

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

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

WHEREAS, the Phase 2 project work group, a multi-disciplinary team of local, regional, and state emergency management, transportation planning, engineering, operations and public works staff from 17 agencies within the five counties, supported the Phase 2 planning effort; and

WHEREAS, the geographic scope of the planning effort was the five-county Portland-Vancouver metropolitan area, including Clark County in the state of Washington, and Columbia, Clackamas, Multnomah and Washington counties in the state of Oregon; and

WHEREAS, RDPO and Metro staff coordinated and consulted with cities, counties and agencies throughout the process to develop a prioritization methodology through a series of three technical workshops held between March and November 2025; and

WHEREAS, RDPO and Metro staff coordinated and consulted with representatives from 18 community-based organizations to gather input on how the project can be responsive to the needs of vulnerable populations through a series of three workshops held between April and October 2025; and

WHEREAS, the Regional ETRs Phase 2 Report identifies a prioritized network of 3 tiers of Regional ETRs, and summarizes key policy considerations and recommendations for future planning work; and

WHEREAS, the updated Regional ETR network incorporates changes recommended in the Resiliency Assessment Plan for the Clark County region; and

WHEREAS, the prioritization methodology considered route proximity to critical infrastructure and essential facilities of state and regional importance, population centers, isolated populations, and areas with high concentrations of vulnerable populations; and

WHEREAS, Phase 2 identified the need for more localized planning and improved communication infrastructure to address the unique challenges of serving rural communities that are likely to be isolated during a regional disaster; and

WHEREAS, the report was developed in collaboration with the project work group and reflects input from regional committees and elected bodies, such as the Transportation Policy Alternatives Committee (TPAC), the Regional Transportation Advisory Committee (RTAC), the County Coordinating Committees, Southwest Washington Regional Transportation Council (SW RTC), the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council, and the RDPO Policy Committee and work groups, including the RDPO emergency management work group and the RDPO public works work group; and

WHEREAS, by accepting the report and prioritized routes, the Metro Council hereby recognizes all routes designated in the report are of state and regional importance during an emergency; and

WHEREAS, by accepting the report and updated routes, the Metro Council further recognizes the value in using the findings and recommendations in this report to inform future phases of work and ongoing local, regional and state efforts to improve the region's resilience and to develop funding strategies to make these routes more resilient; now therefore,

BE IT RESOLVED THAT:

1. The Metro Council hereby accepts:
 - a. the updated Regional ETR map for the metropolitan planning area (MPA) boundary, as shown in the attached Exhibit A;

- b. the updated Regional ETRs for the five-county Portland-Vancouver region, as shown in the attached Exhibit B; and
 - c. the findings and recommendations in the Regional ETRs Phase 2 Report, as shown in the attached Exhibit C.
2. The Metro Council hereby directs staff to use the updated Regional ETR maps, data, and report to inform planning, policy and investment priorities in the 2028 Regional Transportation Plan update and ongoing efforts to improve the region’s resilience and to develop funding strategies to make these routes more resilient.

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

Duncan Hwang, Acting Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney