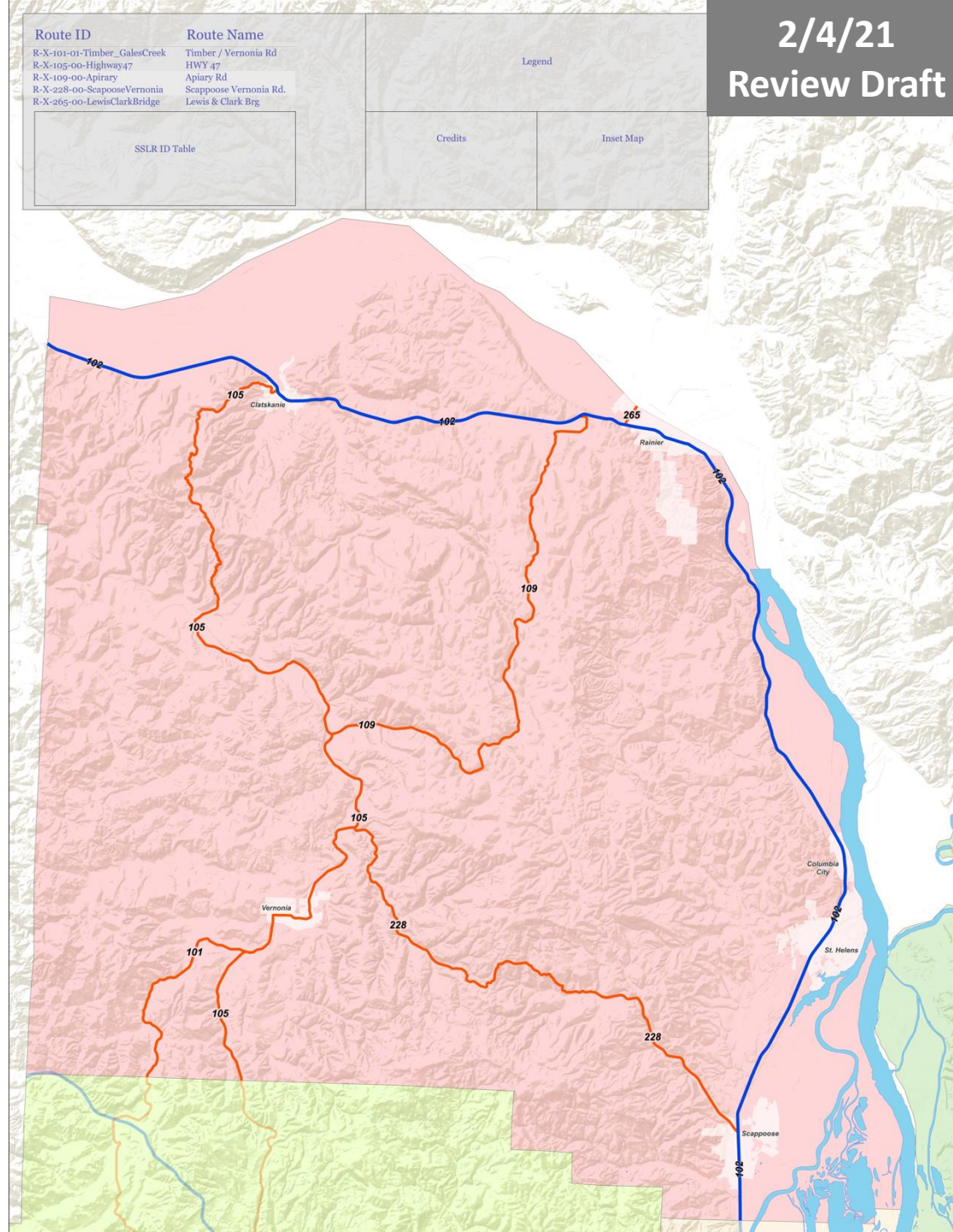
Draft Clark County Map

-  Statewide Seismic Lifeline Route
-  Regional Emergency Transportation Route





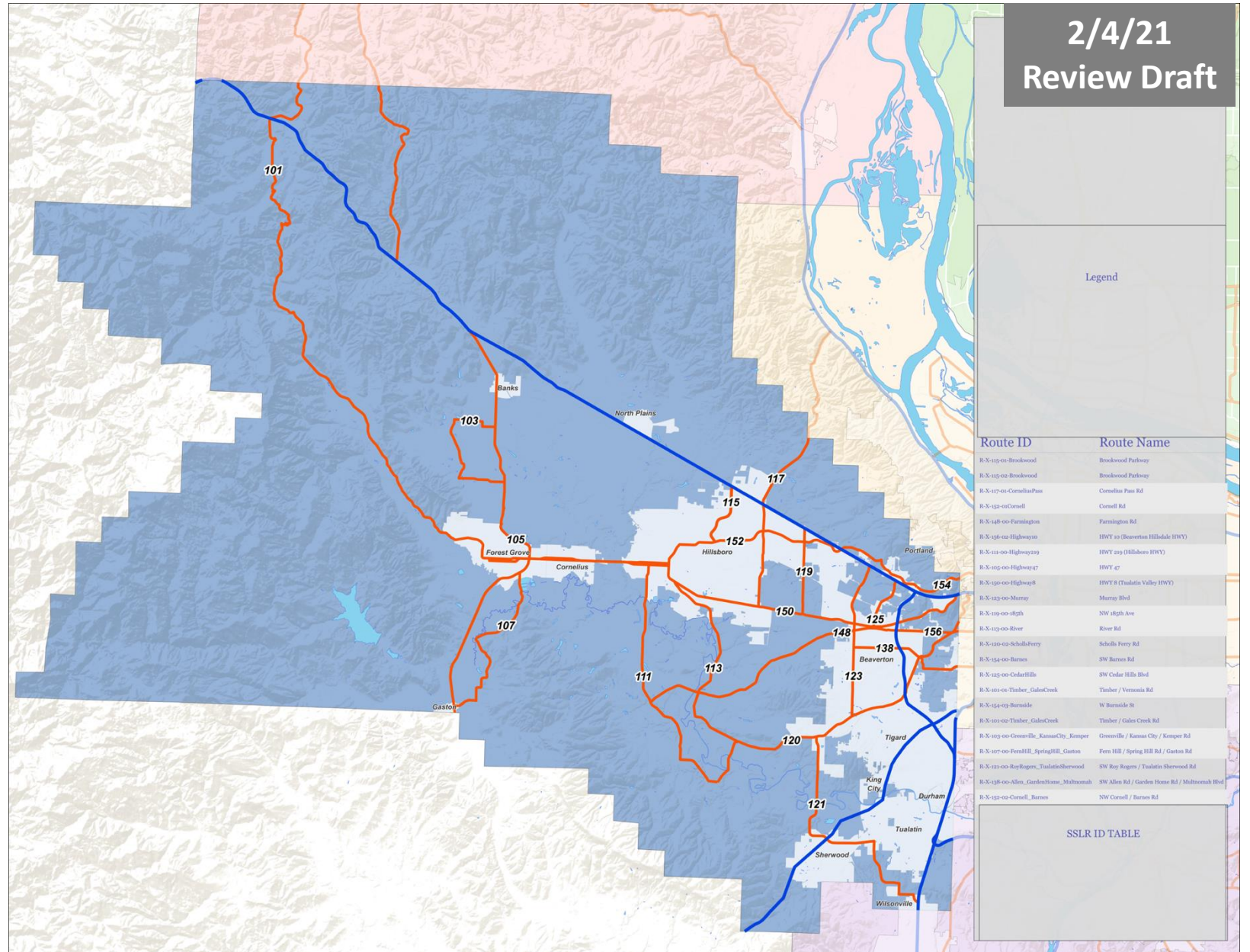
Draft Columbia County Map

-  Statewide Seismic Lifeline Route
-  Regional Emergency Transportation Route



Draft Washington County Map

-  Statewide Seismic Lifeline Route
-  Regional Emergency Transportation Route



2/4/21
Review Draft

Legend

Route ID	Route Name
R-X-115-01-Brookwood	Brookwood Parkway
R-X-115-02-Brookwood	Brookwood Parkway
R-X-117-01-CorneliusPass	Cornelius Pass Rd
R-X-132-01-Cornell	Cornell Rd
R-X-148-00-Farmington	Farmington Rd
R-X-156-02-Highway10	HWY 10 (Beaverton Hillside HWY)
R-X-111-00-Highway219	HWY 219 (Hillsboro HWY)
R-X-105-00-Highway47	HWY 47
R-X-150-00-Highway8	HWY 8 (Tualatin Valley HWY)
R-X-125-00-Murray	Murray Blvd
R-X-119-00-825th	NW 825th Ave
R-X-113-00-River	River Rd
R-X-100-02-SchollsFerry	Scholls Ferry Rd
R-X-154-00-Barnes	SW Barnes Rd
R-X-125-00-CedarHills	SW Cedar Hills Blvd
R-X-101-01-Timber_GalesCreek	Timber / Vernonia Rd
R-X-154-03-Barnside	W Barnside St
R-X-101-02-Timber_GalesCreek	Timber / Gales Creek Rd
R-X-105-00-Greenville_KansasCity_Kemper	Greenville / Kansas City / Kemper Rd
R-X-107-00-FernHill_SpringHill_Gaston	Fern Hill / Spring Hill Rd / Gaston Rd
R-X-121-00-RoyRegers_TualatinSherwood	SW Roy Regers / Tualatin Sherwood Rd
R-X-138-00-Allen_GardenHome_Multnomah	SW Allen Rd / Garden Home Rd / Multnomah Blvd
R-X-152-00-Cornell_Barnes	SW Cornell / Barnes Rd

SSLR ID TABLE



Metro

Civic Engagement Capacity Building Grants

Presentation to MPAC

February 24, 2021

Program Objectives

- Build **civic and community engagement capacity** for Black, Indigenous and communities of color;
- Strategically invest in **underserved geographic areas** and communities facing the highest barriers to civic participation;
- Support **equitable decision-making** across the garbage and recycling system and in other Metro programmatic areas;
- Bring **more BIPOC leaders** into Metro decision-making processes and committees.

Program structure

- Eligibility
 - 501(c)(3)s accountable to BIPOC
 - Recommended: 1+ full-time staff or budget of \$80K+
- Five grants at ~\$80,000 per year
- Three year grant cycles
- Eligible uses
 - Hiring engagement staff
 - Training and education
 - Leadership development
 - Member recruitment
 - General operations

Civic engagement tracks:

General Capacity Building
Allows alignment with any Metro programmatic area

Garbage and Recycling System Capacity Building
Tailored to advance inclusive decision-making in the garbage and recycling system

Application and Selection

Selection process

- Two-step process: letter of interest + grant application
- Recommendations made by Advisory Group
- Advisory Group: Metro staff, community leaders, and advisory committee members
- Will build a cohort to meet Metro's geographic and programmatic goals

Metro

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GRANTS AND RESOURCES

Home » Tools for Partners » Grants and resources

Civic engagement grants

Metro provides resources to community-based organizations working to increase civic engagement in Black, Indigenous and other communities of color in greater Portland.

Community members with the organization Teach For Peace discussed ways to get information about garbage and recycling during a 2018 community listening session for the 2030 Regional Waste Plan.

Program vision

Metro's Strategic Plan to Advance Racial Equity Diversity and Inclusion envisions a region where Black, Indigenous and other communities of color shape the many decisions that impact their lives. As Metro's work to advance racial equity and livability continues to expand, this vision is more critical than ever. However, culturally-specific Community Based Organizations (CBOs), who have long played a

Applications now open

Accepting letters of interest now through March 31, 2021. Technical assistance offered on a first-come, first-served basis.

Apply now

Applicants can submit a letter of interest through the program webpage.

Important Dates

- *March 4, 11am-12pm: Info session #1*
- *March 9, 6pm-7pm: Info session #2*
- **March 31– Letters of interest due**
- **May 7 – Applications from finalists due**
- **May 21 – Grantees notified, grant agreement process starts**



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