



Meeting minutes

Meeting: Transportation Policy Alternatives Committee (TPAC) and
Metro Technical Advisory Committee (MTAC) Workshop

Date/time: Wednesday, Nov. 7, 2018 | 10 a.m. – 12 p.m.

Place: Metro Regional Center, Council chamber

Attending

Tom Kloster, Chair
Glenn Koehrsen
Carol Chesarek
Raymond Eck
Eric Hesse
Joanna Valencia
Jon Makler
Marlee Schuld
Denny Egner
Emily Lai
Anne Debbaut
Katherine Kelly
Karen Buehrig
Adam Barber
Jennifer Donnelly
Laura Hanson
Denise Barrett
John MacArthur
Jonna Papaefthimiou
Nina Carlson
Talia Jacobson
Mike O'Brien
Laura Terway
Ros Zoeller
Jennifer Hughes
Karen Perl Fox
Greg Theisen
Tom Bouillion
Laura Weigel
Dayna Webb
Chris Neamtzu
Chris Deffebach
Susan Nielsen
Jessica Berry
Jeff Owen

Affiliate

Metro
TPAC Community Member
Multnomah County
Washington County Representative
City of Portland
Multnomah County
Oregon Department of Transportation
City of Troutdale
City of Milwaukie
TPAC Community Member
DLCD
City of Gresham
Clackamas County
Multnomah County
DLCD
Regional Disaster Preparedness Organization
Regional Disaster Preparedness Organization
Portland State University
Portland Bureau of Emergency Management
NW Natural
Oregon Department of Transportation
Anderson Krygier, Inc.
City of Oregon City
City of Beaverton
Clackamas County
City of Tualatin
Port of Portland
Port of Portland
City of Hillsboro
City of Oregon City
City of Wilsonville
Washington County
Clackamas County
Multnomah County
TriMet

Metro Staff

Kim Ellis, Senior Transportation Planner
Ted Leybold, Planning Manager
Grace Cho, Associate Transportation Planner
Marie Miller, TPAC Recorder

Tim Collins, Senior Transportation Planner
Jamie Snook, Principal Transportation Planner
Frankie Lewington, Associate Public Affairs Specialist

1. Call to Order and Introductions

Chair Tom Kloster called the workshop meeting to order at 10 a.m. Introductions were made. There were no public communications on agenda items.

2. Transportation Resiliency and Emergency Preparedness Efforts in the Region (Denise Barrett and Laura Hanson, Regional Disaster Preparedness Organization, John MacArthur, Portland State University, Jonna Papaefthimiou, Portland Bureau of Emergency Management, Kim Ellis, Metro)

Kim Ellis provided an overview of the panel discussion on transportation resiliency and emergency preparedness efforts in the region. Part of the Regional Transportation Plan (RTP) provided emergency route updates. This presentation would include this information and discussion on future collaboration planning for emergency preparedness.

Denise Barrett, Regional Disaster Preparedness Organization (RDPO) provided information on the organization, that 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 region spans five counties; Clackamas, Columbia, Multnomah, and Washington County in Oregon and Clark County in Washington.

The RDPO was formalized in January 2015 through an intergovernmental agreement. The organization recognizes that they 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.

The RDPO mission is to build and maintain regional disaster prevention, protection, response, mitigation, and recovery capabilities in the region through strategic and coordinated planning, training and exercising, and investment in technology and specialized equipment. Current funding for the RDPO comes from the Department of Homeland Security Urban Areas Security Initiative (UASI) Grant program and RDPO contributing members. The Portland Bureau of Emergency Management serves as the lead administrative agency for the RDPO and the fiscal agent for the UASI grant funds and partner contributions.

The membership and organizational structure of RDPO, work groups, committees and task force groups were described. Critical transportation core capabilities were shown, with prioritizing plans to address resiliency for recovery and support efforts.

Comments from the committee:

- Jon Makler asked where information could be found on representatives from the agencies and region policy makers. Ms. Barrett reported on the fact sheet in the meeting packet that listed committee members. The organization website provides detailed information as well: www.RDPO.org
- Tom Bouillion asked what type of coordination was happening with military organizations such as the National Guard. Ms. Barrett reported on the ongoing collaborative conversation with Oregon National Guard. Recent meetings provided cyber capability services to jurisdictions, as well as State equipment cooperation when disaster recovery plans are needed.

Laura Hanson, RDPO Planning, highlighted some of the projects with planning and training that are critical for transportation core capabilities for disaster preparedness. Recently an emergency fuel

distribution exercise was taken to establish and coordinate emergency fuel management following a major earthquake scenario, which validated state and local plans, and identified gaps and regional components. Lessons learned included:

- State needs to establish pre-incident fuel allocation priorities to support life safety and critical infrastructure restoration
- State fuel priorities should balance life safety issues in heavily damaged areas with the lifeline services restoration in lesser impacted areas
- State and counties need to establish consistent fuel request procedures for organizations operating in multiple counties
- Not all petroleum industry partners are aware of the state and county fuel management role during disasters
- All 7 fuel terminals work closely with ODOE, but many fuel distributors do not
- Most counties do not have established relationships with the fuel distributors

Regional fuel planning next steps:

All counties need a plan, but likely will be very different based on:

- Threat
- Fuel system capabilities (public and private)
- Anticipated incident impacts

Ongoing work with state plans, and regional coordination to support counties will be needed, including transportation routes. Funding for Multnomah and Clackamas counties fall short of needs. UASI money from RDPO to regionalize the planning efforts will come in spring 2019.

Comments from the committee:

Denny Egner asked what is meant by collecting fuel. Ms. Hanson explained the underground gathering of fuel can be obtained through systems, but local distributors may be challenged by power losses. Susan Nielsen what other sources of fuel besides gas might be required. Ms. Hanson mentioned natural gas included in the state plan. Hospitals will also need medical gas needs to include in planning. Tom Bouillion asked what the level of cooperation was with liquid fuel retailers with the plan. Ms. Hanson reported there has been good response formed from the exercise, with region-wide leadership created. The initial response is critical with the 3-4 weeks fuel supply capacity, so full coordination is needed. Next steps will also include detailed public communications.

The Regional Recovery Framework project goals were provided. This framework will provide a roadmap for rebuilding a stronger, more cohesive community after a catastrophic event. Work will be made together as a region that helps identify regional priorities to ensure a smoother and more equitable recovery process. A 2-day Recovery Conference is planned in early 2019 with speakers on topics including recovery case studies, infrastructure interdependences and more. Other resources for information are monthly newsletters, webinars and the website: www.regionalrecovery.org

Kim Ellis presented information on Emergency Transportation Routes (ETRs). Early work with these efforts focused on coordination of disaster preparedness and response through primary ETR routes defined to prioritize hazard mitigation and response efforts in the region. More recent work for ETR calls for MOU updates every 5 years, ODOT State Lifeline routes included for seismic considerations, and updating seismic priorities with counties and investing in bridges.

The seismic update project in 2019 includes:

- Partnership with the Regional Disaster Preparedness Organization
- Build on updated earthquake analysis completed by DOGAMI

- Reflect bridges that have been built/updated to be seismically resilient
- Map vulnerable locations and emergency routes on regional transportation system
- Prioritize routes for investment

The desired outcomes from the planning process include work with work groups to update existing ETRs and adopt them in the RTP, apply a seismic resilience lens to update existing designated routes, develop new MOU for future updates and data management, and develop recommendations for future work and collaboration around transportation resilience and recovery. Next steps call to review ETR work completed to date by ODOT and counties, and develop scope of work, timeline and engagement plan, January – June, 2019.

Comments from the committee:

- Chris Deffebach commented on identified routes that have been usefully updated with snow and inclement weather for efficient travel. It was suggested to identify priorities for investment beyond emergencies with these routes.
- Mike O'Brien asked where resiliency was called out in the RTP. Ms. Ellis mentioned the starting points in the RTP where definitions have been made, but policies have yet to be developed. Small steps in this large project will be taken with the committees asked to be engaged this year.
- Marlee Schuld asked for more information on the Regional Recovery Conference mentioned in the presentation. Ms. Hanson reported they planned on plenary speakers on topics including recovery case studies, with infrastructure topics being one of the most challenging. The conference is planned for early 2019. The committees will receive detailed information.

John MacArthur presented information on the Portland All-Hazards Transportation Recovery Plan. This was a two-fold approach with 1) to develop the recovery system, and 2) provide regional training. Partners in the program provided a regional focus. They are looking transition from response to recovery in the phases of emergency management, linking transportation planners to emergency planners, building on response data and training.

Objectives given with the plan included:

- Evaluate the transition between emergency response and recovery, looking at the role of Emergency Transportation Routes (ETR), damage assessment, and debris management, and assessing the prioritization of restoring active transportation and transit routes, drafting alternatives prioritization tool, and planning processes that can inform what it means to rebuild better. This plan challenged routes to meet the needs of the public addressing employment, schools, hospitals and major routes of supply distributions.

A copy of the Portland Transportation Recovery Plan was included in the committee packet. Mr. MacArthur described the response stages to named seven steps to recovery, each with levels of action planned and checklists of planning and execution. Roles and responsibilities were defined including the establishment of a Disaster Recovery Office, and forming a Transportation Recovery Plan Working Group, with agencies, public organizations and various regional stakeholders.

The Alternatives Prioritization Tool (APT) was briefly described. The APT scoring methodology includes:

- Roadways, transit, bikeways, pedestrian facilities
- Three major performance categories: Usage, Access, Equity, with 19 criteria
- The purpose is to help agencies post-disaster to prioritize needed investments and phasing strategies.

Another tool that has been developed is the Employer TDM Transportation Recovery Guide. This provides alternative means to work for employees, ways for employers to communicate with their employees, and empower employees to find and utilize access to transportation for work. Noting that transportation was only one part to recovery, other suggested follow-on activities were given.

Comments from the committee:

- Mike O'Brien asked what the rationale was in low number of points with the hospital criteria example. Mr. MacArthur pointed out that the criteria addressed recovery, not response. Hospitals would likely have responded, but recovery efforts would need to address places of employment and others.
- Carol Chesarek commented on the maps that appeared routes not evenly distributed by population needs. What was planned to address better ratios in the region by population? The panel discussed tiered structure maps with additional routes not currently listed. Part of the update will address state routes designed for less likely slide areas, but that could be incorporated for other access within the system. Missing information will be added, and bike routes can provide access for more transportation options also.
- Adam Barber asked how vehicles left on roads in emergency situations would be addressed. It was mentioned the City of Portland had a system of removing vehicles left abandoned, but more needed to be addressed so that congestion and obstacles on roads would be removed.
- Jon Makler asked what the outlook using social media, applications to websites and smartphones would be in serving communications. The panel agreed that cell connections would be faster than landline connections, and with emerging technology development there are many opportunities for better regional communications.

Jonna Papefthimiou with the Portland Bureau of Emergency Management presented information on the Resilient Infrastructure Planning Exercise (RIPE) that began in early 2017 as an effort to better understand the risks posed by major natural disasters to the City of Portland infrastructure, and to identify near and long-term steps to build the resilience of those systems. Steps taken by Portland and the region to build resilience and to have clearly established recovery priorities in place prior to a disaster will have positive cascading effects resulting in a faster and more successful recovery.

From public input:

- 74% of Portlanders believe a natural disaster will occur in Portland in the next ten years
- 83% believe local responders will assist them within three days of a major emergency
- 63% agree: "If Portland experiences a major natural disaster, being individually prepared won't be enough. What really matters is how quickly government agencies bring help."
- 42% agree "In the case of a natural disaster that left me without electricity or water for at least two weeks, I would leave Portland."

Workshops were held that focused on two types of disasters that pose a very real threat to Portland including a Cascadia Subduction Zone earthquake, and major flooding and landslides precipitated by a historically unprecedented rain-on-snow event made more severe from climate change. Disaster scenarios helped to identify critical infrastructure, assess interdependencies, and estimate the expected time required to recover and/or rebuild those systems. The RIPE process confirmed, refined, and elevated the importance of resilience and recovery planning work in the City of Portland.

Each infrastructure bureau manages assets that can be impacted by failures of the systems managed by other infrastructure bureaus. If one bureau's assets fail, there could be cascading impacts for the other bureaus. Investing in resilience and recovery planning can prevent these cascading failures, protect

critical infrastructure and the community, and help Portland and the region rebuild efficiently and equitably after a disaster.

Through a series of maps highlighting critical areas, flood plains, “last mile” road access, and “resilient islands”, Ms. Papefthimiou provided key takeaways from the RIPE workshops:

- A. Resilience and recovery planning is a smart investment, but Parks and Transportation need additional resources and staff capacity, as well as direction from leadership, to be able to fully engage in this work.
- B. Success requires cross-bureau preparation, as well as engagement of external partners, stakeholders, and the community.
- C. Bold leadership and a cross-bureau support structure to facilitate the work will help maintain the momentum engendered by the RIPE workshops.
- D. Uncovering interdependencies will enable more effective and equitable recovery after a disaster, and an integrated citywide recovery strategy will bring it all together.
- E. Rebuilding smarter and more equitably requires a shared community vision that should be shaped prior to a disaster.

Comments from the committee:

- Jon Makler commented on the need for the public to encourage ODOT and other agencies to look at governance ahead of disaster, rather than following emergencies. It was agreed that opportunities discussed with the view of “when”, not “if” disaster happens would move up policy significance in planning.
- Glenn Koehrsen asked how successful and applicable our plans are compared to other areas of the region. Ms. Barrett reported that updates with the RDPO lead to the constant search for new opportunities and methods to introduce new ideas from lessons learned from others. They are looking at ways to draw people in to the discussion. Mr. MacArthur added that new federal government requirements and funding following recent disasters in the country have provided new input and ideas to help move forward the process from response to recovery much faster.
- Jeff Owen commented on the importance of partnership and involvements to keep everyone informed during emergency situations. Noting there are limited resources making response difficult, thinking forward to the recovery framework while bringing more people into discussions and decision making is advantageous. The committee added forming the mindset from emergency response to the longer rebuilding phases needs to include making equity more intentional so that the entire region is reached, with opportunities to develop improved systems and planning networks.

3. Accessory Dwelling Unit (ADU) Code Audit Work (Frankie Lewington, Metro)

This agenda item was tabled to a later meeting.

4. Discussion and Review of TPAC/MTAC Workshops – Looking Ahead to 2019 (Chair Tom Kloster)

Chairman Kloster lead off a discussion on future TPAC/MTAC workshops in 2019, scheduled as more on-demand and ad-hoc basis. These combined committee workshops might be 3-4 times a year. Several committee members agreed to this idea, including having the workshop placed in the middle of the month not close to the TPAC first Friday each monthly meeting, with topic on demand and keeping 2040 Plan coordination between the committees.

Other suggestions for workshops was the approach to more retreat and training, where professional development on topics would be given time for conversations with community leaders and speakers. Making equity the focus in these conversations to inform and provide lessons, not reporting.

Chair Kloster noted that Metro's Planning and Development Equity Policy Strategy will soon be adopted, and can be provided to the committees. Discussion on equity included the lack of planners and presenters at committee meetings that fail to address equity in terms of life lessons, experiences and approachable methods. There did not seem to be encouragement to learn more about equity in the studies and reports presented. It was suggested that structural changes at the committee levels occur where equity priority is given, which needs to be filtered upwards to policy makers beyond TPAC.

Chair Kloster reported that meeting expectations and courtesies will be brought to the next meeting for discussion. Metro's equity strategy plan will be sent out to committee members.

It was asked that the Urban Growth Management Report be provided for an update in January. It was suggested that MTAC in January discuss a direction where focus of topics be provided for the year. The mobility policy will be discussed at both TPAC and MTAC early in 2019. At the next TPAC meeting in January more discussion will be held on topics for the work program, as will TPAC & MTAC at the Dec. 5, 2018 workshop meeting. Chair Kloster asked committee members to send further feedback and topic ideas for meetings and workshops to him and Marie Miller.

5. Adjourn

There being no further business, workshop meeting was adjourned by Chair Kloster at 12 p.m.
Meeting minutes submitted by,



Marie Miller
TPAC Recorder

Attachments to the Public Record, TPAC and MTAC Workshop meeting, Nov. 7, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/7/2018	November 7, 2018 TPAC/MTAC Workshop Agenda	110718T-01
2	Work Program	10/23/2018	2018 Combined TPAC/MTAC Workshop Work Program	110718T-02
3	Meeting Minutes	10/3/2018	Meeting minutes from October 3, 2018 TPAC/MTAC Workshop meeting	110718T-03
4	Handout	N/A	Regional Disaster Preparedness Organization (RDPO)	110718T-04
5	Handout	N/A	2017-2-21 Strategic Plan/Portland Homeland Security Strategy: Towards a more resilient Portland Metropolitan Region	110718T-05
6	Handout	N/A	What is Disaster Recover? A roadmap back to a strong community after a natural disaster	110718T-06
7	Report	July 2018	Portland Transportation Recovery Plan, Version 1.0	110718T-07
8	Report	June 2018	Resilient Infrastructure Planning Exercise (RIPE) Summary of Findings	110718T-08
9	Handout	June 29, 2018	Emergency Transportation Routes Project, Chapter 8, 8.2.3.10 from Public Review Draft 2018 Regional Transportation Plan	110718T-09
10	Presentation	11/7/2018	Presentation to TPAC and MTAC, from Regional Disaster Preparedness Organization, Portland Bureau of Emergency Management, Portland State University and Metro	110718T-10