
Wednesday, May 20, 2020

7:30 AM – 9:00 AM

Digital Meeting:

https://clackamascounty.zoom.us/webinar/register/WN_EOIhKvYtSZqjID0aW4hIHA

Telephone option: 1 (669) 900-6833

Agenda

7:30 a.m. Welcome & Introductions

7:35 a.m. JPACT Issues

- Emergency Transportation Routes (7:35 am)
Presenting: Kim Ellis - Metro
- I-205 Tolling Update (8:00 am)
Presenting: Lucinda Broussard - ODOT
- Get Moving 2020 Programs Discussion (8:30 am)
Presenting: Tyler Frisbee - Metro

MPAC Issues - None

9:00 a.m. Adjourn

| | | |
|---------------------|--------------------------|---------|
| Attachments: | JPACT/MPAC Work Programs | Page 02 |
| | ETR Materials | Page 04 |
| | GM 2020 Programs Memo | Page 37 |
| | TPAC Memo | Page 50 |



2020 JPACT Work Program
As of 04/09/20

Items in italics are tentative

| | |
|--|---|
| <p><u>April 16, 2020</u></p> <ul style="list-style-type: none"> • Resolution No. 20-5094, For the Purpose of Adding New or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Which Involves Project Changes to Five Projects Impacting Gresham, ODOT, and TriMet (AP20-11-APR) (consent) • Federal Affairs Update (Information/Discussion - Bernie Bottomly, TriMet/Tyler Frisbee, Metro; 10 min) • Congestion Pricing Study Update (Information/Discussion - ODOT/PBOT/Metro; 40 min) • Resolution No. 20-5086, For the Purpose of Adopting the Fiscal Year 2020-21 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements (Information/Discussion – John Mermin, Metro; 10 min) | <p><u>May 21, 2020</u></p> <ul style="list-style-type: none"> • <i>Mobility Policy Update (TBD; 20 min)</i> • Update on Division Transit (TBD, TriMet; 20 min) • Regional Transportation Measure (Margi Bradway/Andy Shaw, Metro; 20 min) • Resolution No. 20-5086, For the Purpose of Adopting the Fiscal Year 2020-21 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements (Action Requested; 5 min) |
| <p><u>June 18, 2020</u></p> <ul style="list-style-type: none"> • <i>Congestion Pricing Study Update (20 min)</i> • <i>Freight Commodity Study/Planning (20 min)</i> • <i>Annual Traffic Safety Report (Lake McTighe, Metro; 10 min)</i> | <p><u>July 16, 2020</u></p> <ul style="list-style-type: none"> • 2021-2024 Metropolitan Transportation Improvement Program (Grace Cho, Metro) (Action Requested; 20 min) • <i>Mobility Policy Update (20 min)</i> • <i>Jurisdictional Transfer Update (20 min)</i> |

| | |
|---|---|
| <p><u>August 20, 2020</u></p> | <p><u>September 17, 2020</u></p> <ul style="list-style-type: none"> • <i>Mobility Policy Update (20 min)</i> |
| <p><u>October 15, 2020</u></p> <ul style="list-style-type: none"> • <i>Emergency Transportation Routes Update (20 min)</i> <p><u>October 15-17</u>: League of Oregon Cities Conference, Salem <u>October 15</u>: Oregon Mayor’s Association Meeting, Salem</p> | <p><u>November 19, 2020</u></p> <ul style="list-style-type: none"> • <i>Jurisdictional Transfer Assessment – Draft Recommendations (20 min)</i> |
| <p><u>December 17, 2020</u></p> | |

Parking Lot:

- *TSMO Plan Update (Ted Leybold/Caleb Winter, Metro)*
- *Emerging Technology (Ted Leybold/Eliot Rose, Metro)*

Memo

Date: March 3, 2020
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
From: Kim Ellis, Metro
Laura Hanson, Regional Disaster Preparedness Organization (RDPO)
Subject: Regional Emergency Transportation Routes (RETRs) Update – **Feedback requested on draft evaluation framework criteria**

PURPOSE

Seek feedback on the draft evaluation framework criteria proposed to update the Regional Emergency Transportation Routes (RETRs).

BACKGROUND

This project is updating Regional Emergency Transportation Routes (RETRs) designated for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington. The last update occurred in 2006.

The 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 and used to facilitate life-saving and life-sustaining response activities, including the transport of first responders (e.g., police, fire and emergency medical services), patients, debris, fuel and essential supplies.

Co-led by the Regional Disaster Preparedness Organization (RDPO) and Metro, this project was identified in the 2018 Regional Transportation Plan (RTP) implementation chapter (Chapter 8) as a necessary step to better integrate transportation planning with planning for resiliency, recovery and emergency response while advancing broader RTP policy outcomes, particularly safety, equity and climate.

The 2018 RTP was adopted in December 2018. Since Spring 2019, Metro and RDPO have worked closely together with a work group comprised of local, regional and state partners, including TREC/PSU and a team of local consultants that includes a Geographical Information System (GIS) analyst, transportation planner and geotechnical engineer to:

- conduct research on best practices for establishing emergency transportation routes;
- develop the draft RETR evaluation framework



A partnership between the Regional Disaster Preparedness Organization (RDPO) and Metro, this project will update 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

criteria for review;

- assemble readily available datasets to support the evaluation process; and
- design the process for updating the RETRs.

The draft evaluation criteria proposed for updating the RETRs, shown in **Attachment 1**, are the focus of this JPACT discussion and include four key components:

- **Connectivity and Access** – The “Connectivity and Access” category includes all criteria relating to route proximity to key resources that are likely to be essential after a disaster/seismic event.
- **Route Resilience** – The “Route Resilience” category includes all criteria relating to the vulnerability of the route itself (including tunnels, bridges and culverts) to seismic and other natural hazards.
- **Route Characteristics**– The “Route Characteristics” category includes all criteria relating to the characteristics of the route itself – pavement width, access control, and ability to accommodate large vehicles and freight vehicles. These criteria are important in the case of a disaster or seismic event because they can help determine route usability by large volumes of traffic, quick evacuation, walking and biking to critical destinations, moving emergency response vehicles, freight (including over-dimensional vehicles), and/or transit to and from populated areas.
- **Community and Equity** – The “Community and Equity” category includes all criteria relating to route proximity to population centers, isolated populations and vulnerable populations after a disaster/seismic event for purposes of equitable rescue operations, emergency response or evacuation and providing equitable access to critical destinations (e.g., hospitals, temporary shelters, etc.).

The [TREC/PSU Background Research Report](#) and a [technical memo](#) providing more details about the process and proposed evaluation framework are available on the project website at <http://www.rdp0.net/emergency-transportation-routes>

HISTORY OF REGIONAL EMERGENCY TRANSPORTATION ROUTES

First designated in 1996 and most recently updated in 2006, the current regional ETRs were established in a memorandum of understanding between the Oregon Department of Transportation (ODOT), Washington State Department of Transportation (WSDOT), the Port of Portland, Clackamas, Columbia, Multnomah and Washington counties and the City of Portland in 2006.

Since 2006, new technology, data and mapping have greatly expanded our understanding of hazard risks in the region. The RETR update will consider these risks, with a focus on seismic risks. The project will incorporate data and information from the 2017 the Oregon Department of Geology and Mineral Industries (DOGAMI) Enhanced Earthquake Impact Study. The DOGAMI analysis shows that most of the existing designated RETRs will experience significant liquefaction, ground deformation and landslides during a major seismic event.

Planning and updates to infrastructure within the region since 2006 will also inform the ETR update; particularly the now seismically-resilient Sellwood and Tillikum Crossing bridges owned by Multnomah County and TriMet within the City of Portland, and recommendations identified in the 2018 Earthquake Ready Burnside Project Feasibility Report.

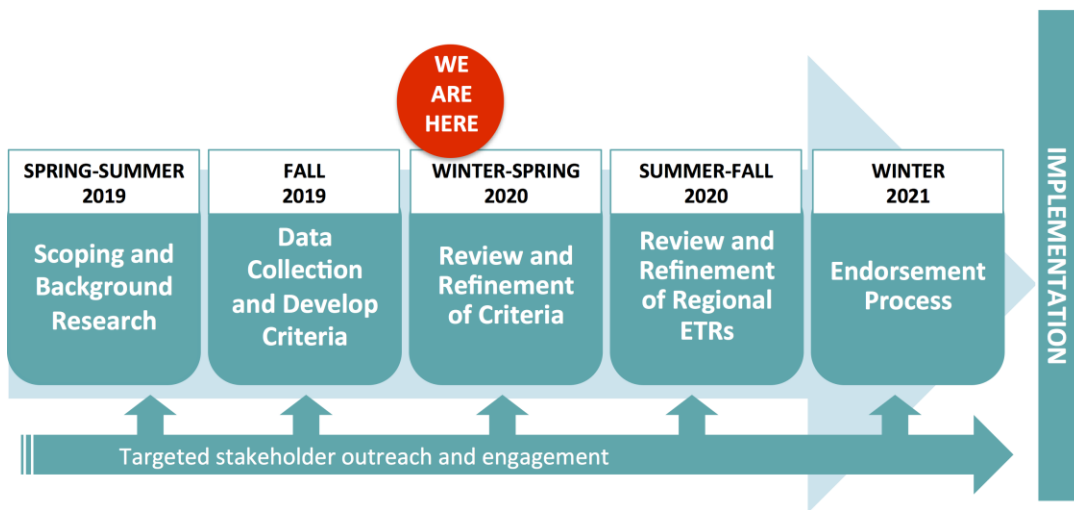
The RETR update will also incorporate more recent work by the City of Portland and the five counties, the Oregon Department of Transportation (ODOT) and Washington Department of Transportation (WSDOT). These efforts have evaluated seismic risks along state-designated lifeline routes located in the counties, which, in some cases, led to updates to local ETR designations. This project will evaluate whether the existing and any proposed new routes have a high likelihood of being damaged or cut-off during an earthquake. This will ensure that regional ETRs designations and future planning efforts are well-informed for an earthquake scenario where bridges will be damaged and ground deformation and liquefaction, as well as landslides may impact certain routes more than others.

Although this effort is primarily focused on updating the RETRs for emergency response immediately following a large seismic event, considerations for other natural hazards, such as flooding, wildfire, and severe weather, will be incorporated into the data set and project recommendations for future consideration, including work to support transportation recovery planning.

PROJECT TIMELINE AND NEXT STEPS

The overall project timeline is provided in **Figure 1**. Engagement of policymakers, planners and other stakeholders is more 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.

Figure 1. Timeline for updating regional emergency transportation routes



A schedule of planned policy and technical discussions is provided in **Attachment 2** for reference.

This winter and spring is an opportunity for JPACT and other stakeholders to provide feedback on the draft criteria. Pending review and refinement of the draft criteria this spring, the project team will identify RETR updates during the summer. Next fall, staff will seek feedback on the draft updated RETR maps and recommendations for future planning work from the Metro Council as well as regional technical committees and work groups, JPACT, the Metro Policy Advisory Committee (MPAC), the Southwest Washington Regional Transportation Council (SW RTC), the RDPO Steering Committee and the RDPO Policy Committee.

In early 2021, recommendations will be brought forward for review and consideration for endorsement by regional policymakers, including the RDPO Steering Committee, the RDPO Policy Committee, the Metro Council, JPACT and the SW RTC. A regional dissemination workshop is anticipated in February 2021 to more broadly share the updated maps, data and recommendations for future planning work.

ANTICIPATED OUTCOMES

The ETR project will deliver an updated regional ETR map, a list of ETR corridors, and accompanying report that provides recommendations for future planning work by state, regional and local entities. A database containing readily available geospatial data is also being developed as part of this project. This database is expected to be a valuable resource for coordination with stakeholders for ongoing state, regional, and local emergency response planning and resilience efforts as well as development of local and regional transportation plans and capital improvement programs.

Once these updated routes are agreed upon, the agencies within RDPO can regionally prioritize routes and emergency transportation response planning needs for resiliency, recovery, and emergency response for a Cascadia Subduction Zone level event. Coordinated planning and prioritization can then set the stage for agencies and the region to seek funding for improvements to increase route resiliency to decrease response and recovery times within the region.

Additional information is available on the project website at <http://www.rdpo.net/emergency-transportation-routes>.

/attachments

Attachment 1 – Draft Evaluation Framework Criteria (2/25/2020)

Attachment 2 – Schedule of Policy and Technical Discussions (2/19/2020)

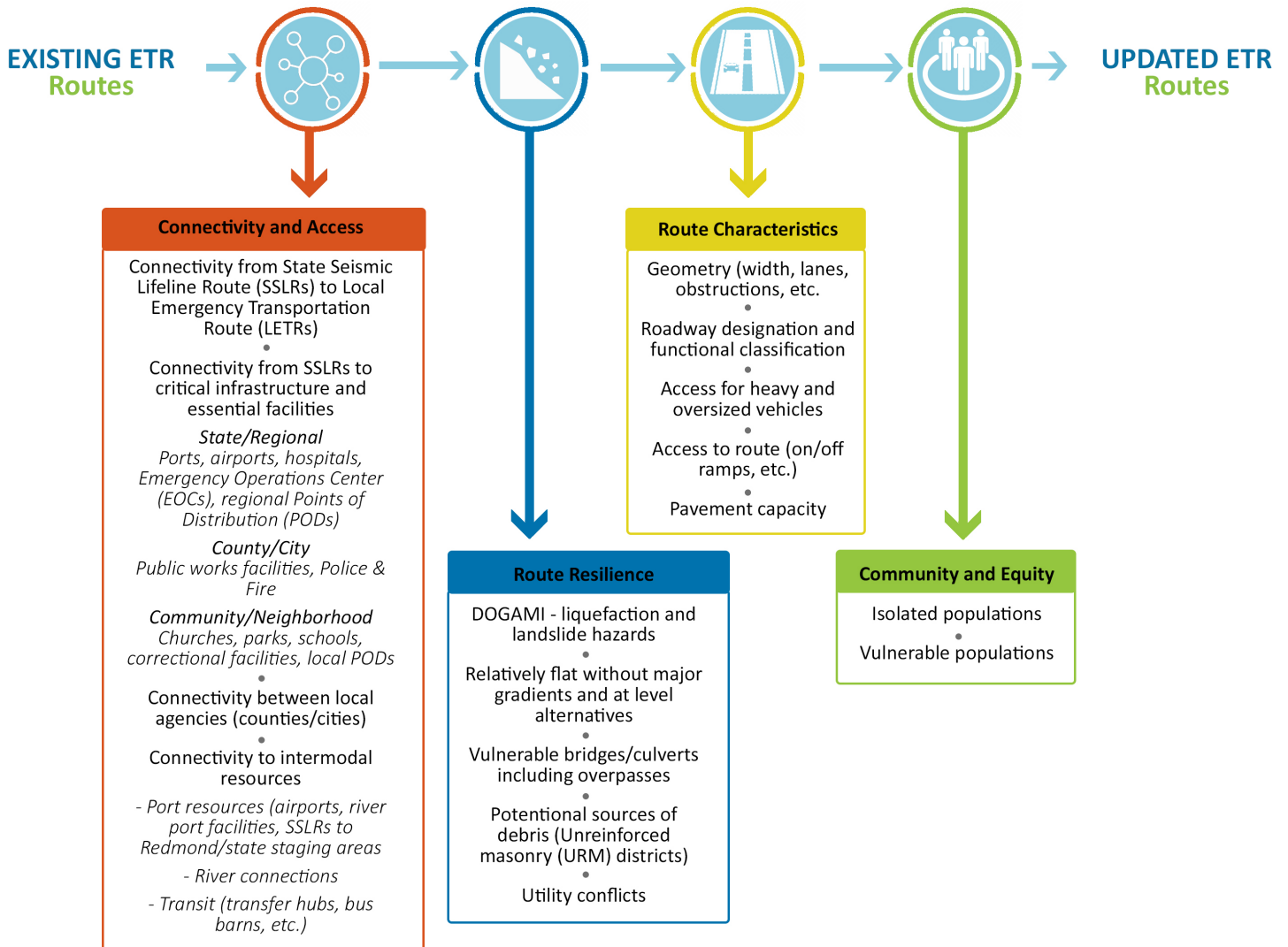
Attachment 3 – List of work group members

Project factsheet (Winter 2020)

Regional Disaster Preparedness Organization Factsheet (July 2019)

Regional Emergency Transportation Routes Update

Proposed Evaluation Framework Criteria



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REGIONAL EMERGENCY TRANSPORTATION ROUTES UPDATE POLICY AND TECHNICAL DISCUSSIONS | 2020 - 2021

Dates are subject to change. Briefings to occur as part of regular meetings. See reverse for meeting times and locations.

2020

| Month | When | Who | Purpose |
|----------------|--|--|--|
| January | 1/23 | ETR Working Group | Project update |
| February | 2/19 | TPAC/MTAC workshop; ETR Working Group members invited | Seek feedback on draft definitions and criteria |
| | TBD | RDPO work groups (e.g., public works, Fire/EMS, law enforcement, healthcare) | |
| March | 3/6 | REMTEC | |
| | 3/10 | Metro Council | |
| | 3/11 | MPAC | |
| | 3/19 | JPACT | |
| | 3/20 | RTAC | |
| April | 4/6 | RDPO Steering Committee | |
| | 4/7 | SW RTC | |
| | Week of 4/20 or 4/27 | ETR Working Group | |
| May | 5/8 | RDPO Policy Committee | |
| May to July | Project team applies recommended criteria and methodology to update Regional ETRs. | | |
| August | TBD | ETR Working Group | Seek feedback on draft maps and report recommendations |
| October | 10/2 | REMTEC | Report back draft maps and how previous feedback addressed |
| | TBD | Community Leaders' Forum | |
| | 10/16 | RTAC | Seek feedback on draft maps and report recommendations |
| | 10/21 | TPAC/MTAC workshop | |
| | Via RDPO email | RDPO work groups (e.g., public works, Fire/EMS, law enforcement, healthcare) | |
| November | 11/2 | RDPO Steering Committee | |
| | 11/3 | SW RTC | |
| | 11/11 | MPAC | |
| | 11/17 | Metro Council | |
| | 11/19 | JPACT | |
| | TBD | RDPO Policy Committee | |
| December | TBD | ETR Working Group | Finalize recommendation |

see reverse

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2/19/2020

10

2021

| Month | When | Who | Purpose |
|----------|------|-------------------------------------|---|
| January | 1/5 | SW RTC | Seek endorsement |
| | 1/8 | TPAC | Seek recommendation to JPACT |
| | 1/8 | REMTEC | Seek rec'd to RDPO Steering Committee and RDPO Policy Committee |
| | 1/21 | JPACT | Seek endorsement recommendation to the Metro Council |
| February | 2/1 | RDPO Steering Committee | Seek recommendation to the RDPO Policy Committee |
| | 2/4 | Metro Council | Seek endorsement |
| | TBD | RDPO Policy Committee | Seek endorsement |
| | TBD | Regional ETR Dissemination Workshop | Share final report and data |

Policy and Technical Committee Information (listed in alphabetical order)

ETR Working Group – Regional Emergency Transportation Routes Working Group

Typically meets at the Metro Regional Center, 600 NE Grand Avenue, Portland OR 97232. Times vary.

JPACT – Joint Policy Advisory Committee on Transportation

Typically meets 7:30-9 AM at the Metro Regional Center, 600 NE Grand Avenue, Portland OR 97232.

Metro Council

Typically meets 2-4 PM at the Metro Regional Center, 600 NE Grand Avenue, Portland OR 97232.

MPAC – Metro Policy Advisory Committee

Typically meets 5-7 PM at the Metro Regional Center, 600 NE Grand Avenue, Portland OR 97232.

MTAC – Metro Technical Advisory Committee

Typically meets 10 AM-noon at the Metro Regional Center, 600 NE Grand Avenue, Portland OR 97232.

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 at the Metro Regional Center, 600 NE Grand Avenue, Portland OR 97232.

RTAC – Regional Transportation Advisory Committee

Typically meets 9-11 AM at the Clark County Public Service Center, 6th Floor Training Room, 1300 Franklin Street, Vancouver, WA 98660.

SW RTC – Southwest Washington Regional Transportation Council

Typically meets 4-6 PM at the Clark County Public Service Center, 6th Floor Training Room, 1300 Franklin Street, Vancouver, WA 98660.

TPAC – Transportation Policy Alternatives Committee

Typically meets 9:30-noon at the Metro Regional Center, 600 NE Grand Avenue, Portland OR 97232.

TPAC/MTAC Workshop – Joint Workshop of TPAC and MTAC

Typically meets 10 AM-noon at the Metro Regional Center, 600 NE Grand Avenue, Portland OR 97232.

Regional ETR Work Group

The following agencies and individuals have participated in the Regional ETR Work Group from 2018 to present:

| | Agency | Participants | Count |
|----|---|---|-------|
| 1 | Regional Disaster Preparedness Organization (RDPO) | Laura Hanson Courtney Yan | 2 |
| 2 | Metro | Kim Ellis Matthew Hampton Zac Christensen Jake Lovell Molly Vogt Daniel Nibouar | 6 |
| 3 | Tri-County Metropolitan Transportation District of Oregon (TriMet) | Alex Ubiadas | 1 |
| 4 | C-TRAN | Bob Medcraft | 1 |
| 5 | Oregon Department of Transportation (ODOT) | Albert Nako Talia Jacobson Bruce Johnson (retired) Tom Braibish Geoff Bowyer Michael Zimmerman Glen Bolen | 7 |
| 6 | Washington Department of Transportation (WSDOT) | Monique Rabideau John Himmel | 2 |
| 7 | Oregon Department of Geology and Mineral Industries (DOGAMI) | John Bauer (retired) | 1 |
| 8 | Oregon Counties Association | Brian Worley | 1 |
| 9 | Portland State University (PSU) Transportation Research and Education Center (TREC) | John MacArthur | 1 |
| 10 | Port of Portland (PDX) | Art Spillman Alex Howard Greg Theisen | 3 |
| 11 | Clackamas County Disaster Management | Nancy Bush | 1 |
| 12 | Washington County Emergency Management | Ken Schlegel John Wheeler | 2 |
| 13 | Washington County Operations and Maintenance | Todd Watkins | 1 |
| 14 | Multnomah County Emergency Management | Lisa Corbly David Lentzner | 2 |

| | Agency | Participants | Count |
|----|--|--|-----------|
| 15 | Multnomah County Transportation Division | Megan Neill Allison Boyd Tina LeFebvre Jay Cromwell | 4 |
| 16 | Portland Bureau of Emergency Management (PBEM) | Jonna Papaefthimiou | 1 |
| 17 | Portland Bureau of Transportation (PBOT) | Mauricio Leclerc Emily Tritsch Michael Serritella | 3 |
| 18 | Clark Regional Emergency Services Agency | Anthony Vendetti Cindy Stanley | 2 |
| 19 | Columbia County Emergency Management | Shaun Brown Steve Pegram | 2 |
| 20 | Columbia County Public Works | Mike Russell Lonny Welter (retired) | 2 |
| 21 | Gresham Transportation Manager | Chris Strong | 1 |
| 22 | City of Wilsonville Public Works | Martin Montalvo | 1 |
| | TOTAL WG MEMBERS | | 47 |



Regional emergency transportation routes (RETR) update

Updating the region's emergency transportation routes

Natural disasters can happen anytime. The transportation system needs to withstand them to support life-saving and life-sustaining activities.

Project overview

The project is updating 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. RETRs 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 support life-saving and life-sustaining response activities, such as transport of fuel, essential supplies, patients and first responders (e.g., police, fire and emergency medical services). Access to critical facilities and services, especially for vulnerable populations will also be considered.

The RETRs were first designated in 1996 and were most recently updated in 2006. The current RETRs were established in a memorandum of understanding between the Oregon Department of Transportation (ODOT), Washington State Department of Transportation (WSDOT), the Port of Portland, Clackamas, Columbia, Multnomah and Washington counties and the City of Portland in 2006.

Why now?

Since 2006, new technology, data and mapping have greatly expanded our understanding of hazard risks in the region. The RETR update will consider these risks and identify priority routes for emergency response during a major regional emergency or natural disaster.



Desired project outcomes

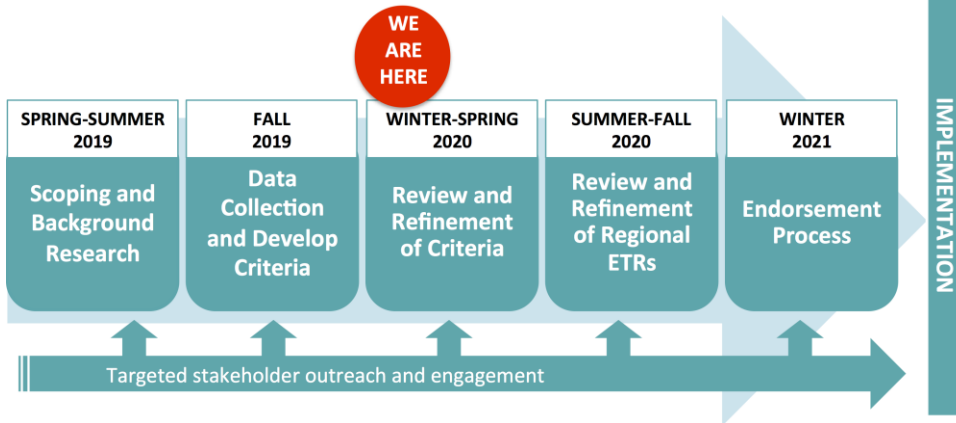
This project will result in an updated map of RETRs (including data in ArcGIS platform) that more accurately reflects current hazard risks (seismic, landslide and flood, in particular), new and/or improved transportation facilities and other updates to reflect current conditions.

In addition to the updated map, the RETR project will deliver a list of RETR corridors, a geodatabase of collected data and accompanying report that includes recommendations for use by state, regional and local entities in future planning for emergency response, recovery and resiliency.

The RETR update will also:

- Raise the level of visibility of ETRs in transportation planning for emergencies, disasters and significant events
- Improve understanding of how ETRs will withstand changing environments and what will be required to quickly restore normal operations
- Facilitate informed dialogs and planning between transportation and other key stakeholders involved in emergency planning
- Strengthen regional partnerships around resiliency, recovery and enhanced transportation networks

Regional emergency transportation routes update project timeline



Partnerships and collaboration

The RETR update project is co-led by the Regional Disaster Preparedness Organization (RDPO) and Metro, with a team of local consultants including a Geographical Information System (GIS) analyst, transportation planner, and geotechnical engineer. The project is supported by a work group comprised of local, regional and state partners, including Portland State University's Transportation Research and Education Center.

The project will engage and consult with RDPO and Metro technical and policy committees and working groups in a coordinated manner. This includes engaging and consulting with transportation, emergency management and public works departments of each county and the City of Portland.

Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), Southwest Washington Regional Transportation Council (SW RTC), ODOT, WSDOT, TriMet, South Metro Area Regional Transit (SMART), C-TRAN and Oregon Department of Geology and Mineral Industries (DOGAMI) will also play a key role in the update.

Other agencies and groups will be engaged and consulted to provide their expertise and experiences in emergency response, critical infrastructure and social services for vulnerable populations, including:

- Northwest Oregon Health Preparedness Organization (NWHPO)
- RDPO Fire/Emergency Medical Services work group
- RDPO Public Works work group
- law enforcement
- ports and other special districts
- water and utility providers, such as Portland General Electric (PGE), Pacific Power and NW Natural, among others.

Timeline and decision-making

The RETR update project started April 2019 and is expected to be completed in February 2021.

In early 2021, project recommendations will be brought forward for review and endorsement consideration by regional policymakers, including the RDPO Steering Committee, the RDPO Policy Committee, the Metro Council, JPACT and the SW RTC.

This project is a collaboration between public, private and non-profit stakeholders, co-led by the five-county, bi-state Regional Disaster Preparedness Organization (RDPO) and Metro, the metropolitan planning organization designated by the Governor of Oregon to serve the urban portions of Clackamas, Multnomah and Washington counties.

Funding for this project is provided by the Urban Areas Security Initiative (UASI) grant.

For more information, contact:

Laura Hanson

Planning coordinator
RDPO
Laura.Hanson@portlandoregon.gov
503.823.9799

Kim Ellis

Principal transportation planner
Metro
Kim.Ellis@oregonmetro.gov
503.797.1617



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Regional Disaster Preparedness Organization

The Regional Disaster Preparedness Organization (RDPO) is a partnership of government agencies, non-governmental organizations, and private-sector stakeholders in the Portland Metropolitan Region collaborating to increase the region's resiliency to disasters. The metropolitan region spans Clackamas, Columbia, Multnomah, and Washington Counties in Oregon and Clark County in Washington.



The RDPO formed out of a desire to build upon and unify various regional preparedness efforts in the Portland Metropolitan Region, including the Regional Emergency Management Group established in 1993, the Urban Areas Security Initiative Program originally funded in 2003, and several discipline-specific coordination groups. The RDPO was formalized in January 2015 through an intergovernmental agreement.

Mission of the RDPO

The mission of the RDPO is to build and maintain regional disaster prevention, protection, response, mitigation, and recovery capabilities in the Portland Metropolitan Region through strategic and coordinated planning, training and exercising, and investment in technology and specialized equipment.

Vision of the RDPO

The vision of the RDPO is to create a secure and disaster-resilient region in which local agencies, organizations, and communities are coordinated and prepared to prevent, protect against, mitigate, respond to, and recover from threats and hazards of great risk to the Portland Metropolitan Region.



RDPO

Regional Disaster Preparedness Organization

Unified. Prepared. Resilient.

9911 SE Bush Street, Portland, OR 97266
Phone (503) 823-5386, Fax (503) 823-3903

rdpo@portlandoregon.gov

www.RDPO.org



Effective Regional Coordination

Natural disasters, acts of terrorism, and other emergency incidents can affect multiple jurisdictions simultaneously. Major disasters such as earthquakes create large-scale impacts that require outside assistance even for the most prepared local public safety organization.

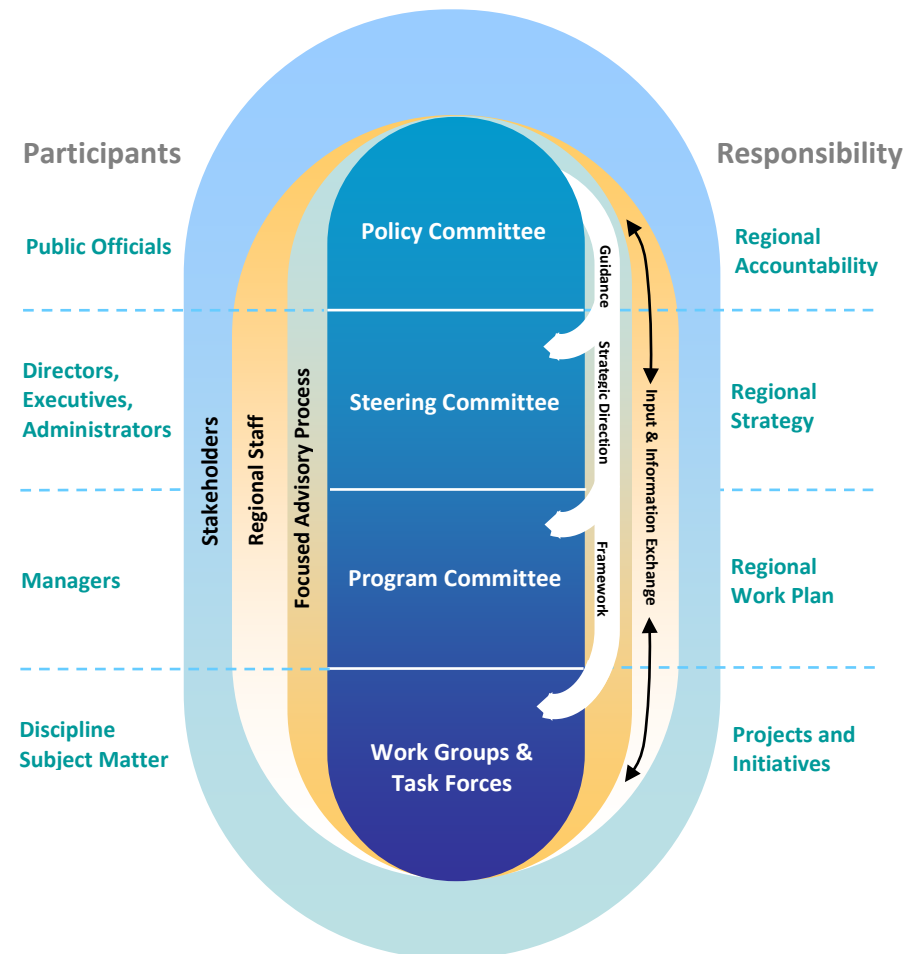
The cities, counties, non-governmental organizations, and private-sector stakeholders in the region recognize that they all can more effectively respond to emergencies and facilitate recovery of communities if they prepare together. Regional collaboration in building disaster preparedness capabilities is more cost-effective for taxpayers, develops roles and relationships needed for efficient disaster response and recovery, and increases the ability to involve the whole community in preparedness initiatives.

Guiding Principles

- Provide opportunities for all jurisdictions and disaster preparedness organizations in the five-county region to participate
- Strive for a holistic regional perspective while honoring and respecting each partner's autonomy
- Demonstrate organizational value to all members
- Practice transparency, accountability, and financial stewardship
- Ensure equity and fairness in adopting regional policies
- Make decisions by consensus whenever possible
- Use a whole community approach in which all stakeholder groups are integrated and considered
- Build upon existing strengths and ensure capability investments are maintained
- Use the National Preparedness Goal as a guide for enhancing regional preparedness across all mission areas

Membership and Organizational Structure

RDPO membership is open to all jurisdictions, non-governmental organizations, and private-sector businesses that have a role in building disaster preparedness capabilities in the Portland Metropolitan Region. There are two types of membership in the RDPO (contributing and non-contributing), which is spelled out in the RDPO Intergovernmental Agreement. The work of the RDPO is conducted and coordinated through a well-defined structure of committees and work groups, including Policy, Steering and Program Committees, discipline-specific work groups, standing committees, and cross-discipline task forces.



Current Membership and Funding

Policy Committee Members (14 active of 15 seats)

Chair - Councilor Karylinn Echols, City of Gresham
Vice Chair - Commissioner Jim Bernard, Clackamas County
Councilor Kyle Allen, City of Hillsboro
Marla Blagg, TriMet
COO Vince Granato, Port of Portland
Commissioner Jo Ann Hardesty, City of Portland
Councilor Randy Lauer, City of Troutdale
Commissioner Margaret Magruder, Columbia County
Mayor Anne McEnery-Ogle, City of Vancouver
Commissioner Sharon Meieran, Multnomah County
Council President Lynn Peterson, Metro
Councilor Marc San Soucie, City of Beaverton
Commissioner Dick Schouten, Washington County
Councilor Temple Lentz, Clark County
Cathi Forsythe, City of Fairview [inactive]

RDPO Funding

Current funding for the RDPO comes from the Department of Homeland Security Urban Areas Security Initiative (UASI) Grant Program and RDPO Contributing Members:

1. UASI FY'16 \$2.8 million / 14 projects
2. UASI FY'17 \$2.8 million / 17 projects
3. UASI FY'18 \$2.5 million / 17 projects
4. UASI FY'19 \$3.25 million [in application process]
5. Core Group Contributions to RDPO Operations/Administration (FY'18-19): \$203,500
6. Contributing Member Contributions to Projects (FY'18-19): \$60,743

The Portland Bureau of Emergency Management serves as the Lead Administrative Agency for the RDPO and the fiscal agent for UASI grant funds and partner contributions.

Steering Committee Members (25 Active)

Chair - Mike Mumaw, Emergency Management Representative (Rep.)
Vice Chair - Scott Johnson, Clark County Rep.
Jerry Allen, City of Beaverton Rep.
Roy Brower, Metro Rep.
Tammy Bryan, City of Hillsboro Rep.
Nancy Bush, Clackamas Co. Rep. and Past Chair
Bob Cozzie, Public Safety Communications Representative and Past Chair
Joel Wendland, Law Enforcement Rep.
Rebecca Geisen, Regional Water Providers Consortium Rep.
Jay Jewess, Private Sector (Utilities) Rep. (PGE)
Gene Juve, City of Vancouver Rep.
Scott Lewis, Fire/EMS Discipline & City of Gresham Rep.
Martin Montalvo, Public Works Rep.
Chris Neal, Port of Portland Rep.
Mike Myers, City of Portland Rep.
Steve Pegram, Columbia County Rep.
Scott Porter, Washington Co. Rep. & Past Chair
Kathryn Richer, Health System Rep.
Tripp Robinson, Private Sector (Industry) Rep. (Intel Corp.)
Curtis Peetz, NGO Rep. (Red Cross)
Pat Williams, TriMet Representative
Chris Voss, Multnomah Co. Rep. and Immediate Past Chair
Dr. Jennifer Vines, Public Health Rep.
John Wheeler, Program Committee Chair
Ray Young, City of Troutdale Rep. [inactive]

Signatories to the RDPO Intergovernmental Agreement & FY'18-19 Contributions:

Contributions are distributed by a formula based on jurisdictional population.

Core Group Members

(Contributions Range from \$3,280-51,000)

- Clackamas, Columbia, Clark County, Multnomah, and Washington Counties
- City of Portland
- Port of Portland
- Metro
- TriMet

Other Members

(Contributions Range from \$3,200-14,000)

- Cities of Beaverton, Fairview, Gresham, Hillsboro, Troutdale, and Vancouver

Non-Contributing Members

- Cities of Wood Village and Columbia City
- Clatskanie Rural Fire District
- Scappoose Rural Fire District
- Columbia 9-1-1 Communications District
- Regional Water Providers Consortium

Dozens more jurisdictions and public, private, and non-profit agencies participate on RDPO committees, work groups and project task forces. They are not formal RDPO members but have a stake in our region's preparedness.

Policy Committee

The Policy Committee (PC) is the governing body of the RDPO and is comprised of elected officials and chief executive officers from Participating Jurisdictions and other member organizations. This committee is responsible for providing political leadership to develop and promote a unified regional vision and strategy for disaster preparedness and to establish and operate a sustainable regional disaster preparedness organization.

Steering Committee

The Steering Committee (SC) is comprised of senior executives from Participating Jurisdictions and other member organizations and includes both organizational and discipline-specific representatives. The SC is responsible for developing and updating the regional strategy and associated priorities for regional disaster preparedness. The SC also endorses the RDPO work plan and funding plan developed by the Program Committee and provides oversight to the Program Committee in the implementation of the plans. The RDPO Manager reports to and is guided by the SC.

Program Committee

The Program Committee (PrC) is comprised of the chairs of the RDPO's Discipline Work Groups (DWGs), and a separate chair and vice chair drawn from the DWGs and elected by the Committee. The PrC's primary responsibility is to develop and monitor the performance of the annual work plan and associated funding plan that operationalizes the regional strategy.

Grants and Finance Committee

The Grants and Finance Committee (GFC) oversees use of grants and other funding sources

in implementing regional projects to ensure transparency, accountability, and financial stewardship. The Grants and Finance Committee (GFC) is comprised of financial staff from Participating Jurisdictions and other member organizations.

Work Groups and Task Forces

The Work Groups bring together local agency, private-sector, and non-governmental organization representatives from the region who work in discipline areas that are highly involved in disaster preparedness. Each Work Group focuses on a discipline or functional area, determines its own members, and works to implement a self-produced annual Work Plan that supports the goals of the regional strategy.

Task Forces are created by the Program Committee (and sometimes the PC or SC) when there are projects that require collaboration among several of the Work Groups, e.g. disaster debris management planning. Task Forces are time limited and membership is determined based on specific project needs.

RDPO Staff

The RDPO is supported by a small team of staff managed by the RDPO Manager. Based at the Portland Bureau of Emergency Management, they provide administrative and technical assistance for organizational development and planning, project implementation, and grant management.

Lead Administrative Agency (LAA)

The LAA supports the organization's personnel, administrative, and fiscal operations. The City of Portland currently serves as the RDPO LAA.

Work Groups, Standing Committees and Task Forces:

- Animal MAC Group
- Citizen Corps Work Group
- Emergency Management Work Group (REMTEC) and the following Standing Committees:
 - Regional EOC Training
 - Regional Hazard Mitigation and Recovery Planning
 - Resource Management
 - WebEOC Regional Users
- Fire and Emergency Medical Services Work Group
- Law Enforcement Work Group
- NW Oregon Health Preparedness Organization (Health System WG)
- Public Health Work Group
- Public Information Officers Work Group
- Public Safety Communications WG / Portland Dispatch Center Consortium
- Public Works Work Group
- Regional Disaster Debris Management Planning Task Force
- Regional Disaster Preparedness Messaging Task Force
- Regional Disaster Sanitation Task Force
- Regional Mass Shelter Task Force
- Regional Multi-Agency Coordination System (RMACS) Advisors Group
- Transit Work Group

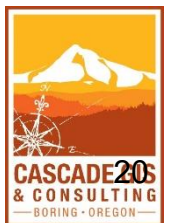
Regional Emergency Transportation Routes Update

Draft criteria and approach for updating RETRs

C4 Metro Subcommittee

May 2020

Project Team: RDPO, Metro
Thuy Tu Consulting, LLC, Salus Resilience, Cascade GIS & Consulting



Today's purpose



- Provide update on the Regional ETR Project
- Present process for updating routes
- Seek feedback on draft ETR definitions and criteria

Outcome: Receive feedback on draft ETR definitions, framework and criteria.



Regional Disaster Preparedness Organization

Vision: a secure and disaster resilient region

Mission: local agencies, organizations and communities are prepared and coordinated

Investments in planning, communications, training and exercise, technology and specialized equipment



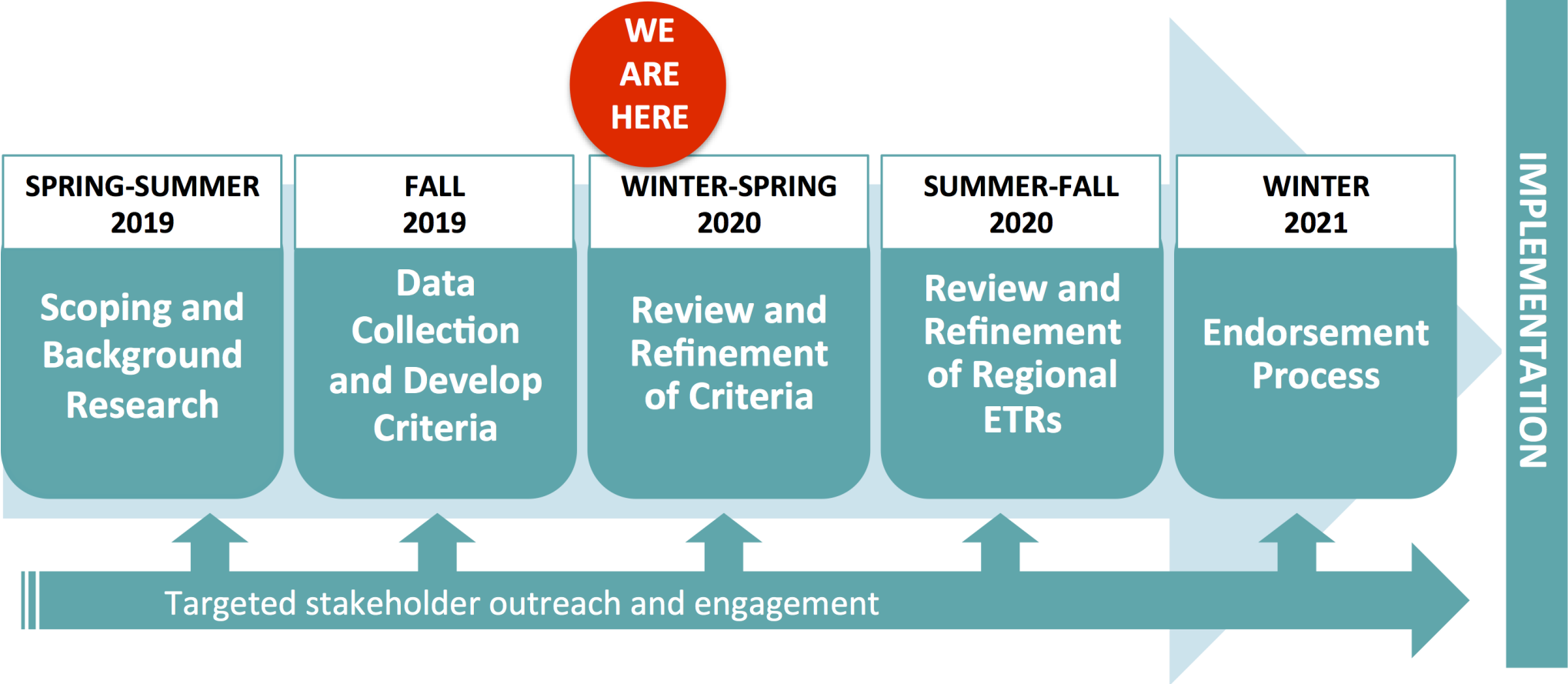
Regional ETR Update Project



Purpose: To update designated regional Emergency Transportation Routes (ETRs) for the five-county region.

- Update 1996 and 2006 ETRs
- Improve understanding of resilience of ETRs
- Raise visibility of ETRs
- Facilitate regional dialogue regarding resilience and recovery

Project timeline



Key project deliverables

Today's focus

Evaluation Framework Memo - Memorandum outlining process and proposed evaluation framework for RETR update including methodology and evaluation criteria.



Data Collection Memo - Memorandum documenting data collection, formatting, and methodology.

Draft Maps and Report - Draft updated RETRs and report for stakeholder review.



GIS Dataset - GIS Dataset for current and future planning efforts.

Final Report and Maps - Final report and mapping, with recommendations for future work.



ETR Work Group



Unified. Prepared. Resilient.

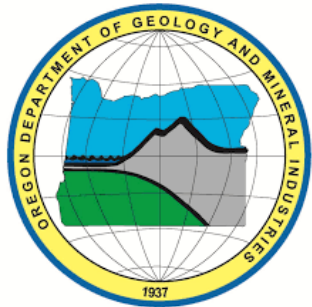


DISASTER MANAGEMENT

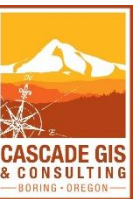


CITY OF GRESHAM OREGON

Always Here, Always Ready!

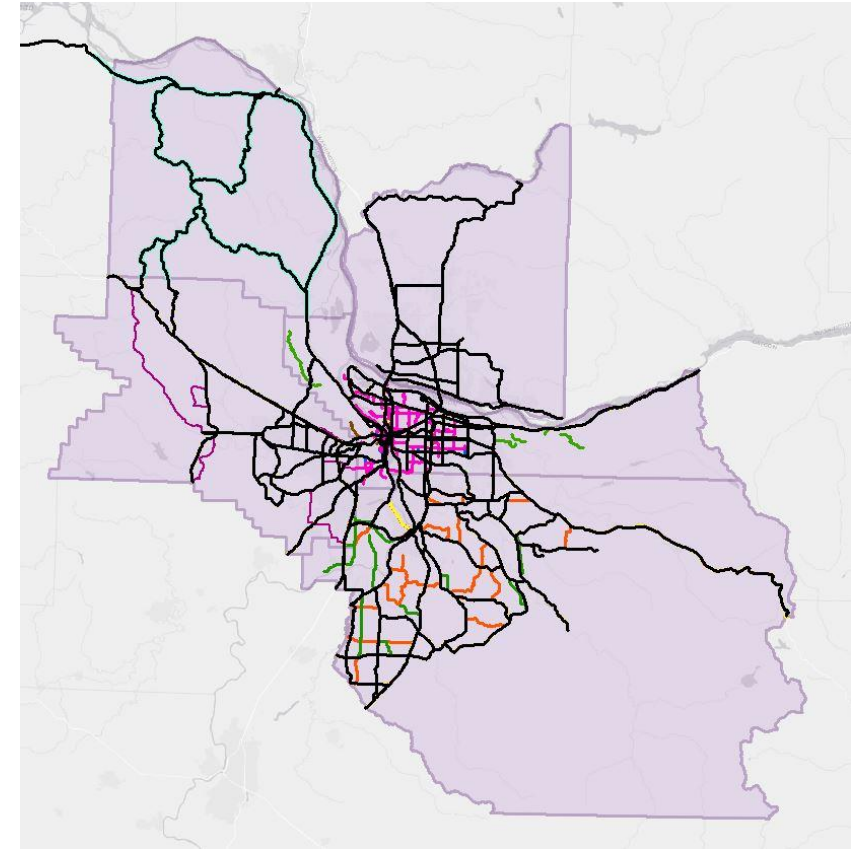


C-TRAN



Definition of emergency transportation routes

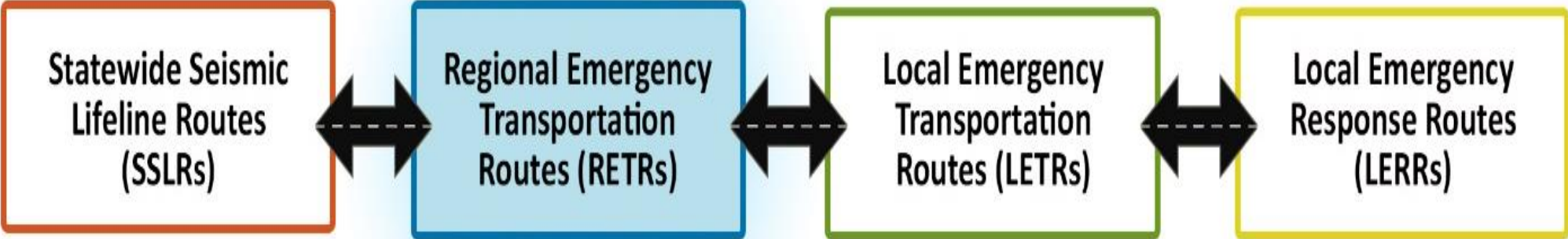
Routes used during and after a major regional emergency or disaster to move resources and materials including first responders, fuel, essential supplies, debris, equipment, personnel and patients.



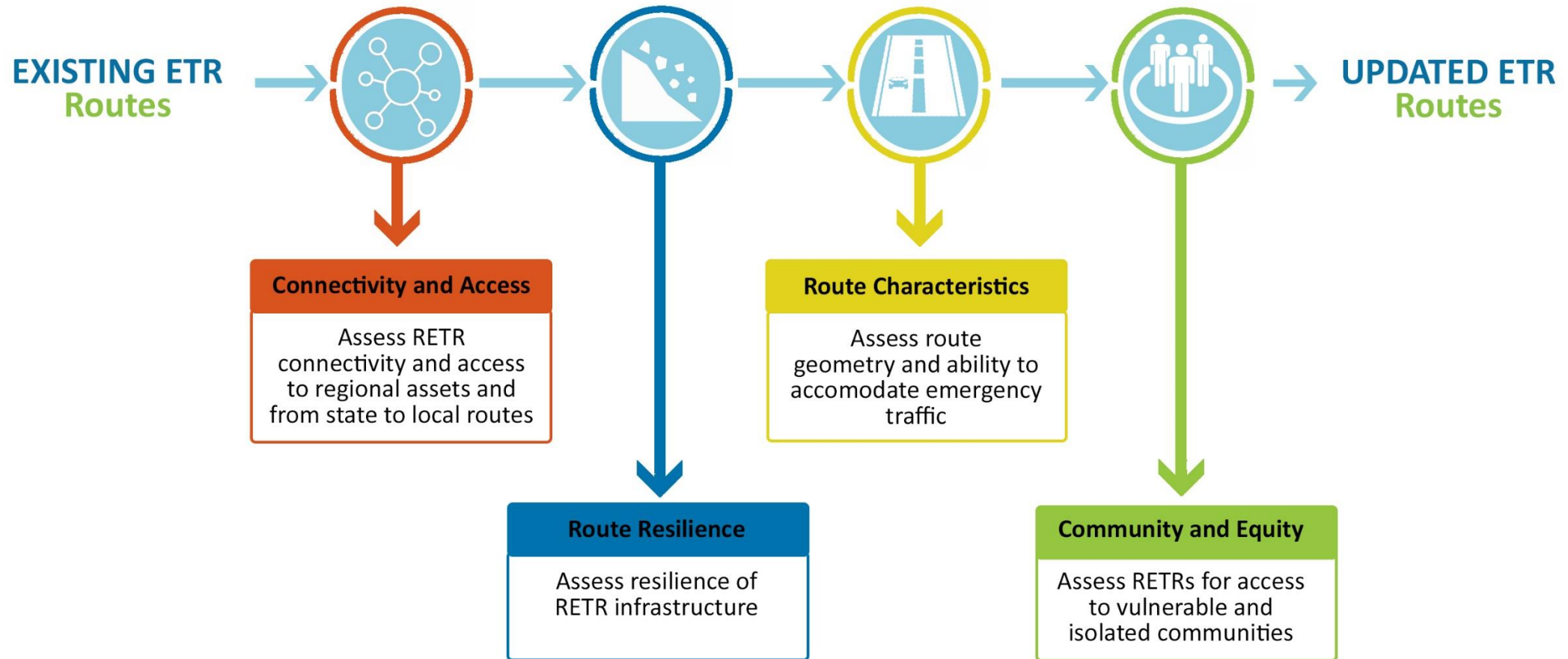
Inventory of potential regional routes



Tiers of emergency transportation routes



Proposed RETR evaluation framework





ETR Evaluation Criteria

Connectivity and Access

Assess RETR connectivity and access to regional assets and from state to local routes

Connectivity and Access – route proximity to key resources that are likely to be essential after a disaster/seismic event:

- from state routes to local routes
- from state routes to critical infrastructure, intermodal resources and essential facilities
 - State/Regional
 - County/City
- between local jurisdictions



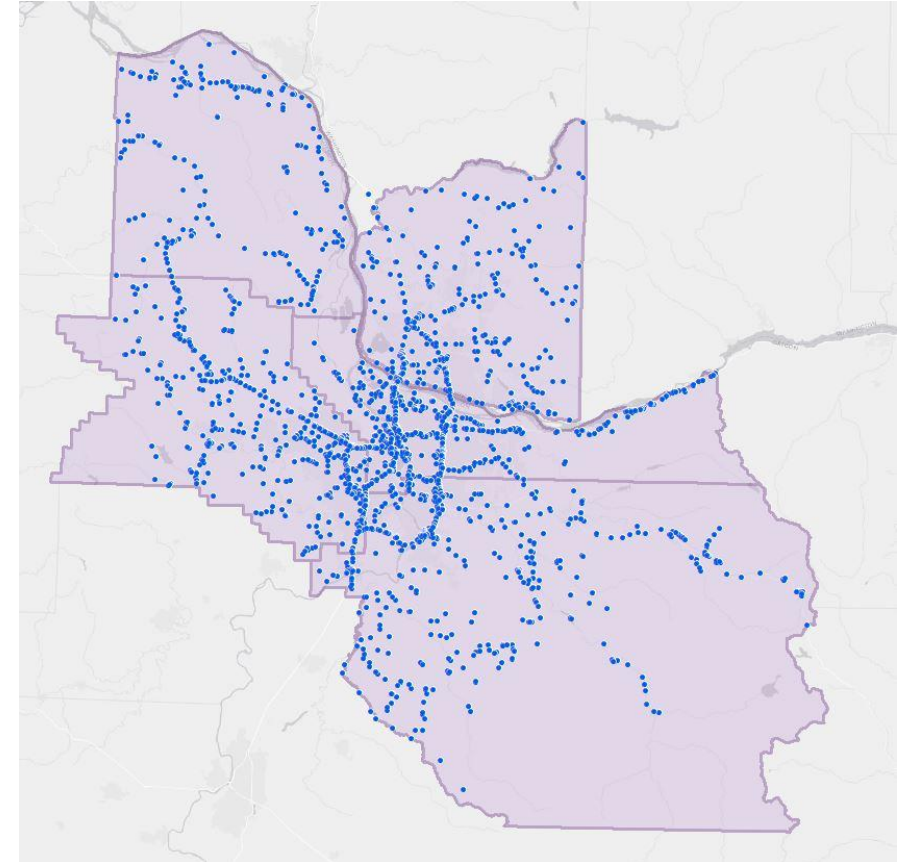
ETR Evaluation Criteria

Route Resilience

Assess resilience of RETR infrastructure

Route Resilience – the vulnerability of the route (including bridges and culverts) to seismic and other natural hazards:

- Liquefaction and landslide hazards (DOGAMI and WADNR)
- Relatively flat routes without major gradients and at level alternatives
- Vulnerable bridges/culverts including overpasses
- Potential sources of debris (unreinforced masonry districts)
- Condition of pavement, tunnels, bridges and culverts
- Utility vulnerability



Inventory of bridges and culverts



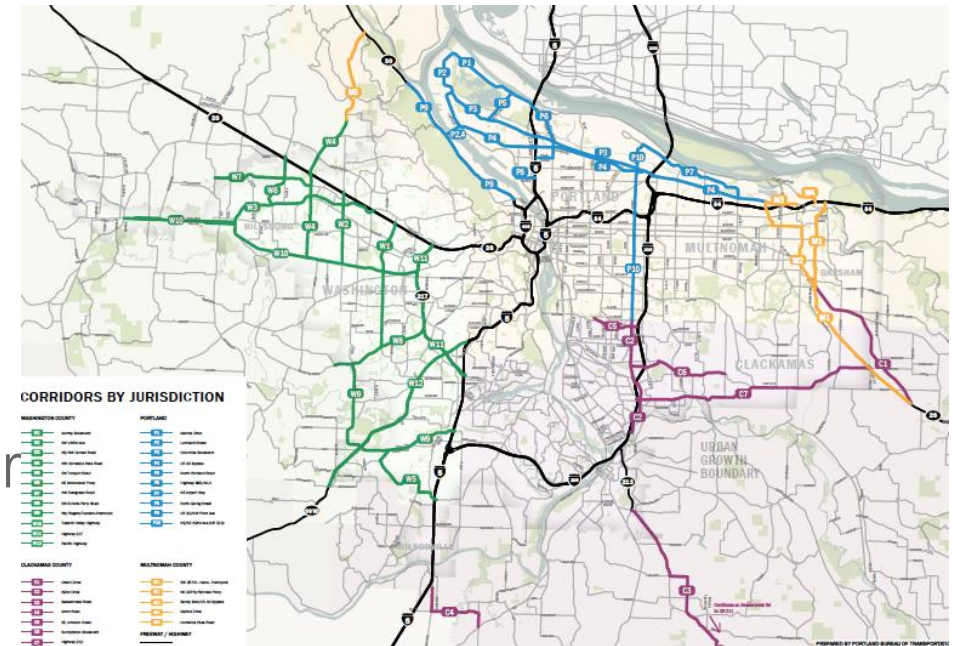


ETR Evaluation Criteria

Route Characteristics
Assess route geometry and ability to accommodate emergency traffic

Route Characteristics – the characteristics of the route itself:

- Pavement width and geometry
- Ability to control access (e.g., on/off ramps, signals, medians)
- Functional classification
- Average daily traffic and traffic flow character
- Freight access (e.g., heavy and oversized vehicles route, regional freight route)
- Transit, bike and pedestrian facilities



Regional over-dimensional truck routes (2017)





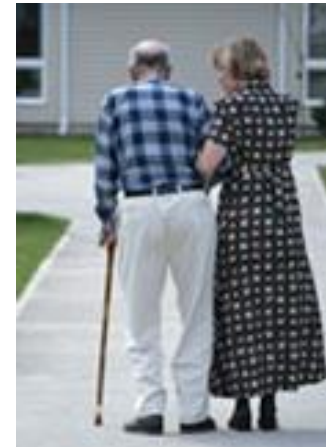
ETR Evaluation Criteria

Community and Equity
Assess RETRs for access to vulnerable and isolated communities

Community and Equity – route proximity to population centers, isolated populations and vulnerable populations for purposes of equitable rescue operations, emergency response or evacuation and providing equitable access to critical destinations (e.g., hospitals, temporary shelters).



This criteria will account for race, ethnicity, income, English proficiency, age, zero vehicle households and forecasted population and job growth across the five-county region.



Emerging recommendations for future work

- Integrate routes in future planning and investments
- Plan for management of ETRs and transition from emergency response to recovery
- Evaluate vulnerability of RETRs for all hazards
- Develop public information and messaging
- Plan for bike and pedestrian access needs
- Evaluate river routes
- Address vulnerable populations in more detailed planning
- Update routes on a regular basis (every 5-10 years)

Next steps

Spring /Summer 2020

- Finalize criteria and methodology based on input
- Apply criteria and methodology to update RETRs
- Develop recommendations for future planning work

Fall 2020

- Report back and refinement of Regional ETR Maps and Report

Thank you!

Laura Hanson, RDPO

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Kim Ellis, Metro

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rdpo.net/emergency-transportation-routes





2020 TRANSPORTATION FUNDING MEASURE

Preliminary regionwide program concepts

DRAFT- FEBRUARY 25, 2020

Benefits beyond corridors: Regionwide programs

The Metro Council is working with partners and the community to develop a transportation funding measure that could make it safer, easier and more affordable to get around greater Portland. The potential 2020 transportation funding measure includes projects in 13 travel corridors and 10 regionwide programs.

Metro staff drafted concepts for these programs based on input from community members, partners, the Transportation Funding Measure Task Force and the Metro Council. Staff will work with community members and practitioners to further develop these programs, ensuring that they respond to the community needs and priorities they aim to address.

The task force identified values and outcomes for the measure that guide the program concepts:

- Improve safety
- Prioritize investments that support communities of color
- Make it easier to get around
- Support resiliency
- Support clean air, clean water, and healthy ecosystems
- Support economic growth
- Increase access to opportunity for low-income Oregonians
- Leverage regional and local investments

Get Moving 2020 Regionwide Programs - Preliminary Draft

The proposed funding measure includes programs that would invest throughout the greater Portland area. Concepts for 10 programs have three focus areas: 1) Safe and Livable streets, 2) Community Stability and 3) Future Transit.

1. Safe and Livable Streets

Making targeted safety and livability improvements throughout greater Portland

Programs :

- a. Safe routes to school
- b. Safety hot spots
- c. Regional walking and biking connections
- d. Revitalizing main streets

Types of projects funded:

- Capital transportation improvements
- Technical and project planning assistance
- Outreach

Possible funding: \$20 million per year, across the four programs. Funding would be allocated as needed in a three-year grant cycle for a total of \$60 million every three years. The allocation would be distinct from the federal Regional Flexible Funds allocation, but timing would be coordinated as needed.

2. Community Stability

Preventing displacement and stabilizing communities by leveraging investments along corridors and in regional centers

Programs:

- a. Anti-displacement strategies
- b. Affordable housing options
- c. Growth and transportation: planning for the future

Types of projects funded:

- Local strategies to prevent displacement
- More affordable housing in areas at risk of displacement
- Rezoning efforts
- Housing strategies and economic development before transportation investments are made

Possible funding: \$10 million per year for Multi-family and Missing Middle Housing and Future Corridor Planning, in addition to separate funding for Anti-displacement Strategies in the corridors.

3. Future Transit

Making transit more clean, affordable, reliable and a convenient choice for more people.

Programs:

- a. Better bus
- b. Electric buses
- c. Affordable fares for students

Types of projects funded:

- New and converted clean transit vehicles
- Student transit passes
- Planning, design and capital projects to improve transit speed, capacity and reliability

Bus electrification and Student Fare Affordability would be administered by the transit agencies with oversight from Metro. The capital portion of Better Bus could be combined with the programs in the Safe and Livable Streets program to simplify administration and reduce redundant applications.

Possible funding: \$15 million per year across the three programs.

How would the programs work?

The proposed programs build from Metro's many years of work with community members, partners and stakeholders to improve the transportation system. Metro has a long history of managing grants for planning, capital and operations funds in a fair and transparent manner. Across all programs, Metro would administer the programs based on:

- **Outcome-based criteria.** Metro would rely on performance criteria developed through community input and informed by related plans and policies to assess a project's impact and effectiveness in addressing the problem (e.g., traffic safety).
- **Racial equity analysis.** Each program would consider Metro's equity goals, as defined by the Regional Transportation Plan (RTP) as a lens through which to allocate funds and prioritize projects. The collective impact of the programs in addressing social inequities would also be considered.
- **Geographic needs.** Metro would take into account the unique and various needs of people traveling throughout the region, as well as the overall geographic distribution of funding.

DRAFT



SAFE AND LIVABLE STREETS

1a. Safe routes to school

Purpose

The Safe Routes to School program would expand the reach of Metro's existing program to support investments that make it possible for all students to get to school and travel around their communities safely, affordably, and efficiently by walking, biking and taking transit.

Need

Two thirds of school districts report funding as the primary challenge to implementing Safe Routes to Schools infrastructure improvements, and 83 percent of districts named traffic safety as the primary concern for students walking and biking. In addition, schools with more than 50 percent of students on free or reduced lunch see a 30 percent higher rate of collisions within one mile of the school. The need for Safe Routes to School investments across the region is hundreds of millions of dollars.

Potential benefits

Targeted education activities at historically underserved schools and increased funding for safety investments across the region could significantly improve conditions for students to walk and bike to school safely. Safe Routes to School investments reduce congestion by reducing car pickups and drop-offs at schools. Nationally, school travel accounts for as much as 14% of car trips during morning rush hour. Safe Routes investments also help students get their daily physical activity and support improved classroom learning.

Types and scale of projects

- Capital investments such as sidewalks, crosswalks and safe places for children to access school. (Typical project cost range: \$5,000 to \$5 million)
- Outreach and education (expansion of Metro's existing program). (Typical project cost: \$20,000 to \$300,000.
- Technical assistance to support jurisdictions in developing project lists and identifying program needs for Safe Routes to School in their community.



SAFE AND LIVABLE STREETS

1b. Safety hot spots

Purpose

This program aims to reduce death and serious injuries from traffic related crashes while addressing the disproportionate impacts of serious crashes on people of color and people with low incomes. Safety Hot Spots would be a data-driven program that provides funding for capital investments at high injury locations (“hotspots”) across the greater Portland area.

Need

A majority of high injury corridors go through areas with higher concentrations of people of color, people with low incomes and English language learners. Funding is needed for small, localized and strategic capital improvements that can reduce crashes and injuries. Using crash data, Metro has identified both high injury corridors and high injury intersections in the region in order to prioritize needs. While there is a federally-funded program administered by ODOT to address hot spots, there is not enough funding to meet the need.

Potential benefits

This program could create safer roadway conditions, especially for the region’s most vulnerable community members. In addition to improving safety, safety hot spot investments typically improve walkability and livability in the surrounding neighborhood.

Types and scale of projects:

- Capital investments, including project planning, such as signalized cross-walks or re-striping of an intersection to improve turning movements. Investment in multiple hotspots on one roadway can be combined into one project for cost efficiency. (Typical project costs: \$2 to \$5 million)



SAFE AND LIVABLE STREETS

1c. Regional walking and biking connections

Purpose

This program would make investments that provide safe, comfortable and direct access to transit, town centers, jobs, schools and other typical daily destinations on foot, by bike and mobility device

Need

Many gaps and barriers remain across the region that prevent people from being able to walk and bike. The construction of large, meaningful projects like bridges and trails are difficult to fund through existing funding sources (such as small federal and state grants). Without investing in significant regional connections, major gaps in the active transportation network will continue to exist.

Potential benefits

Active transportation regional connection projects would help to reduce vehicle traffic by providing safe active transportation routes over long distances. The program would fund projects based on outcome-based criteria, which may include but aren't limited to: equity, regional connectivity, and safety and congestion relief.

Types of projects and scale

- Capital investments, including planning projects, such as pedestrian and bicycle bridges, missing segments of multi-use paths, and separated bikeways on high crash corridors. (Typical project cost: \$1 million - \$15 million depending on complexity and phasing)



SAFE AND LIVABLE STREETS

1d. Revitalizing Main Streets

Purpose

This program would provide grants to cities and counties to improve safety and mobility, and to support economic growth across the greater Portland area by investing in main streets and city and town centers. Projects funded through this program could either improve existing downtowns or help develop a new downtown main street where one doesn't currently exist.

Need

As the region's downtown centers grow and change, they need investments that provide transportation options, support local businesses, and promote vibrant and healthy public spaces. Every city and county in the Metro area has one or more center or main street, but many struggle with deferred maintenance, safety concerns, and limited capacity for transit. When main streets cannot support planned land uses, businesses, housing and other development may stagnate. Successful main streets are walkable and have access to multiple modes of transportation.

Potential benefits

Main streets can provide neighborhood gathering places, shops and services that nearby residents can walk and bike to, which reduces dependence on cars. That in turn helps reduce greenhouse gas emissions and traffic congestion. These investments would support local entrepreneurship, make communities safer and strengthen existing community. Plans for investments made under this program would consider anti-displacement strategies and equitable development outcomes.

Types of projects and scale

Main street grants could fund investments such as:

- Seating and other amenities at transit stops
- Enhanced pedestrian crossings
- Bikeways
- Pedestrian-scale lighting
- Street trees and vegetation
- Street seating, art and other placemaking elements.



COMMUNITY STABILITY

2a. Anti-displacement Strategies

Purpose

This program would fund development strategies and projects focused on preventing displacement and encourage equitable development investments in corridors funded through the measure (TV Highway, 185th Ave, 82nd Ave, Burnside, Powell, 122nd Ave, 162nd Ave, McLoughlin Blvd, 181st/Clackamas-to-Columbia, Highway 212/Sunrise, Central City, Albina Vision). This program would establish a Regional Equity Coalition of partner organizations that would allocate resources and provide direction for strategies in each corridor. Community members who live and work in the corridors would advise Metro and its partners through corridor-based implementation committees.

Need

Transportation investments can support and improve the quality of life for the people who live in a community. However, those same investments can also have unintended negative consequences on the people they are trying to serve. Public infrastructure investments can spur increased land values that price people out of their neighborhoods. Displaced residents and businesses often relocate to areas that are more affordable and lack access to transportation options and community amenities.

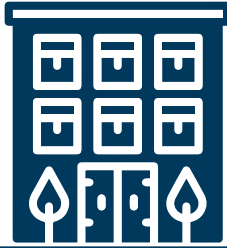
Potential benefits

The scale at which this effort is funded would determine the level of impact. Outcome-based criteria would be needed to guide grant-making activities that support equitable development initiatives for each corridor. It is critical that these efforts are guided by community, so the existing level of community infrastructure would determine the pace at which this work can be done.

Potential project types and scale

The scope of each strategy would be proportional to the investment in each area. Resource allocations could be organized into the following action areas:

- Equity + Social Justice (tenant engagement, anti-displacement services,)
- Equitable Housing (pre-development and other affordable housing investments)
- Business Stabilization (business support services, lending and capital access)
- Workforce Stabilization (job training, career coaching)
- Community Empowerment/Leadership Training (cohort-based intergenerational leadership training)
- Community Investment + Placemaking (sub-grants to invest in neighborhoods and placemaking)



COMMUNITY STABILITY

2b. Affordable Housing Options

Purpose

A key strategy aimed at preventing displacement, this program would advance racial equity by mitigating potential displacement pressures and creating housing stability for households in changing neighborhoods.

Need

For the past decade, population growth has far outpaced new housing construction in the region. This has resulted in rising housing costs and increased the risk of displacement for households with low and middle incomes in rapidly changing neighborhoods. In some cases, public investments such as new transit lines and infrastructure investments have accelerated neighborhood gentrification and housing instability.

Households with low or fixed incomes have been forced out of apartments with nowhere to turn for more affordable rents. Households with stable incomes can't save enough for homeownership, which is also increasingly out of reach. Stabilizing rents and creating pathways to homeownership for first-time home buyers are two important anti-displacement strategies.

Potential benefits

The region is planning for major investments in transportation. It is necessary to concurrently plan for housing stability so that families who live in these changing neighborhoods today can continue to afford to have stable housing. Supporting current residents to become homeowners in these neighborhoods in the future would build family and community equity for generations to come.

Types of projects and scale

This program could fund two types of anti-displacement strategies: A regional revolving bridge loan fund and a capital grant fund.

| POTENTIAL INVESTMENTS | REVOLVING BRIDGE LOAN FUND | CAPITAL GRANT PROGRAM | SCALE |
|--|----------------------------|-----------------------|--|
| Purchase land near a corridor to develop affordable housing | ● | | A \$1 million bridge loan would fund approximately one site acquisition at a time |
| Purchase a building in a changing neighborhood to prevent the displacement of low income tenants | ● | ● | A \$3 million bridge loan would fund acquisition of approximately one 50 unit building at a time. |
| Develop permanent affordable homeownership opportunities in a changing neighborhood | ● | ● | A \$1 million capital grant would provide gap financing for approximately 10 affordable homes for first time home buyers |
| Develop affordable housing with community activated ground floor commercial space along a corridor | ● | ● | A \$3 million capital grant would cover the increased costs in an affordable rental building. |



COMMUNITY STABILITY

2c. Growth and Transportation: Planning for the Future

Purpose

This program would connect the planning for major transportation projects with community priorities while coordinating investments across agencies for the smart stewardship of public funds. Corridor plans guide investments and policy decisions, including those related to local planning and zoning. It is critical that such plans are developed with a robust community engagement process to ensure that the experiences and values of current residents are well represented.

Need

To prepare for growth and protect livability there is a need to coordinate local, regional and state investments to get the most out of public and private resources. Corridor planning provides a process that brings together government, community, and business to create a shared plan of action for important transportation investments.

Potential benefits

The program could support transit oriented development in mixed use areas, high capacity transit and other transportation improvements, and the integration of freight and active transportation into multi-modal corridors. This program would allow Metro to support more communities to advance projects identified in the Regional Transportation Plan.

Types of projects and scale

Future Corridor Planning would support Metro's ongoing involvement in local and regional transit and roadway project conception, funding, and design. Without this program, local resources would typically fund Metro's work in an investment area. Funding amounts would vary by corridor, but for reference: corridor planning for the Southwest Corridor Plan is approximately \$1 million per year over five to seven years; corridor planning in Powell Division ranges from \$500-750 thousand per year over three to five years.



FUTURE TRANSIT

3a. Better Bus

Purpose

This program would fund relatively low-cost and quickly implementable capital projects that would improve transit travel time, reliability and capacity.

Need

Buses are getting stuck in traffic causing increasingly unreliable and slow transit trips. New growth is happening in areas in need of better transit service and access. However, ridership is not growing adequately to support additional service. Better bus will improve transit service for current riders while helping to attract new riders.

Potential benefits

Better Bus improvements would increase reliability and decrease travel time for bus riders, making transit a more convenient choice for more people. In 2018, a 2-year, \$5 million pilot program successfully made improvements in several locations in the Portland Central City, including SW Madison Street, NW Everett Street, NE Grand Avenue, NE MLK Boulevard and on the Burnside Bridge. These projects increased the speed of the outbound trips from downtown Portland for over 4,300 riders every weekday evening. The Madison and Everett projects together save over 37 hours of total rider travel time daily, or about 8,300 hours annually. The Better Bus program would provide similar benefits to other routes across the region.

Types of projects and scale

Better Bus would focus investments in rapidly growing, heavily-congested corridors, and employment areas that demand a higher level of transit service but are not current candidates for light rail and other high capacity transit. Investments would include:

- Capital improvements such as dedicated bus lanes, bus priority signals, curb extensions at bus stops, and level boarding. (Typical project cost: \$100,000 - \$1 million)



FUTURE TRANSIT

3b. Electric Buses

Purpose

The program would support transit agencies in replacing diesel buses with new electric or low-carbon buses.

Need

Traditional buses emit large amounts of greenhouse gas emissions including carbon dioxide, nitrogen oxide, and harmful diesel particulates. Communities along bus routes, which are primarily denser neighborhoods with a higher concentration of residents, more acutely feel the impact of this pollution. For this reason, TriMet set a goal of phasing out its diesel fleet over the next 20 years. SMART (South Metro Area Regional Transit in Wilsonville) also has goals of converting its fleet into low-carbon vehicles.

Potential benefits

Electric buses and other low-carbon transit vehicles greatly reduce emissions and improve air quality. Replacing a diesel bus with an electric bus reduces greenhouse gases by 405 metric tons per year, assuming a battery electric bus is operating 120 miles per day

Other benefits include less vibration, less noise, zero exhaust, and lower operations and maintenance costs.

Types of projects and scale

This funding would ensure that TriMet meets its goal of replacing its current fleet in 20 years. The exact types of buses and charging models have not been finalized, but multiple options exist and battery technology is continually improving. Metro would transfer funds to the transit agencies to purchase the buses.



FUTURE TRANSIT

3c. Affordable Fares for Students

Purpose

This program would allow for free or discounted student fares in greater Portland.

Need

Each day, youth in the greater Portland area need to get to and from school, visit family and friends, attend community events and meetings, receive medical care, get to their jobs, visit libraries, participate in extracurriculars and sports and more. For some, buying a transit pass can be a financial burden or out of reach altogether.

TriMet currently offers reduced fares for youth ages 7-17 and students in grades 9-12 or students pursuing a GED. One school district in the region, Portland Public Schools (PPS), is exempt from state requirements to provide regular yellow bus service for high school students. Instead, PPS currently offers all high school students a free transit pass during the school year. TriMet and PPS jointly pay for this transit pass program (the Oregon Department of Education partially reimburses PPS). Currently, all other school districts in the region run a yellow school bus program for their high schools and consequently are not financially able to offer a transit pass to their students. Consequently, these school districts cannot afford to offer a transit pass to their students. Removing the yellow school bus program is not a viable option because transit service does not provide sufficient coverage in all districts.

Research suggests that helping young people access public transit and become familiar with it at an early age makes them more likely to be regular transit users later in life. For students who are unable to drive, access to transit can also help expand job opportunities and make it more possible to participate in extra-curricular activities that might otherwise be inaccessible.

This program would be administered in partnership with transit agencies and local school districts.

Potential benefits

This program would provide transportation options to youth. The program would fund transit fare passes.

Types of projects and scale

- The size and scale of a program could vary based on how many students are served.
- The funding raised by the measure for Student Transit Fare would be additive and not replace existing funding for student fare programs, such as the funds allocated for the PPS Student Youth Pass.

Considerations for future discussion

- Existing funding for school transportation
- Transportation needs of high school students in contrast to middle school students and/or elementary school children (7 and over)
- Needs of students that go to public school compared to private school

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: May 1, 2020 TPAC Meeting
Date: May 1, 2020

Overview

Following is a brief summary of the May 1, 2020 TPAC Meeting. The TPAC packet, as well as the full TPAC Work Program can be found [here](#).

Highlighted COVID Updates

- Some TriMet services have been scaled, however a [new bus line](#) was added at the request of the Governor to assist people in accessing bottle returns in NW Portland (Line 297). Additionally, TriMet is posting weekly ridership estimates [online](#).
- With the decline in some transportation, there is a surplus of winter-blend fuel in storage. DEQ has issued a temporary rule to align with a federal EPA waiver to permit continued use of winter blend fuels.
- About one-third of ODOT's budget is based on fuel taxes. Recent estimates that the Highway Trust Fund may run out of money around 2024.
- Traffic patterns are changing. How have changes impacted major regional transportation facilities? [Find out here](#), or visit the website for [weekly COVID-19 traffic reports](#).
- Do you need to purchase your vehicle Certificate of Compliance or defer your vehicle DEQ test until stations reopen? DEQ has a Vehicle Inspection [webpage](#) for that!

Fatal Crash Briefing

- As of 4/19/20, 27 people have been killed in motor-vehicle related crashes in Clackamas, Multnomah and Washington Counties. At this same time last year 46 people had been killed, in 2018, 35 people, in 2017, 33 people, and in 2016, 43 people.
- As of April 19, 2020, there were two fatalities in the month of April:
 - Brandon, age 32, Multnomah County, Mt. Hood Highway, killed while riding a motorcycle, 4/13/20
 - Unknown, age 7, Clackamas County, SE Platz and 362nd, killed in a crash with a commercial motor vehicle, 4/13/20

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5102

Purpose: For the purpose of amending existing ADA compliance related projects to the 2018-21 Metropolitan Transportation Improvement Program which involves changes to five projects impacting Portland and ODOT (MA20-12-MAY).

- TPAC recommended this item be advanced to JPACT.

| Local Project Impacts | | |
|------------------------------------|--|---|
| Project | Description | Change |
| OR211/OR224/US26/OR8 Curb Ramps | Design/construct curb ramps to meet ADA standards and compliance on state highways at various locations in Clackamas and Washington counties (PGB) | DECREASE FUNDING De-programs the ROW, UR, and Construction phases leaving only PE programmed. Funds are being split off |

| | | |
|--|---|--|
| | | to new child projects and outside of the MPO area. |
| Portland Metro & Hood River Curb Ramps – NEW Project | Design curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on state highways at various locations throughout Washington, Multnomah, Clackamas and Hood River counties (PE Phase Only). | ADD NEW PROJECT The amendment adds the PE phase to complete project development actions in support of required ADA curb ramp standards. ROW, UR, and Construction phases will be added later and to the 2021-2024 MTIP and STIP. |

2020 Transportation Regional Investment Measure Report

Purpose: Informational update on the potential Get Moving 2020 regional investment measure, a collaborative effort to invest in more reliable, safe and accessible transportation options.

- Metro staff provided summary review of 2020 transportation measure. Staff estimates that the proposed package will build 25-30 miles of bus lanes, 24 miles of new max tracks, 40-45 sidewalk miles, 4,000 new streetlights, 280 safe marked crossings, 130-1140 miles of improved bikeways, 115-120 miles of roadway improvements, and 60 miles roadway planning.
- The proposed package may generate 37,500 direct/indirect jobs, with an average annual income of \$98,000 per construction job.
- Moving forward, Metro will be conducting public opinion research in June. Staff wishes to see support in the high 50 percent/low 60 percent range prior to measure referral. The Metro Council would subsequently refer the measure in mid-July.

2021-2024 Metro Transportation Improvement Program (MTIP) Performance Assessment Results and Findings

Purpose: To provide TPAC an overview of the 2021-2024 MTIP performance assessment results and findings.

- The 2021-2024 MTIP represents nearly \$1.1B in transportation investments across all modes of transportation. The package is comprised primarily of federal investments at 79 percent and the remaining 21 percent is local matching dollars.
- Metro assessed the 2021-2024 MTIP to better understand how investments advance RTP and federal performance measure implementation. Overall, the assessment suggests that the MTIP makes progress towards RTP goals and federal performance targets. Some outcomes, such as addressing climate change, experienced greater progress than other outcomes. Mixed results were observed around equity/disparities and safety, and for other outcomes, such as accessibility, the investments make greater progress at a more localized scale. Following are some 2021-2024 MTIP evaluation highlights that may be of interest to C4:
 - At a sub-regional scale, the City of Portland and Clackamas County have proportionately the greatest level of investment dedicated to addressing crashes that result in fatalities and serious injuries. Both sub-regions have also focused their investment to address safety issues on high injury corridors in equity focus areas.
 - Corridors expected to experience significant improvements in transit travel times includes: Clackamas Town Center to Oregon City/Oregon City to Clackamas Town Center, Oregon City to Tualatin/Tualatin to Oregon City, Hillsboro to Forest Grove/Forest Grove to Hillsboro, Oregon City to Portland Downtown/Portland Downtown to Oregon City, Lents to Gresham, and Clackamas Town Center to Milwaukie/Milwaukie to Clackamas Town Center.
 - Utilizing a 2015 base year, data suggests a 21 percent decrease in greenhouse gas emissions per capita by 2040. The region is also on track to meet its GHG reduction targets per capita from light duty vehicles for 2035 and 2040.
- Some evaluation data is nuanced. In discussion, some TPAC members suggested the topic and policy areas be raised in greater detail in a workshop or small group setting. Additionally, one member

suggested filtering data specifically towards low-income communities of color, whereas another member raised concerns about the magnitude of transit impacts.

- Public comment for 2021-2024 MTIP is open through May 18. Public comment will inform the direction of the 2024-2027 MTIP cycle.

Oregon Passenger Rail Corridor Investment Plan, Federal Railroad Administration Decision of Record

Purpose: The Oregon Passenger Rail Project Team will provide an overview of the Amtrak Cascades service and planning efforts to improve the service to improve reliability and increase frequency between Portland and Eugene.

- Item rescheduled to a later date by virtue of time.

Upcoming Agenda Highlights

- June 5, 2020
 - 2021-2024 MTIP Adoption Draft – **Recommendation to JPACT**
 - Max Tunnel Study – Information/Discussion
 - ODOT’s I-5/I-205 Tolling Projects Update – Information/Discussion
- July 10, 2020
 - Regional Congestion Pricing Study Update – Information/Discussion
 - Update on I-5/I-205 Tolling Projects – Information/Discussion
 - Jurisdictional Transfer Project Update – Information/Discussion
 - Freight Commodity Study/Planning – Information/Discussion
- August 7, 2020
 - Meeting likely cancelled.

For additional information, please contact:

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