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Wednesday, February 17, 2021

7:30 AM – 9:00 AM

**Digital Meeting:**

<https://clackamascounty.zoom.us/j/85349001599?pwd=ckVISXF0TXRlclcxbzgreU5qWUwyZz09>

Meeting ID: 853 4900 1599

Telephone option: 1 (346) 248-7799

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**Agenda**

**7:30 a.m. Welcome & Introductions**

**7:35 a.m. JPACT Issues**

- Acknowledgement of new JPACT Cities of Clackamas Member Councilor Hyzy (Milwaukie) and Alternate Mayor Ellis (Happy Valley)
- TriMet Safety Initiative (30m)  
*Presented by John Gardner, TriMet Director of Transit Equity, Inclusion, and Community Affairs*
- JPACT Work Program and TPAC Update (15m)

**8:20 a.m. MPAC Issues**

- Updates and Open Discussion

**8:45 a.m. Other Issues**

- C4 Metro Subcommittee Housekeeping
  - Time of Meeting

**9:00 a.m. Adjourn**

|                     |                                    |         |
|---------------------|------------------------------------|---------|
| <b>Attachments:</b> | MPAC Calendar                      | Page 02 |
|                     | TriMet Safety Initiative Materials | Page 03 |
|                     | TPAC Memo                          | Page 50 |



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: December 2020  
To: MPAC Members, Alternates and Interested Parties  
From: Jaye Cromwell, Metro  
Subject: 2021 Metro Policy Advisory Committee (MPAC) Meeting Schedule

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**Please mark your calendars with the following 2021 MPAC meeting dates. MPAC meetings will be held monthly on the 4<sup>th</sup> Wednesday of the month (*with the exception of December's meeting which will be on the 2<sup>nd</sup> Wednesday*) from 5:00 p.m. to 7:00 p.m. on Zoom (until otherwise notified):**

- January 27, 2021
- February 24, 2021
- March 24, 2021
- April 28, 2021
- May 26, 2021
- June 23, 2021
- July 28, 2021
- August 25, 2021-CANCELLED
- September 22, 2021
- October 27, 2021
- November 24, 2021- CANCELLED
- December 8, 2020

**Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public. MPAC meetings in 2021 will be held electronically until further notice.**

You can join the meeting on your computer or other device by using this link:  
<https://zoom.us/j/95889916633> or by calling +1 669 900 6833 or 877 853 5257 (Toll Free)

# Project Background

## TriMet reallocates \$1.8 million in funding from Transit Police and additional sources to community-based services that preserve public safety

[June 17, 2020](#) by [Roberta Altstadt](#)

Hearing community's concerns, TriMet shifts security funding to community-based public safety services to keep riders and employees safe

TriMet shares the outrage, frustration and pain over the recent tragic and senseless deaths of George Floyd, Breonna Taylor, Atatiana Jefferson and Ahmaud Arbery. Their deaths and those of too many others lost to unconscionable violence, magnify the systemic racism, discrimination and disparate treatment against African Americans and other people of color still rampant in this country. The movement that we see happening across Portland and the country reflects a national awakening of the need for immediate, yet lasting change to stop racial injustice once and for all. Today, TriMet is joining the community in taking action.

"At TriMet, we condemn acts of hate—be they deliberate or veiled, explicit, or indirect," says TriMet General Manager Doug Kelsey. "We hold fast to our commitment to diversity, equity, and inclusion. TriMet's core value is the safety of all our riders and employees. That includes being safe from racial bias."

Transit plays a critical social equity role, providing access to jobs as well as mobility for those who can't afford to own a car and people with disabilities that prevent them from driving. Studies suggest that access to high quality transit is an important factor in addressing generational poverty. Good public transit is arguably the most important tool in our effort to combat climate change, which disproportionately affects people of color and low income communities. However, to be successful in serving those ends, transit must be safe and equitable for all.

To help fulfill that promise, TriMet is undertaking a series of immediate short-term actions and pursuing long-term considerations as part of this year's budget process. Moving forward, TriMet will reduce existing police contracts by six positions and redirect additional funds totaling \$1.8 million to community-based public safety approaches.

### **Piloting community-based public safety approaches**

For the next fiscal year starting July 1, TriMet will initiate three efforts to inform a reimagined public safety approach:

- Conduct community-wide listening sessions to gather feedback from riders, front-line employees and community members on the best approaches to providing security on the transit system that is free from bias.
- Establish a panel of local and national experts to advise TriMet on national best practices for transit security, equity and community engagement in safety and security.

# Project Background

- Pilot new non-police response resources, such as mobile crisis intervention teams for mental and behavioral health issues.

TriMet knows security matters to our riders. We will retain Transit Police officers on the system as they play a vital role in preventing crimes against riders and employees, while also responding if a serious incident does occur. Having officers dedicated to transit allows them to become familiar with TriMet staff, how the system works and the needs of our riders. Officers are able to provide riders and employees assistance in addition to security. However, TriMet recognizes not all situations that happen on our transit system and in the communities we serve require a police response. That is why we want to pilot alternative approaches to public safety on transit, such as the mobile response crisis programs and other unarmed alternatives.

## Reimagining public safety on transit

TriMet wants to ensure people of all races, religions, cultures and gender feel supported on the system. To do so, we want to engage our riders, partners, community-based experts and the public. Within the next 90 days, we plan several community listening sessions, hosted by community-based facilitators. We'll also conduct internal and external surveys with our riders and front-line employees, and engage Transit Police officers and our contract security staff.

“This is an important continuation of TriMet’s efforts to ensure the safety and equity of our system.” said Kelsey. “As we develop our plans for reinforcing a transit system that is equitable and fair to all, we need input from our riders, our front-line employees, the community, mental health experts and others who work closely with people who are houseless or struggling with addiction. We’re asking all of you to help us reimagine public safety on transit.”

TriMet appreciates Portland Mayor Ted Wheeler’s support for the continuation of the City of Portland’s participation in the Transit Police Division through December 31, to allow time for a thorough community conversation and thoughtful transition process. We thank everyone for their patience as this process will take some time to make sure we identify proven and effective strategies that will make the transit system better not just for today but for the future.

## Equity steps TriMet has taken

The new actions TriMet is announcing today join the steps and actions we’ve taken over the past five years, in coordination with our Transit Equity Advisory Committee, to make our transit system fair and equitable:

- Initiated two independent analyses ([in 2016](#) and [in 2018](#)) of our fare citation process that found no systemic racial bias.
- Decriminalized fare enforcement by [soliciting in 2017 a change in state law](#) to allow TriMet to resolve fare evasion citations directly rather than citations automatically going to the court.
- Reduced the punitive impacts of fare evasion penalties in July 2018 with [potential for reduced fines, community service or enrollment in TriMet’s Honored Citizen reduced fare program](#).
- [Implemented a low income fare program in 2018](#) that has allowed more than 30,000 people to ride with Honored Citizen reduced fare, a 72% discount over TriMet’s base fare.

# Project Background

- Changed TriMet Code as of December 2018 to [clarify that fare evasion only is not a crime](#) and have discontinued routine fare checks by police.
- Increased unarmed security personnel beginning in 2017 in response to community concerns over militarized security presence.
- Worked with regional district attorneys in December 2016 to dramatically reduce the use of Interfering with Public Transportation (IPT) charges.
- Implemented additional training in spring 2019 for contract security staff and fare inspectors related to community safety practices, de-escalation and non-confrontational interactions.

# Recommendations

Based on the feedback gathered through the work of the Reimagining Safety & Security on Public Transit project TriMet will be working to institute a series of actions that reflect not only the work and recommendations of the Transit Public Safety Advisory Committee, but also the feedback and ideas expressed by the community through the online survey, community and staff focus groups, and 1 on 1 community surveys. TriMet has developed 25 actions steps, across 5 areas of focus designed to move the work of the project forward.

| <b>Training</b>   | <b>Estimated Timeline</b> | <b>Estimated Cost</b> |
|---|---------------------------|-----------------------|
| (1.1) Audit current training and identify new and or updated training for employees ensuring training topics include anti-racism, cultural competence, de-escalation, mental health first aid, and other elements identified by the committee.                  | 0 to 9 months             | \$                    |
| (1.2) Mandatory De-escalation training for all front line staff   | 9 to 24 months            | \$\$\$                |
| (1.3) Partner with community based organizations on the development and provision of training through micro grants and direct contracts   | 0 to 9 months             | \$                    |
| <b>System Presence</b>  | <b>Estimated Timeline</b> |                       |
| (2.1) Ensure that security personnel on the system will have participated in the first rounds of new training focused in to creating a safe and welcoming system for all.   | 0 to 9 months             | \$                    |
| (2.2) Develop and launch a new pilot program for TriMet personnel to ride trains at night, providing more presence and support for riders   | 0 to 9 months             | \$\$                  |
| (2.3) Explore using Light Duty employees to provide additional presence and customer service support to customers on the system   | 0 to 9 months             | \$                    |
| (2.4) Develop opportunities for TriMet leadership, including Directors and Managers, to be more present on the system to strengthen insight on system challenges and opportunities and support efforts to help create a more safe and welcoming system for all. | 0 to 9 months             | \$                    |
| (2.5) Work with the new Safety Advisory Committee, to build out potential cost effective pilot models for rider support/ rider advocate staffing and partnership approaches   | 0 to 9 months             | \$                    |

# Recommendations

|   |                              |                                  |
|---|------------------------------|----------------------------------|
| <p>(2.6) Pilot new community support/rider advocate partnership models that focus on supporting riders and ensuring they feel safe and welcome on the system</p>  | <p><b>9 to 24 months</b></p> | <p><b>\$\$</b></p>               |
| <p><b>Recommendation 3. Crisis intervention team</b></p>  |                              |                                  |
| <p>(3.1) Work with community and jurisdictional partners to develop a new Crisis Team pilot model. Ensure model is reflective of the community and trained to address mental and behavioral health and other quality of life issues</p>   | <p><b>0 to 9 months</b></p>  | <p><b>\$</b></p>                 |
| <p>(3.2) Implement the new pilot model</p>  | <p><b>9 to 24 months</b></p> | <p><b>\$\$\$</b></p>             |
| <p><b>Technology</b></p>  |                              | <p><b>Estimated Timeline</b></p> |
| <p>(4.1) Convene new IT/Safety task force to review security technology needs and develop RFPs exploring the following elements:</p> <ul style="list-style-type: none"> <li>Enhance on-line reporting system for personal offences and tracks discriminatory complaints</li> <li>SMS, instant messaging and the capacity for Text Line support</li> </ul> | <p><b>0 to 9 months</b></p>  | <p><b>\$\$</b></p>               |
| <ul style="list-style-type: none"> <li>Security software database or system that triangulates all current data systems.*</li> <li>Security management software for records, reports, schedules and deployments*</li> <li>Emergency reporting tools such as eLERTS *</li> </ul>  | <p><b>9 to 24 months</b></p> | <p><b>\$\$\$</b></p>             |
| <p>(4.2) Include MAX silent alarm capacity in the design on the new type 6 Light Rail Vehicles</p>  | <p><b>0 to 9 months</b></p>  | <p><b>\$</b></p>                 |
| <p><b>Infrastructure</b></p>  |                              | <p><b>Estimated Timeline</b></p> |
| <p>(5.1) Conduct a lighting audit on platforms and transit centers</p>  | <p><b>0 to 9 months</b></p>  | <p><b>\$</b></p>                 |
| <p>(5.2) Complete a Crime Prevention Through Environmental Design (CPTED) study at three transit centers (highest crime)</p>  | <p><b>9 to 24 months</b></p> | <p><b>\$</b></p>                 |

# Recommendations

| (5.3) Conduct stops and stations safety assessment review focusing first on communities of color followed by a review for low income service areas  | 0 to 9 months             | \$     |
|---|---------------------------|--------|
| (5.4) Leverage the recent development of a regional pedestrian plan to partner with local and regional jurisdictions to improve infrastructure near our stops and stations with a focus on addressing ADA, security, lighting and related improvements. | 9 to 24 months            | \$\$\$ |
| (5.5) Explore funding alternatives e.g. TriMet Foundation, to support infrastructure improvements   | 9 to 24 months            | \$     |
| (5.6) Develop prioritized ranking system for bus stops establishing an order of upgrades focused on communities of color, & low income neighborhoods, leveraging alternative funding sources  | 9 to 24 months            | \$\$   |
| <b>Communication</b>  | <b>Estimated Timeline</b> |        |
| (6.1) Establish a new Safety & Security Advisory Committee to support the implementation of the recommendations and provide a public forum for moving forward   | 0 to 9 months             | \$     |
| (6.2) Identify resources to oversee Reimagine Transit Public Safety initiatives, coordinate with social service agencies, community based organizations, and develop and evaluate performance metrics and outcomes to track progress                    | 0 to 9 months             | \$\$   |
| (6.3) Create and launch communication and outreach a safety and security campaign   | 0 to 9 months             | \$\$   |
| (6.4) Implement quarterly reporting of safety and security on the system as part of General Manager Board briefings   | 0 to 9 months             | \$     |
| (6.5) Develop an annual Rider Club survey to help assess progress and stakeholder perceptions on the work as it moves forward   | 0 to 9 months             | \$     |
| (6.6) Convene an annual safety and security Public Forum  | 9 to 24 months            | \$     |





# Reimagining Public Safety & Security on Transit

## JPACT Presentation

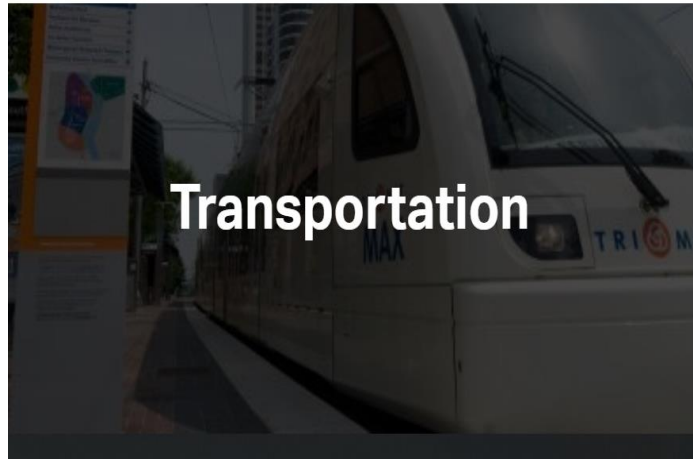


# Aligning with other Initiatives



Reimagine Oregon

[Home](#) [About](#) [Policy Demands](#) [Contact](#) [Launch](#) [Participate](#)



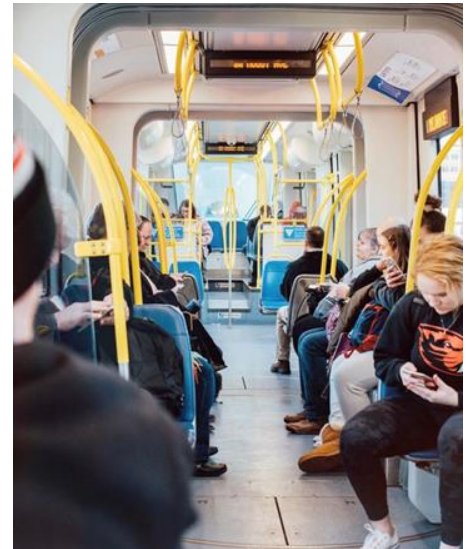
**Governor's Racial Justice Council**



## Hearing community's concerns, TriMet shifts \$1.8 million from Transit Police and other sources in order to fund community-informed public safety initiatives to help riders feel more safe and welcome on the regions public transit system

**Initiate three efforts to inform a reimagined public safety approach:**

- Conduct community-wide listening sessions & focus groups**
- Establish a panel of thought leaders to inform new community investments**
- Pilot new community informed strategies to help make the system more safe and welcoming**



# Project Design & Research Partners



**Local market research, focus group parameters, online survey support**



**Project design consultation, community focus group coordination, community feedback report development & synthesis**



**Transit systems comparisons & practice research**



**Local system incident and safety outcomes/system crime & code incident review**



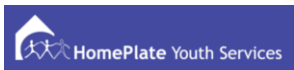
# Community Feedback

Help TriMet reinvent the  
**future of public safety**  
for transit

***TAKE THE SURVEY*** ➡



# Community Outreach



Building New Beginnings

NORTHEAST COALITION OF NEIGHBORHOODS



HAKI Community Organization



OFFICE OF Community & Civic Life

KairosPDX



# Transit Public Safety Advisory Committee



# Transit Public Safety Advisory Committee

| Name              | Organization                                |
|-------------------|---|
| Marcus Mundy      | Coalition of Communities of Color           |
| Joe McFerrin      | POIC, Rosemary Anderson High schools        |
| Anthony Deloney   | SEI, Self Enhancement Incorporated          |
| Patricia Daniels  | Constructing Hope                           |
| Jan Campbell      | Disability Rights Oregon., CAT              |
| Kevin Modica      | Retired Transit Police Commander            |
| Kenechi Onyeagusi | Professional Builders Development Group     |
| Deshawn hardy     | Highland African American Youth Coalition   |
| Lakayana Drury    | Word is Bond                                |
| Laura Cohen       | Cascadia Behavioral Health                  |
| Jackie Yerby      | State of Oregon, Basic Rights Oregon        |
| Johnathon Colon   | Centro Cultural                             |
| Dr. Beverly Scott | Former Transit System General Manager(4X)   |
| Polly Hanson      | American Public Transportation Associations |
| Emily Nelson      | JOIN  |
| Kim Cota          | Clackamas County Disability Services        |



# TriMet at a glance



# Our Diversity



## *TriMet's Board*

- Majority women and men of color

## *TriMet's Executive Leadership*

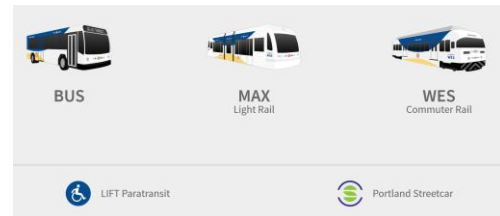
- Majority women and men of color

## *TriMet Staff*

- More Diverse than the City of Portland
- 3300 employees

# TriMet serves over 1.5 million people in a 533-square mile area

- 142 MAX platforms
- 85 bus lines, including 14 Frequent Service lines
- 5 MAX lines and 60 miles of light rail track
- 5 WES rail stations and 14.7 miles of track
- 700+ buses
- 145 MAX light rail vehicles
- More than 60 Park & Ride facilities
- LIFT Paratransit



# Our Riders

96,000,000 rides in 2019

## TriMet's Ridership:

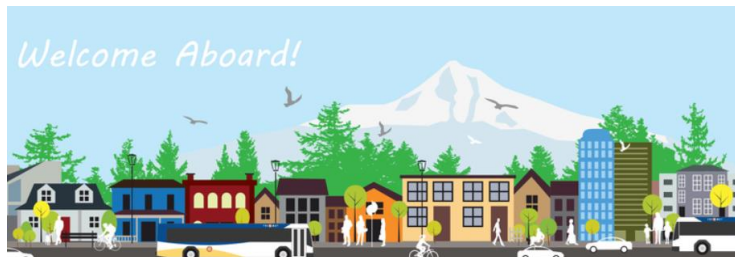
- 37% of all trips on TriMet are taken by people of color
- 40% of the trips taken by people of color are taken on MAX

At/below 150% Federal Poverty Level (36%)

Limited English Proficiency (6%)

Regional demographics from the Census (American Community Survey 2018 Estimates).

- Minority = 29.8%
- 150% = 19.4%
- 200% = 27.1%
- Limited English Proficient = 8.03%



# Ongoing Community Engagement

- Transit Equity Advisory Committee (TEAC)
  - Safety & Security Subcommittee
  - Youth Committee



- Language Access Advisory Committee



- Committee on Accessible Transportation (CAT)



- Riders Club +67,000



- 539 Community Contacts for monthly announcements, service alerts and agency updates



# Equity in Fare Initiatives

## Low Income Fare Program:

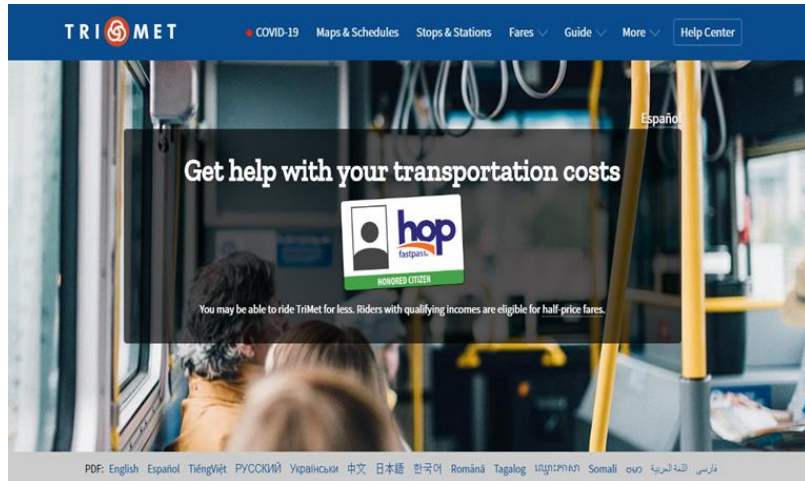
Like the honored citizen, and youth fare programs, provides a 72% discount on the cost of fares) over 31,000 current participants

## Access Transit: Free Fare Grant Program provides

\$1,000,000 in free fares to over 100 community based organizations

## High School Program:

provides \$700,000 in free fare grants to dozens of schools across the 3 county region



# Equity through Infrastructure

A regional leader in minority and Disadvantaged Business Contracting

Workforce Utilization Goals on construction projects

Ongoing community engagement during the planning, design, and construction phases of projects

Strong partnerships with Minority and Small Business contracting associations



# Safety and Security on TriMet

## Public Safety Advisory Committee overview



# TriMet System Personnel and Partners



Ride Guides



Customer Service Reps



Fare Inspectors and Supervisors



Customer Safety Officers  
(Portland Patrol Inc.)



G4S Transit Security Officers



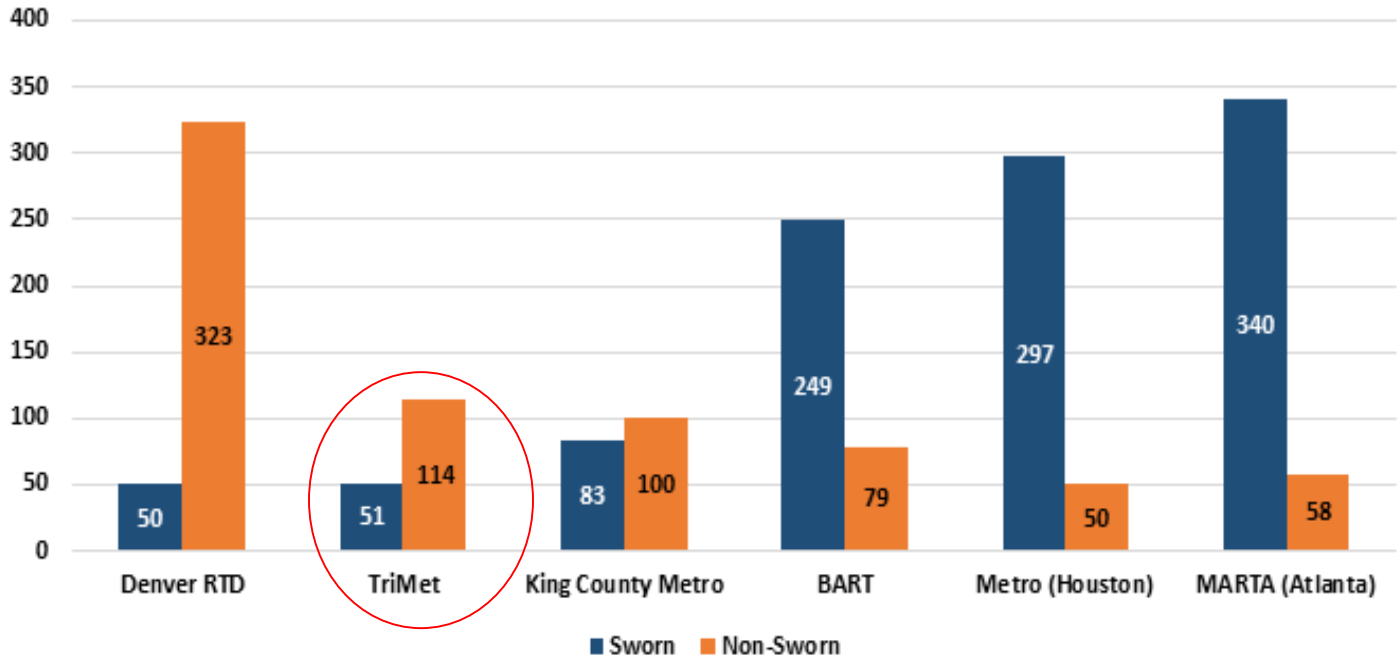
Transit Police Officers

# Current Safety Challenges and Obstacles

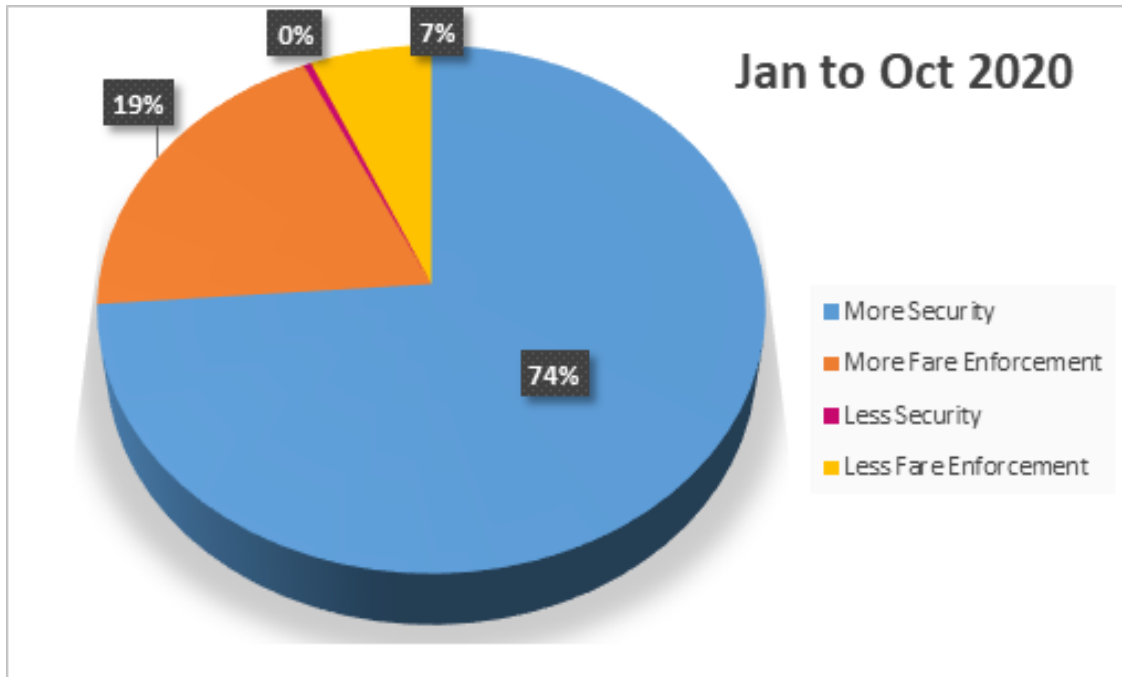
- COVID-19
- Data base systems
- IT technology
- Staffing (TriMet) Shortages
- Security shortages
- Budgets and contracts
  - CPTED
    - Lighting
    - Infrastructure protection

# Agencies Staffing Comparison

## Staffing Levels Sworn and Non-Sworn



# Customer Complaints



# Current agency areas of focus

- More use of highly trained non-police security personnel
- Continued regional policing model with MCSO and other current law enforcement partners
- Enhance community-based policing
- Proactive friendly rider interactions with all public safety staff
- De-escalate and use police only when needed
- Re-align Security efforts to support pilot test programs and integrate recommendations

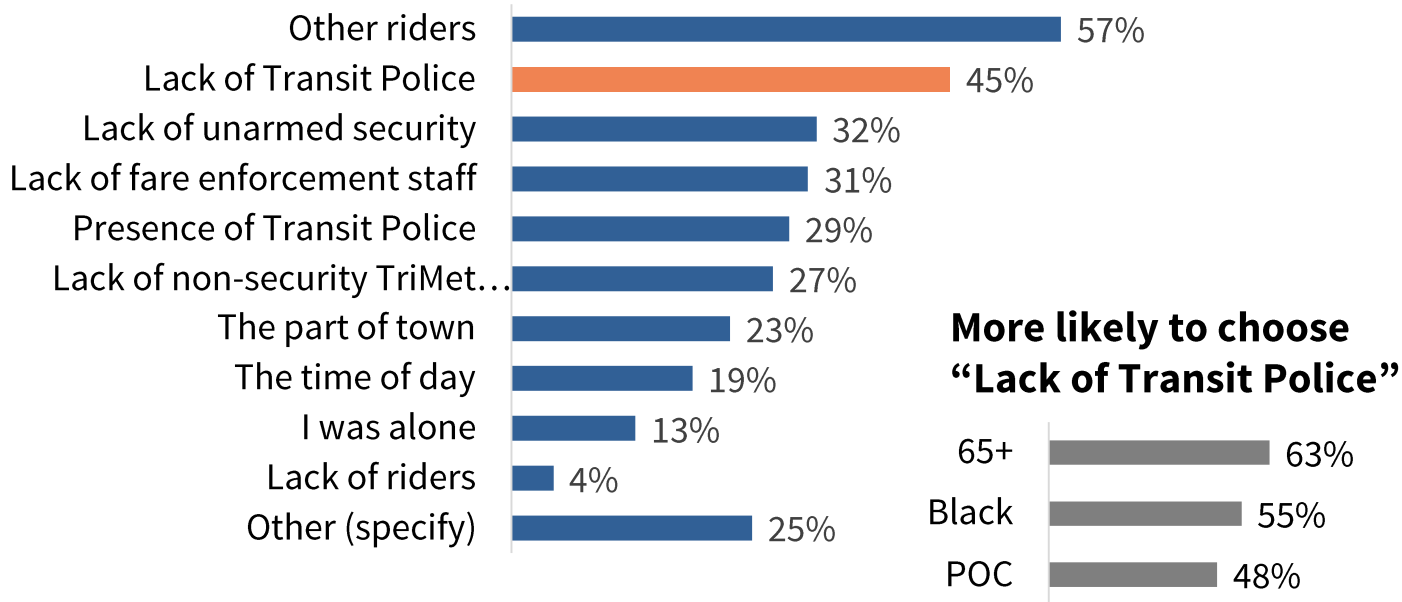
# Outreach Summary

- **Over 13,000 survey responses received!**
- **Over 700 non-English responses**  
*Arabic, French, Khmer, Lao, Russian, Spanish, Swahili, Ukrainian, Japanese, Korean, Chinese, Vietnamese and English*
- **300 one-on-one interviews**
- **Engaged 271 people in 31 focus group discussions**
- **Leveraged social media across multiple languages**
- **Invested in print and online news media sites**

# Survey Findings N=12,698

- **People feel safer on bus than on MAX (73% and 63% respectively)**
  - Reasons for feeling unsafe are other riders and lack of TriMet staff, especially Transit Police
  - Reasons for feeling safe are lighting, presence of other riders, security cameras and TriMet staff
- **7 in 10 feel welcome on TriMet**
- **Those who feel less safe and less welcome:**
  - Tend to be POC, Black, Native American, Latino, people living with a disability, female, non-binary or other gender identity, non-English speakers
- **Safety and security staff - types most important (of 4 types)**
  - On-street Customer Service (71%), Unarmed Security (65%)
- **Those who want more safety and security staff:**
  - Tend to be POC, Black, Native American, Latino, people living with a disability, female, age 65+

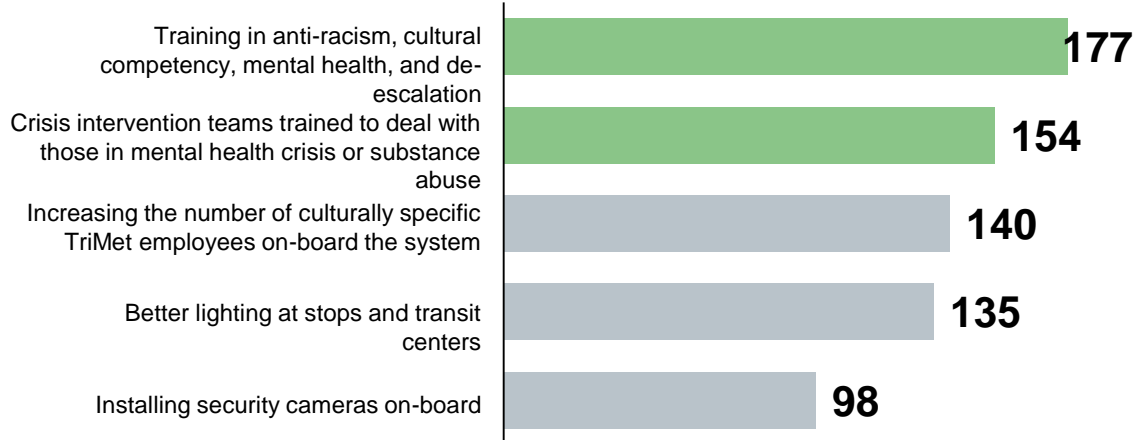
# What made you feel unsafe onboard TriMet buses? *(check all that apply)*





# Community & Staff Focus Group Feedback

Training and crisis teams are top priorities for riders and community members in the focus groups, even though they saw a different list of options.



# Significant Progress To Date:

*Hidden in plain sight*

- Changed TriMet Code: fare evasion only is not a crime
- Discontinued routine fare checks by police
- Increased unarmed security personnel
- Reduced the use of Interfering with Public Transportation (IPT)
- Training in civil rights, de-escalation and non-confrontational interactions

# Significant Progress To Date:

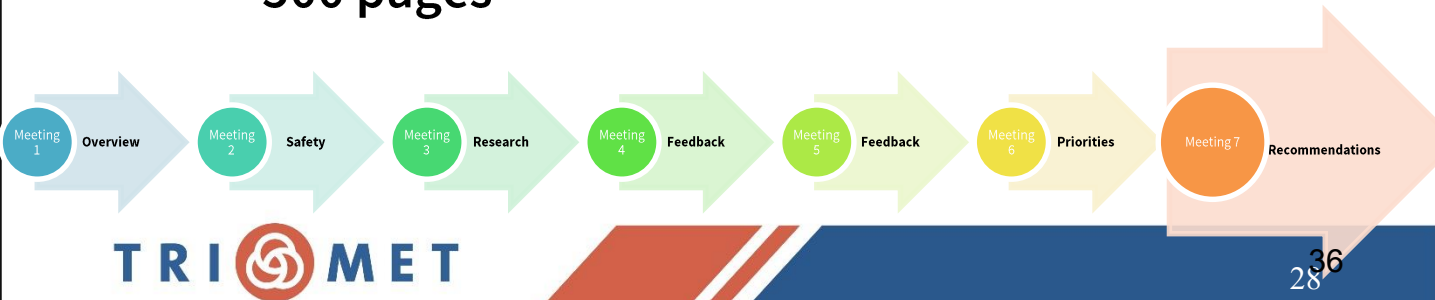
*Hidden in plain sight*

- 2 Independent PSU studies showing no systemic racial bias in citation process
- Decriminalized fare enforcement and pulled it out of the court systems
- Reduced the punitive impacts of fare evasion penalties and lowered fines from \$175 down to \$75
- Allow for community service in lieu of paying a fine
- Allow for enrollment in TriMet's Honored Citizen reduced fare program which currently serves over 31,000 participants

# Committee Work & Process

**Establish a panel of regional thought leaders to inform new community informed investments to make the Public Transit System more safe and welcoming**

- 16 members
- 4 Weeks
- 7 meetings
- 14 hours
- 500 pages

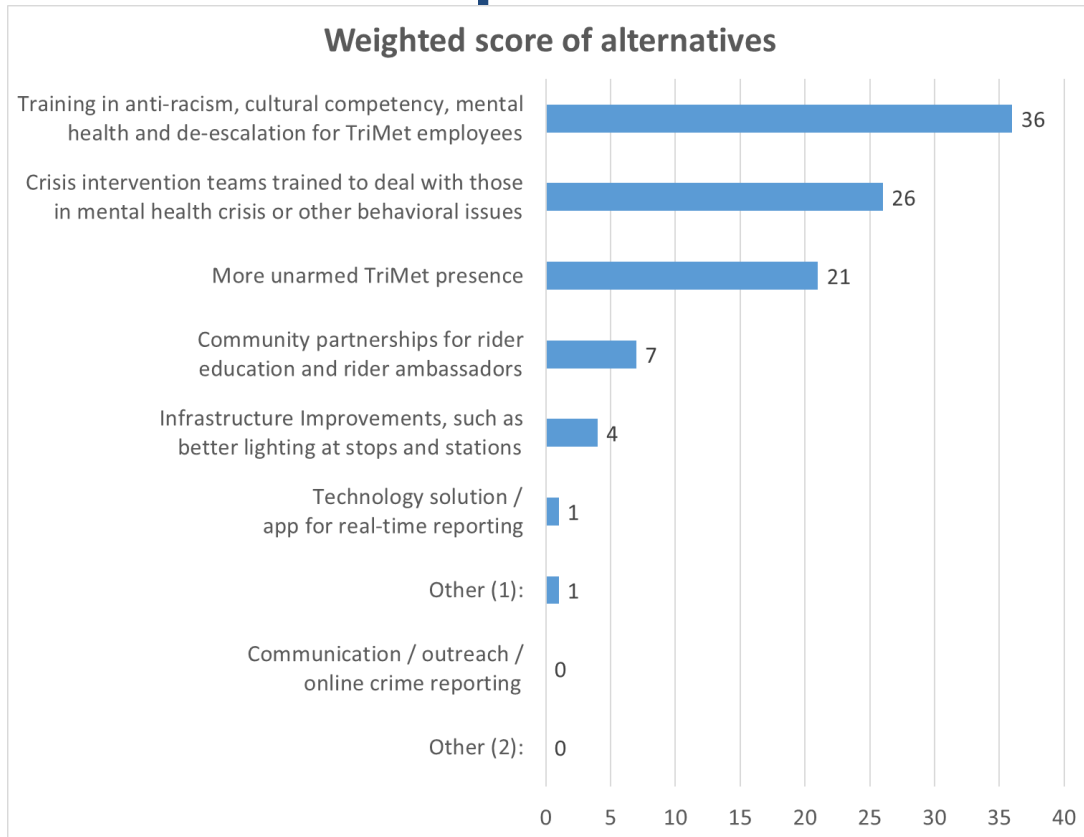


# Investment themes

- System Presence
- Crisis response services
- Infrastructure improvements
- Community partnerships
- Outreach, communication, reporting
- Technology, apps
- Training



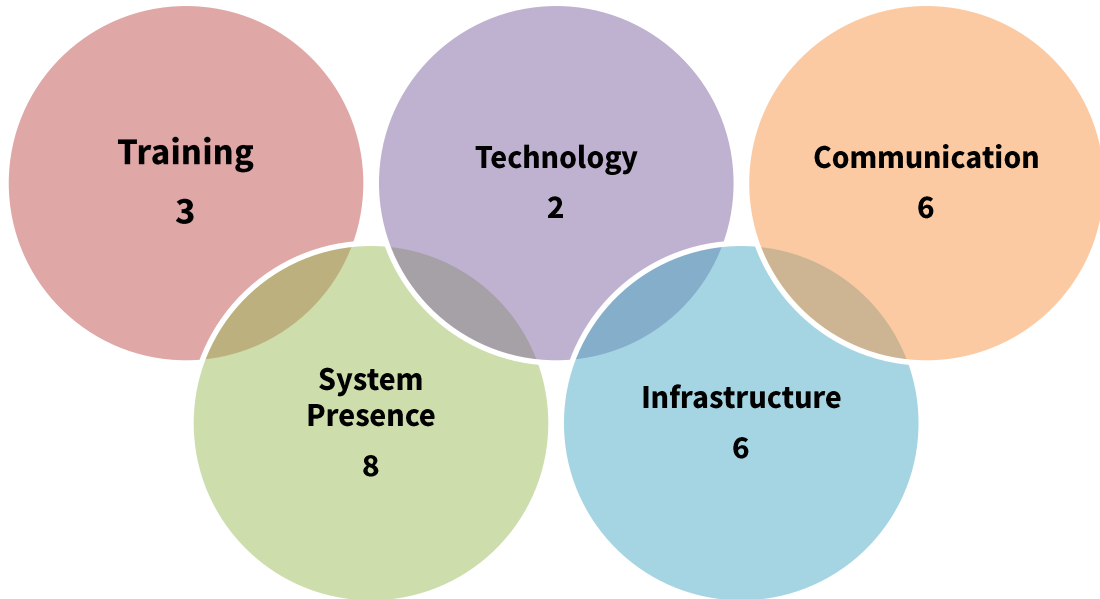
# Committee priorities



# Committee Recommendations for investing the \$1.8 million

1. Training in anti-racism, cultural competency, mental health & de-escalation for TriMet employees
2. Increased presence of TriMet personnel, and unarmed safety presence
3. Crisis intervention teams trained to deal with those in mental health crisis or other behavioral issues

# Five Areas of Focus



[trimet.org/publicsafety](http://trimet.org/publicsafety)



# 1. Training

| Training  | Estimated Timeline | Estimated Cost |
|---|--------------------|----------------|
| (1.1) Audit current training and identify new and/or updated training for employees to ensure training topics include anti-racism, cultural competence, de-escalation, mental health first-aid, and other elements identified by the committee* | 0 to 9 months      | \$             |
| <b>(1.2) Mandatory de-escalation training for all front line staff</b>  | 9-24 months        | \$\$\$         |
| (1.3) Partner with community based organizations on the development and provision of training through micro grants and direct contracts *   | 0 to 9 months      | \$             |

# 2. System Presence

| Increase in TriMet personnel available to support riders on the system   | Estimated Timeline | Estimated Cost |
|--|--------------------|----------------|
| (2.1) Ensure that security personnel on the system will have participated in the first rounds of new training focused on creating a safe and welcoming system for all  | 0 to 9 months      | \$             |
| <b>(2.2) Develop and launch a new pilot program for TriMet personnel to ride trains at night, providing more presence and support for riders</b>   | 0 to 9 months      | <b>\$\$</b>    |
| (2.3) Explore using Light Duty employees to provide additional presence and customer service support to customers on the system  | 0 to 9 months      | \$             |
| (2.4) Develop opportunities for TriMet leadership, including Directors and Managers, to be more present on the system to strengthen insight on system challenges and opportunities and support efforts to help create a more safe and welcoming system for all | 0 to 9 months      | \$             |

## 2. System Presence continued

| Increase in TriMet personnel available to support riders on the system   | Estimated Timeline | Estimated Cost |
|--|--------------------|----------------|
| (2.5) Work with the new Safety Advisory Committee to build out creative, cost effective pilot models for rider support, rider advocate staffing and partnership approaches*  | 0 to 9 months      | \$             |
| (2.6) Pilot new community support/rider advocate partnership models that focus on supporting riders and ensuring they feel safe and welcome on the system  | 9 to 24 months     | \$\$           |
| <b>Recommendation 3. Crisis intervention team</b>  |                    |                |
| (3.1) Work with community and jurisdictional partners to develop a new Crisis Team pilot model. Ensure model is reflective of the community and trained to address mental and behavioral health and other quality of life issues | 0 to 9 months      | \$             |
| (3.2) Implement the new pilot model*   | 9 to 24 months     | \$\$\$         |

# 3. Technology

| Leverage Technology to better support Riders & Staff   | Estimated Timeline | Estimated Cost |
|--|--------------------|----------------|
| <p>(4.1) Convene new IT/Safety task force to review security technology needs and develop RFPs exploring the following elements:</p> <ul style="list-style-type: none"> <li>Enhance on-line reporting system for personal offences and track discriminatory complaints</li> <li>SMS, instant messaging and the capacity for text line support</li> </ul> | 0 to 9 months      | \$\$           |
| <ul style="list-style-type: none"> <li>Security software database or system that triangulates all current data systems*</li> <li>Security management software for records, reports, schedules and deployments*</li> <li>Emergency reporting tools such as E-lerts *</li> </ul>   | 9 to 24 months     | \$\$\$         |
| <p>(4.2) Review the possibility of including silent alarms capacity as part of the design on the type 6 LRVs</p>   | 0 to 9 months      | \$             |

# 4. Infrastructure

| System Infrastructure  | Estimated Timeline | Estimated Timeline |
|--|--------------------|--------------------|
| (5.1) Conduct a lighting audit on platforms and transit centers  | 0 to 9 months      | \$                 |
| (5.2) Complete a Crime Prevention Through Environmental Design (CPTED) study at three transit centers (highest crime)  | 0 to 9 months      | \$                 |
| (5.3) Conduct stops and stations safety assessment review focusing first on communities of color followed by a review for low income service areas   | 0 to 9 months      | \$                 |
| (5.4) Leverage the recent development of a regional pedestrian plan to partner with local and regional jurisdictions to improve infrastructure near our stops and stations with a focus on addressing ADA, security, lighting and related improvements * | 9 to 24 months     | \$\$\$             |
| (5.5) Explore funding alternatives e.g. TriMet Foundation, to support infrastructure improvements*   | 9 to 24 months     | \$                 |
| (5.6) Develop prioritized ranking system for bus stops establishing an order of upgrades focused on communities of color, & low income neighborhoods, leverage alternative funding sources   | 9 to 24 months     | \$\$               |



# 5. Communication

| Improve communication, accountability, and reporting mechanisms  | Estimated Timeline | Estimated Cost |
|--|--------------------|----------------|
| (6.1) Establish a new Safety & Security Advisory Committee to support the implementation of the recommendations and provide a public forum for moving forward*   | 0 to 9 months      | \$             |
| (6.2) Identify resources to oversee Reimagine Transit Public Safety initiatives, coordinate with social service agencies, community based organizations, and develop and evaluate performance metrics and outcomes to track progress * | 0 to 9 months      | \$\$           |
| (6.3) Create and launch communication and outreach safety and security campaign*   | 9 to 24 months     | \$\$           |
| (6.4) Implement quarterly reporting of safety and security on the system as part of General Manager Board briefings*   | 0 to 9 months      | \$             |
| (6.5) Develop an annual Rider Club survey to help assess progress and stakeholder perceptions on the work as it moves forward*   | 0 to 9 months      | \$             |
| (6.6) Convene an annual safety and security Public Forum*  | 9 to 24 months     | \$             |

# Summary

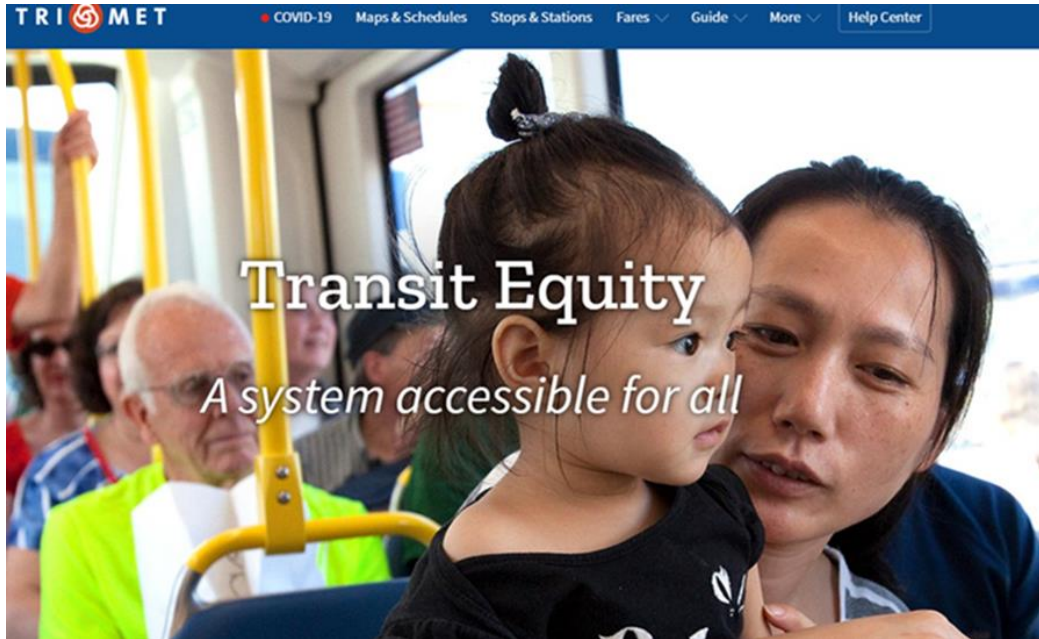
- **All Committee Recommendations will move forward**
- **In addition we have identified 22 additional steps we will be taking in support of the project**
- **Continue regional policing model with 14 current law enforcement partners**
- **Community engagement and innovation will be key elements of all the work moving forward**

# Next steps

- Currently communicating process outcomes and next steps, to all project and community stakeholders
- Stand up new ongoing committee focused on implementing the project recommendations and actions
- Continue to build out the details around strategy, implementation, & procurement plan for current fiscal year and beyond



# Questions?



**John Gardner**

**Director, Transit Equity, Inclusion, and Community Affairs**

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## Memorandum

**To:** C4 Metro Subcommittee  
**From:** Dayna Webb, City of Oregon City  
Jaimie Huff, City of Happy Valley  
Cities of Clackamas County TPAC Representatives  
**Re:** February 5, 2021 TPAC Meeting  
**Date:** February 5, 2021

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### Overview

Following is a brief summary of the February 5, 2021 TPAC Meeting. The TPAC packet, as well as the full TPAC Work Program can be found [here](#).

#### General Updates

- TriMet is hosting an Open House to share proposed changes to improve bus service and collect feedback on the proposed changes. More information is available [here](#).

#### Fatal Crash Briefing

- As of January 27, 2021, data suggests there have been 7 crash fatalities in the tri-county area for the month of January. An additional fatality was reported on 1/28/21 after the list was published in the packet. January fatalities include:
  - Gabriel, 29, driving, WashCo, 1/28/21
  - Jean, 77, walking, MultCo, 1/25/21
  - Eddie, 48, driving, MultCo, 1/24/21
  - Brenda, 50, walking, ClackCo, 1/13/21
  - Elina, 66, driving, ClackCo, 1/9/21
  - Unknown, walking, MultCo, 1/9/21
  - Unknown, 73, driving, MultCo, 1/9/21
  - Daniel, 19, driving, MultCo, 11/1/21

#### Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5159

**Purpose:** Amending Two Existing Projects to the 2021-24 MTIP Impacting Tualatin Parks & Recreation Department and Washington County (FB21-07-FEB)

- This item was advanced to JPACT.

#### 2024-27 Metropolitan Transportation Improvement Program (MTIP) Update on ODOT Administered Funding for fiscal years 2025-2027

**Purpose:** Provide an update on the ODOT administered funding process to date

- The Oregon Department of Transportation (ODOT) began its process in July 2020 to allocate estimated revenues available for fiscal years 2025-2027 to different ODOT programs. The ODOT programs will then identify and select capital improvements to fund to support the transportation system.
- The Funding Allocations work, which is the first phase of developing the STIP, has been completed.
- ODOT is now moving into the next phase of developing the STIP, Project Selection. Now that each program knows how much money they have available, they can use data on conditions, safety & congestion to identify a list of the highest priority projects that help make progress towards meeting goals. This work will occur in 2021-2022.
- The final phase includes Public Review & Approval, which is expected to occur in early 2023.

### What does this mean for C4MS?

- *There will be opportunities to weigh in on program/project development.*
- *Based on the Funding Allocation identified by Oregon Transportation Commission, ODOT has stated that they expect there will be pots of money for competitive grant programs. As information becomes available it will be shared with agency staff.*
- *ODOT is preparing to kick off the Scoping process, the initial step in Project Selection. ODOT will be reaching out to agency staff to better understand local concerns and the context of the area around each of these projects.*

### Regional Flexible Funds Allocation (RFFA) Strategic Direction Process Update

**Purpose:** Seeking input on a work program outline and schedule of activities required to carry out the 2025-2027 Regional Flexible Funds Allocation (RFFA), and direction on how to proceed with various policy questions and issues related to allocation of these federal funds.

- Program Direction Development will begin in February, and run through July 2021. This work will include adopting priorities and program direction for how the regional funding is to be spent to carry out policy objectives of the 2018 Regional Transportation Plan.
- Call for Projects under Step 2 (the RFFA Grant Application) will be November 2021-February 2022.
- Project Selection will begin in March 2022 and run through October 2022. This review will include a Technical Evaluation, Risk Assessment, Public Comment, and Identification of Priorities (by Coordinating Committees).
- TPAC/Stakeholder workshops are being scheduled to assist agency staff and TPAC members.

### What does this mean for C4MS?

- *The RFFA Grant Application process is scheduled to open in November 2021, with applications due in February 2022.*
- *County Coordinating Committees will have an opportunity to weigh in on their priorities for their respective County, as they have in the past.*

### Upcoming Agenda Highlights

- March 5, 2021
  - Regional Emergency Transportation Routes Update: RETR Routes & Report – **Recommendation**
  - 2024-2027 MTIP – Transit Agencies annual budget process and CIP – *Informational*
  - 2019 Regional Safety Targets Report and Safety Work Plan – *Information/Discussion*
  - Review Draft 2021-22 UPWP – *Information/Discussion*
  - Regional Congestion Pricing Study – *Final Report*
- April 2, 2021
  - 2025-2027 RFFA Strategic Direction Update – *Informational*
  - Regional Freight Study Updates – *Informational*
- May 7, 2021
  - 2020-21 TSMO Strategy Update – *Informational*

### For additional information, please contact:

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Jaimie Huff, City of Happy Valley [jaimiel@happyvalleyor.gov](mailto:jaimiel@happyvalleyor.gov)