

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, February 12, 2015
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

- | | | | |
|---------|-----|---|--|
| 7:30 AM | 1. | CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS | Craig Dirksen, Chair |
| 7:32 AM | 2. | CITIZEN COMMUNICATIONS ON JPACT ITEMS | |
| 7:35 AM | 3. | UPDATES FROM THE CHAIR & COMMITTEE MEMBERS | Craig Dirksen, Chair |
| | | <ul style="list-style-type: none">• JPACT Finance Subcommittee update• Mayors' Challenge for Safer People and Safer Streets• Transportation For America letter• State Travel Options Plan letter | |
| 7:45 AM | 4. | * Consideration of the Minutes for January 8, 2015 | |
| | 5. | INFORMATION / DISCUSSION ITEMS | |
| 7:50 AM | 5.1 | * Emergency Preparedness Summary | Councilor Kathryn Harrington, Metro |
| | | <ul style="list-style-type: none">• Resiliency Plan Executive Summary and Regional Disaster Preparedness Organization• Seismic Retrofitting to Improve Resilience of State Highways | Bruce Johnson, ODOT |
| 8:15 AM | 5.2 | * Discuss Federal Transportation Policy Options | Andy Cotugno, Metro |
| 8:40 AM | 5.3 | * Discuss 2015 JPACT Work Program | Craig Dirksen, Chair |
| 9:00 AM | 6. | ADJOURN | Craig Dirksen, Chair |

Upcoming JPACT meetings:

- **March 19, 2015** – Regular JPACT Meeting
- **April 9, 2015** – Regular JPACT Meeting

* Material included in the packet.

** Material will be distributed in advance of the meeting.

For agenda and schedule information, call 503-797-1700. To check on closure or cancellations during inclement weather please call 503-797-1700.



2015 JPACT Work Program

As of 02/03/15

*Items in italics are tentative; **bold** denotes required items*

<p><u>February 12, 2015</u></p> <ul style="list-style-type: none">• Discuss Federal Transportation Policy Options (Andy Cotugno)• Emergency Preparedness Summary<ul style="list-style-type: none">○ Resilience Plan Executive Summary & RDPO (Councilor Kathryn Harrington)○ Seismic Retrofitting to Improve Resilience of State Highways (Bruce Johnson, ODOT)• Discuss 2015 JPACT Work Program <p>FYI: National Assoc. of Counties, February 21-25 National League of Cities, March 7-11</p>	<p><u>March 19, 2015</u></p> <ul style="list-style-type: none">• Draft JPACT Trip itinerary review• RTO & TSMO Program Results Annual Report (Ted Leybold)• Adoption of Federal Transportation Policy Options (Andy Cotugno)• Update on Climate Smart Communities submittal to LCDC (Kim Ellis, John Williams)• JPACT/ACT Coordination Procedures (Andy Cotugno)<ul style="list-style-type: none">○ ACT Bylaws○ JPACT Bylaw Amendment
<p><u>April 9, 2015</u></p> <ul style="list-style-type: none">• Finalize JPACT Trip itinerary• MTIP & RFFA policy update work program (Ted Leybold) <p>FYI: JPACT Trip, April 28-30</p>	<p><u>May 14, 2015</u></p> <ul style="list-style-type: none">• JPACT Trip Debrief / Report out
<p><u>June 11, 2015</u></p>	<p><u>July 9, 2015</u></p>

Parking Lot:

- Regional Indicators briefing
- Presentation by the Oregon Trucking Association
- Oregon Resiliency Plan
- Southwest Corridor Plan
- Powell-Division
- 2018 RTP Work Program

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលក្ខណ៍រើសអើងសូមចូលទស្សនាការប្រកាស www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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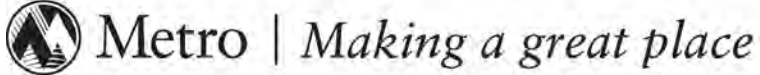
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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Jan. 8, 2015

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Shirley Craddick
Nina DeConcini
Craig Dirksen
Denny Doyle
Kathryn Harrington
Tim Knapp
Neil McFarlane
Diane McKeel
Steve Novick
Roy Rogers
Paul Savas
Rian Windsheimer

AFFILIATION

City of Vancouver
Metro Council
Oregon Department of Environmental Quality
Metro Council
City of Beaverton, representing cities of Washington County
Metro Council
City of Wilsonville, representing cities of Clackamas County
TriMet
Multnomah County
City of Portland
Washington County
Clackamas County
Oregon Department of Transportation

MEMBERS EXCUSED

Jeanne Stewart
Don Wagner
Bill Wyatt

AFFILIATION

Clark County
Washington State Department of Transportation
Port of Portland

ALTERNATES PRESENT

Bart Gernhart
Susie Lahsene
Jeff Swanson

AFFILIATION

Washington State Department of Transportation
Port of Portland
Clark County

STAFF: Andy Cotugno, Alexandra Eldridge, Elissa Gertler, Alison Kean, Ted Leybold, Jill Schmidt, and Randy Tucker.

1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

Chair Craig Dirksen declared a quorum and called the meeting to order at 7:34 a.m.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

Chair Dirksen updated members on the following items:

- Chair Dirksen at the Dec. 11 meeting proposed to move the dates of the JPACT trip to Washington D.C. from March to April 28 -30. By not going in March when many other people will be there, there will be more opportunities to meet with delegates. Those dates in late April also coincide with the Portland Business Alliance trip, which would allow JPACT to partner with regional business associations.
- Ms. Kelly Brooks of the Oregon Department of Transportation (ODOT) sent out a draft recommendation for the region 1 Area Commission on Transportation (ACT) and welcoming comments in advance of the Oregon Transportation Commission meeting on January 15. The deadline to submit comments is January 13.
- The next meeting for the JPACT Finance Subcommittee is Thursday, January 15, 7:30 a.m. and will continue the discussion on transportation funding.

4. CONSIDERATION OF THE MINUTES FOR DECEMBER 11, 2014

MOTION: Mr. Neil McFarlane moved and Councilor Kathryn Harrington seconded to approve the JPACT minutes from Dec. 11, 2014.

ACTION: With all in favor, the motion passed.

5. ACTION ITEMS

5.1 Draft Letter of Support for State Travel Options Plan

Mr. Ted Leybold of Metro and Ms. Amanda Pietz of ODOT updated members on the Metro region's draft letter of support for ODOT's draft State Transportation Options (TO) Topic Plan. The plan offers an integrated, multi-modal, approach to investing in Oregon's transportation system. A key principle of the TO plan is to ensure that the public has the resources to be informed about the travel options available to them and thus choose the best means of travel for their specific needs. Ms. Pietz mentioned that ODOT's TO plan is the first statewide plan developed for transportation options and first in the nation addressing transportation options at a statewide level to meet diverse travel needs. She stated that a multi-modal plan is important to address new transportation preferences as they develop. Millennials are driving less and baby boomers are staying more active and need diverse transportation options as they age. The state must also meet a mandate to invest in measures to reduce greenhouse gas emissions from transportation sources. She also stated that the state realizes there is a need for safer transportation options, including safe routes to schools. The public review period closes at the end of January.

The plan has 10 major goals:

1. Safety
 - Education, training, and programs for users of all modes
2. Funding
 - Equally consider TO and support TO programming through reliable and responsive funding
3. Accessibility
 - Availability, information, and ease of using TO
4. Mobility and System Efficiency
 - TO role in managing congestion, improving reliability, and optimizing investment
5. Economy
 - Travel cost savings, system reliability, and employer programs

6. Health and Environment
 - Reduce environmental impacts, and improve health through TO
7. Land Use and Transportation
 - TO tools and strategies to support land use and transportation integration
8. Coordination
 - Expand partnerships to better implement TO
9. Equity
 - Support diverse transportation needs throughout Oregon
10. Knowledge and Information
 - Accessible information and staff resources for effective programs

Member comments included:

- Mayor Tim Knapp of Wilsonville stated that the TO plan seems to focus on dense urban areas and appears to be less applicable for suburban and rural areas. He stated that as a state wide plan it is not adequately balanced towards areas outside of the metro area. Ms Pietz responded that the plan aims to address what is important to urban and non-urban areas. She stated that the plan addresses what is important for the rural and suburban areas as well as urban. Chair Dirksen added that the plan is still in draft form and will be reviewed and edited by Metro Technical Advisory Committee (MTAC).
- Commissioner Steve Novick of the City of Portland asked if there would be further development of implementation and performance standards. Ms. Pietz stated that ODOT will be looking at the overall vehicle miles traveled, the spread of commuters during peak hours and what modes of travel they are using and how many people are traveling at peak hours, and transportation options providers per capita.
- Mr. Leybold spoke more about the significance of travel options to the region. He acknowledged the importance of the state and them taking on a travel options plan. He noted that ODOT and Metro staff would work with this draft plan more at the January Transportation Policy Advisory Committee (TPAC) meeting.

MOTION: Mr. Rian Windsheimer moved and Mayor Denny Doyle seconded to approve the draft letter of support for ODOT's TO plan.

5.2 Resolution No. 15-4597, For the Purpose of Endorsing Regional Policy and Funding Priorities for 2015 State Transportation Legislation

Chair Dirksen provided an overview of previous JPACT discussions on the resolution to endorse a regional policy and funding priorities package for the 2015 state legislature. The JPACT Financial Subcommittee was convened to draft a transportation funding proposal for recommendation to JPACT. It chose to endorse the work that was done by the Oregon Transportation Forum (OTF). At the Dec. 11 meeting, JPACT proposed three possible amendments to the resolution for consideration in January.

POSSIBLE AMENDMENT #1 TO RESOLUTION NO. 15-4597: Indexing for Inflation

The OTF proposal calls for indexing the gas tax to account for changes in fleet fuel efficiency.

POSSIBLE AMENDMENT #2A TO RESOLUTION NO. 15-4597: regional distribution of 50% of "Enhance" Program

The OTF proposal calls for an increase in highway trust fund sources to create an “Enhance” program in addition to a “Fix-it” program. The “Enhance” program is intended to be split 50% to supplement the ODOT “Enhance” program for projects of state significance and 50% for projects of regional or local significance.

POSSIBLE AMENDMENT #2B TO RESOLUTION NO. 15-4597: Local distribution of 50% of “Enhance” Program

Amendment #2b is the counterproposal to amendment #2A. It would endorse the approach for distribution of the regional/local portion of the “Enhance” program to all cities and counties with 30% to counties on the basis of registered vehicles and 20% to cities on the basis of population.

Mr. Randy Tucker of Metro summarized the proposal, which includes funding for road and non-road investments, and funding that would be categorized in both the fix-it and enhance projects. He stated that it is important to look at the elements of the proposal, its principals and that it is an all modes transportation package.

MOTION: Commissioner Roy Rogers moved and Councilor Harrington seconded to approve Resolution No. 15-4597.

Member comments included:

- Commissioner Paul Savas stated he would support the resolution without any amendments.
- Mayor Knapp expressed concerns that indexing for fuel efficiency causes economically disadvantaged people who drive less fuel efficient vehicles to be burdened with the costs.
- Councilor Harrington stated that prioritizing multi-modal corridor planning projects that have regional significance is important and asked if supporting the enhance program either through the OTF package or amendment 2A would provide additional funds to actually realize those projects sooner rather than later. Mr. Cotugno confirmed that enhance funds would assist with advancing corridor planning projects.
- Randy Tucker stated that the question about indexing has not been asked at the state level. OTF’s recommendation is to not include the amendment on indexing for inflation.

MOTION: Mayor Knapp moved and Councilor Harrington seconded to approve amendment #2A to Resolution No. 14-4597, which if approved would call for regional distribution of 50 percent of Enhance program funds

ACTION: With 8 in favor (Councilor Harrington, Councilor Craddick, Mayor Knapp, Mayor Burkman, Commissioner Novick, Commissioner McKeel, Commissioner Mr. Roy Rogers, and Mr. Jeff Swanson), 3 abstentions (Ms. Nina DeConcini, Mr. Rian Windsheimer, and Mr. Bart Gernhart), and 4 opposed (Mayor Doyle, Commissioner Savas, Ms. Susie Lahsene, and Mr. Neil McFarlane McFarlane) the motion to amend Resolution 15-4597 to call for regional distribution of 50 percent of Enhance program funds failed.

6. INFORMATION / DISCUSSION ITEMS

6.1 Cost of Congestion Presentation

Ms. Marion Haynes of the Portland Business Alliance (PBA) presented results from the economic impacts of congestion in Oregon study. She stated that the exporting and importing of goods to and from Oregon is increasing due to globalization. She stated that Portland is a very large export center on the west coast and ranks higher than its population would suggest. The study demonstrated that a growing population, globalization, expanding markets and a lack of alternatives for local ground

transport will degrade the performance of transportation systems even with existing and committed projects. Ms. Haynes stated that the economic impacts of congestion in the Portland metro area and other metropolitan areas are far reaching and impact the entire state of Oregon. With the proposed transportation investments, the economic impacts are impressive and would significantly reduce congestion, allow businesses to save money, expand, make investments, and create jobs.

Members discussed the benefits of transportation investments and the challenges that are ahead.

6.2 Introduce Federal Transportation Policy Options

Mr. Andy Cotugno of Metro provided an update on the draft regional position on federal transportation policy related to reauthorization of the transportation program.

7. ADJOURN

Chair Dirksen adjourned the meeting at 9:03 a.m.
Respectfully Submitted,

A handwritten signature in cursive script that reads "Botond Kovacs". The signature is written in black ink and is positioned below the text "Respectfully Submitted,".

Botond Kovacs, Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JAN. 08, 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Letter	1/7/15	City of Gresham reasons unable to attend JPACT meeting and stance on amendments to Resolution No. 14-4597	01815j -01
6.1	Handout	1/8/15	Economic Impacts of Congestion on the Portland-metro and Oregon Economy	010815j -02



January 30, 2015

Oregon Transportation Commission
355 Capitol Street NE
Salem, OR 97301

Dear Chair Baney and Commission Members:

The Metro region is pleased to offer its support for ODOT's draft State Transportation Options (TO) Topic Plan. The Plan represents a significant achievement in helping to define how to develop a transportation system that is forward looking and will meet the needs of the public both now and into the future.

The groundbreaking nature of this plan should not be overlooked. To our knowledge, no other state has developed such a detailed policy document around Transportation Options. The Plan reflects an evolutionary step in ODOT's adoption of an integrated, multi-modal approach to investing in Oregon's transportation system. A key principle of this approach is to ensure the public understands the travel options available to them and can choose the means of travel that is best for their specific needs. The TO Plan provides a framework for investing in the work needed to accomplish this outcome.

In particular, we appreciate the Plan's recognition of the work accomplished locally in the Metro region over the past 20 years and in other local efforts throughout the state. The work of implementing TO is accomplished by a wide variety of partner agencies and organizations, all helping to inform, educate and motivate the public to make travel choices that have multiple benefits to our environment, economy and the livability of our communities.

As you're aware, the Metro region is the home of a significant percentage of Oregon's population, as well as being a major employment hub for people living in the areas surrounding our region. The needs of managing our multi-modal transportation system are many, and complex. This plan will help us to better work with the communities in our surrounding travel shed and find new methods for increasing travel options to and within the region.

Looking ahead, the Plan provides a policy framework for ODOT to consider project selection through a new lens, weighing the need to build motor vehicle capacity against the opportunity to manage demand. This can help us better manage our existing transportation assets while we're strategically investing in system upgrades and maintenance.

The transportation service providers of our region look forward to growing our partnerships with ODOT to implement the state travel options plan. In particular, we are interested in further collaboration in refining and advancing the topics of measuring performance measurement and integrating social equity throughout the plans goals and objectives.

Finally, we particularly acknowledge the public outreach effort that has accompanied this project. ODOT has done effective work to engage with a broad group of interested parties to understand their perspectives and needs. The Plan reflects the unique and varied nature of Oregon's communities, and provides a vision that unifies and supports the state as a whole.

Thank you for your efforts in creating this Plan. We support and encourage its adoption, and we look forward to partnering with you in its implementation.

Sincerely,



Tom Hughes
President, Metro Council



Craig Dirksen
Metro Councilor
Chair, Joint Policy Advisory Committee on Transportation

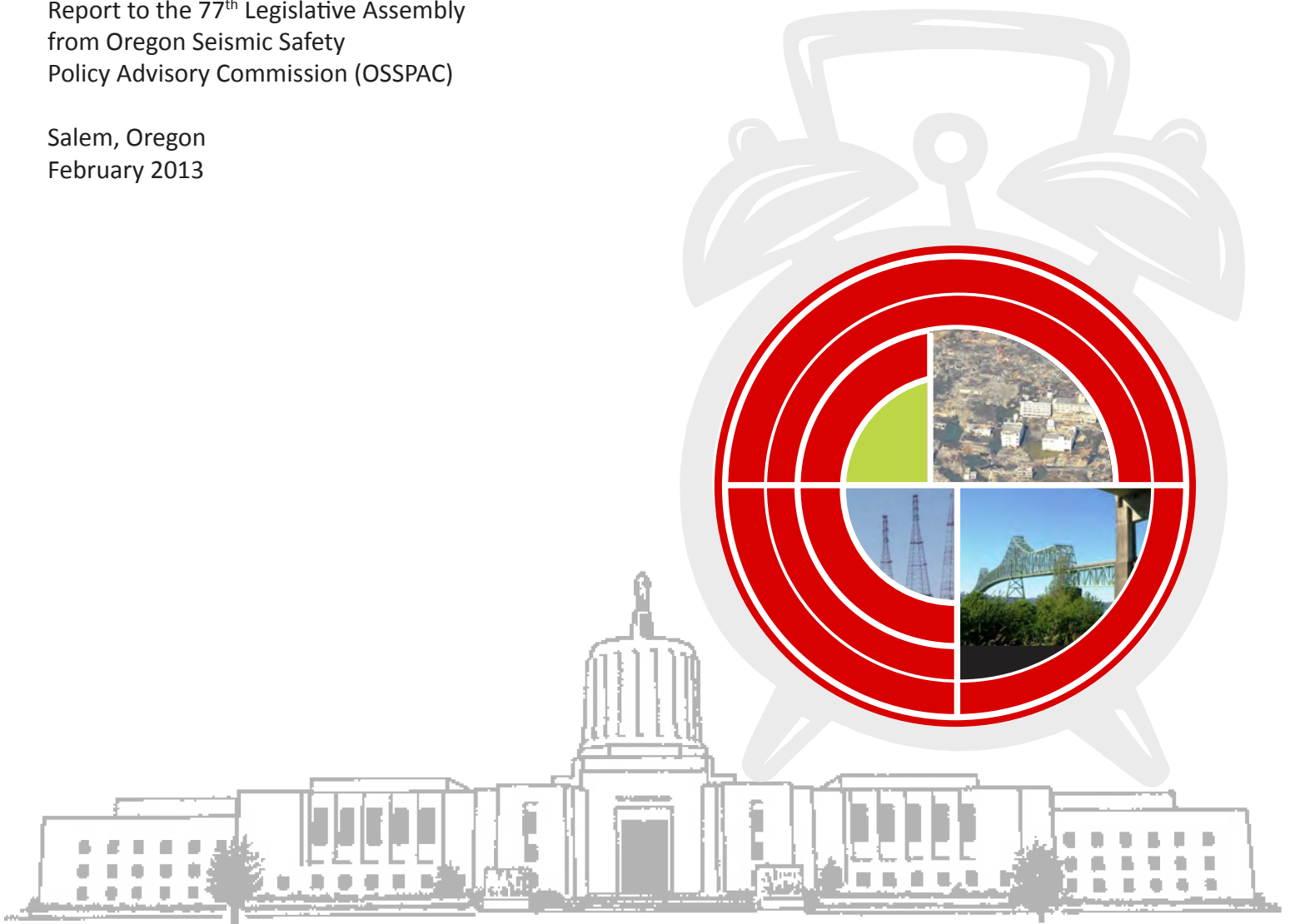
The Oregon Resilience Plan

Executive Summary

**Reducing Risk and Improving Recovery
for the Next Cascadia Earthquake and Tsunami**

Report to the 77th Legislative Assembly
from Oregon Seismic Safety
Policy Advisory Commission (OSSPAC)

Salem, Oregon
February 2013



Note: This Executive Summary selects from the large number of detailed recommendations in the chapters of the Oregon Resilience Plan. The full report is available online at the Oregon Office of Emergency Management website: <http://www.oregon.gov/OMD/OEM/Pages/index.aspx>

Foreword

“If we cannot control the volatile tides of change, we can learn to build better boats.”
—Andrew Zoll and Ann Marie Healy, *Resilience: Why Things Bounce Back* (2012)

For more than 300 years, a massive geological fault off America’s northwest coast has lain dormant. Well into that interval, Meriwether Lewis and William Clark journeyed to the mouth of the Columbia River and returned to Washington, D.C. to tell the new United States about what came to be known as the Oregon Country. Tens of thousands of settlers crossed the Oregon Trail to establish communities throughout the Willamette Valley, in coastal valleys, and beside natural harbors. With the provisional government established in 1843 followed by statehood in 1859, the modern history of Oregon began. Industries rose and fell, cities and towns grew . . . and still the fault lay silent.

Not until the 1980s did scientists recognize the Cascadia subduction zone as an active fault that poses a major geological hazard to Oregon. A decade later, the state’s building codes were updated to address this newly revealed earthquake threat to the built environment.

Since that time, scientists have documented a long history of earthquakes and tsunamis on the Cascadia subduction zone, and state and local officials have urged Oregonians to prepare for the next one. In 1999, the state’s Department of Geology and Mineral Industries published a preliminary statewide damage and loss study identifying the dire consequences of a Cascadia earthquake and tsunami for Oregon’s infrastructure and for public safety.

One official who took that warning seriously was Senator Peter Courtney, Oregon’s unchallenged champion of earthquake safety and advocate for measures to protect students who attend unsafe schools. His legislative efforts over more than a decade launched a statewide assessment of schools and emergency response facilities, and established a state grant program to help fund seismic upgrades to hazardous schools and other critical facilities. Other than California, no state has done as much—yet the hazard surpasses the commitments Oregon has made to date.

In early 2011, we suggested in the pages of *The Oregonian* that Oregon should take new steps to make itself resilient to a big earthquake. Less than two months later, the Tohoku earthquake and tsunami disaster in Japan provided the occasion for Representative Deborah Boone to introduce a House Resolution calling on Oregon to plan for the impacts of a Cascadia earthquake and tsunami here.

House Resolution 3 directed Oregon Seismic Safety Policy Advisory Commission to lead the planning effort. Chairman Kent Yu, Ph.D., has skillfully guided more than 150 volunteer professionals, including noted experts, to develop a landmark report on Oregon’s priorities to survive and bounce back from a magnitude 9.0 Cascadia earthquake and tsunami.

The authors of this Oregon Resilience Plan set out to help Oregonians know what to expect from the state’s infrastructure should that disaster strike this year, and to propose the level of infrastructure reliability that a resilient state should provide. The plan’s recommendations highlight ways to close the gap that separates expected and desired performance.

Business leaders engaged in this resilience planning effort have indicated that in a major disaster, interruptions of infrastructure services lasting longer than two weeks will put their enterprises at risk. Yet, under present conditions, we can expect some interruptions to last much longer, in some cases from 18 to 36 months or more. The state, in tandem with the private sector, has much to do to improve the reliability of basic services. Citizens, too, need to plan to be self-sufficient for far longer than the 72-hour period commonly advised for disaster preparedness.

The most recent Cascadia earthquake struck at around 9:00 p.m. on a late January evening; the next could shake a mid-July morning when hundreds of thousands of Oregonians and visitors are enjoying coastal beaches and towns. No one can predict the next time the Cascadia fault will rupture, and *today* is just as likely as fifty years from now. If we begin now, it is possible to prevent that natural disaster from causing a statewide catastrophe. Now is the time to have a plan. Now is the time to close Oregon’s resilience gap.

The Oregon Resilience Plan maps a path of policy and investment priorities for the next fifty years. The recommendations offer Oregon’s Legislative Assembly and Governor immediate steps to begin a journey along that path. The plan and its recommendations build on the solid foundation laid over the past quarter century by some of Oregon’s top scientists, engineers, and policymakers.

As we wrote two years ago, adopting and implementing such a plan can show “Oregon at its best, tackling a risk with imagination and resourcefulness while sharing the knowledge gained.”

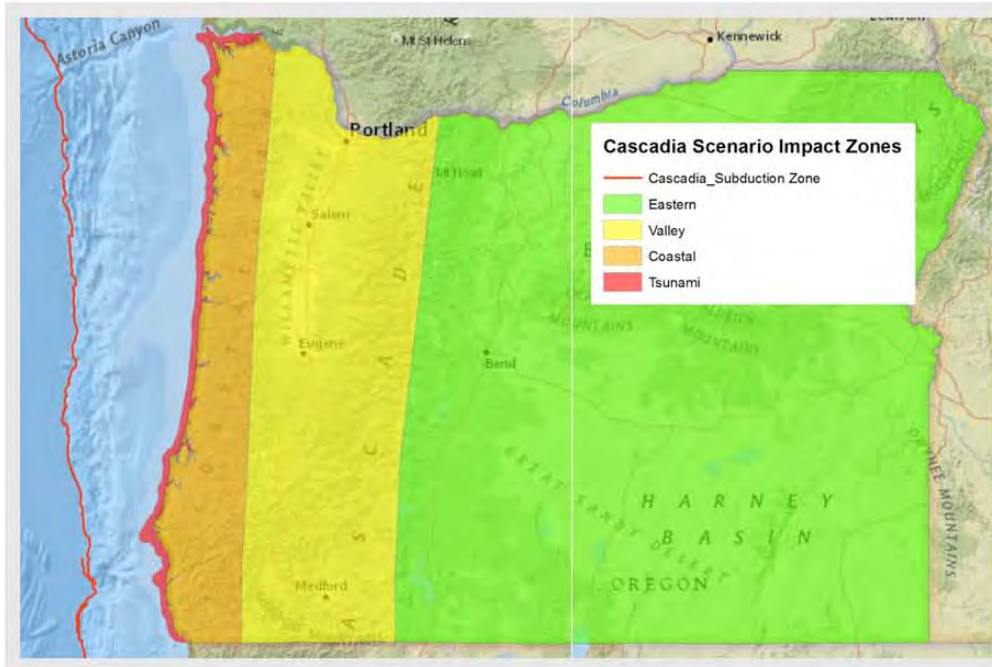
Yumei Wang, Jay Raskin, and Edward Wolf
Portland, Oregon, November 2012

Yumei Wang, Jay Raskin, and Edward Wolf are the co-authors of “Oregon should make itself resilient for a big quake,” *The Sunday Oregonian*, January 9, 2011.



Executive Summary

Very large earthquakes will occur in Oregon’s future, and our state’s infrastructure will remain poorly prepared to meet the threat unless we take action now to start building the necessary resilience. This is the central finding of the Oregon Resilience Plan requested by Oregon’s 76th Legislative Assembly.



Impact zones for the magnitude 9.0 Cascadia earthquake scenario. Damage will be extreme in the Tsunami zone, heavy in the Coastal Zone, moderate in the Valley zone and light in the Eastern zone.

About the Plan

House Resolution 3, adopted in April 2011, directed the Oregon Seismic Safety Policy Advisory Commission (OSSPAC) “to lead and coordinate preparation of an Oregon Resilience Plan that reviews policy options, summarizes relevant reports and studies by state agencies, and makes recommendations on policy direction to protect lives and keep commerce flowing during and after a Cascadia earthquake and tsunami.” OSSPAC assembled eight task groups, comprising volunteer subject-matter experts from government, universities, the private sector, and the general public. An Advisory Group of public- and private-sector leaders oversaw the Task Groups’ work, assembled in the portfolio of chapters that make up the plan.

OSSPAC offered the following definition of the seismic resilience goal:

“Oregon citizens will not only be protected from life-threatening physical harm, but because of risk reduction measures and pre-disaster planning, communities will recover more quickly and with less continuing vulnerability following a Cascadia subduction zone earthquake and tsunami.”

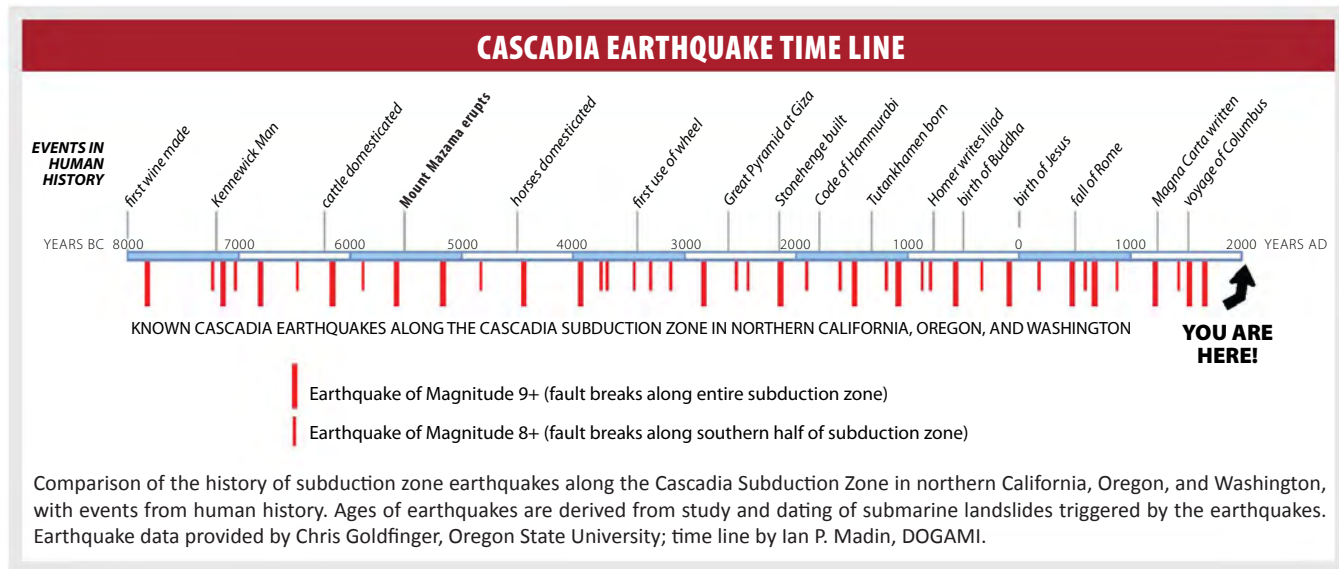
Each group was charged with three tasks for four affected zones (tsunami, coastal/earthquake only, valley, and central/eastern Oregon):

1. Determine the likely impacts of a magnitude 9.0 Cascadia earthquake and tsunami on its assigned sector, and estimate the time required to restore functions in that sector if the earthquake were to strike under present conditions;
2. Define acceptable timeframes to restore functions after a future Cascadia earthquake to fulfill expected resilient performance; and
3. Recommend changes in practice and policies that, if implemented during the next 50 years, will allow Oregon to reach the desired resilience targets.

The purpose of the analysis is to identify steps needed to eliminate the gap separating current performance from resilient performance, and to initiate that work through capital investment, new incentives, and policy changes so that the inevitable natural disaster of a Cascadia earthquake and tsunami will not deliver a catastrophic blow to Oregon’s economy and communities.

Overview of the Task Groups

The **Cascadia Earthquake Scenario Task Group** (Chapter One) reviewed current scientific research to develop a detailed description of the likely physical effects of a great (magnitude 9.0) Cascadia subduction zone earthquake and tsunami, providing a scenario that other task groups used to assess impacts on their respective sectors.



This timeline compares the 10,000-year-long history of Cascadia earthquakes to events in human history.

The **Business and Workforce Continuity Task Group** (Chapter Two) sought to assess the workplace integrity, workforce mobility, and building systems performance – along with customer viability – needed to allow Oregon’s businesses to remain in operation following a Cascadia earthquake and tsunami and to drive a self-sustaining economic recovery.

The **Coastal Communities Task Group** (Chapter Three) addressed the unique risks faced by Oregon’s coast, the region of the state that will experience a devastating combination of tsunami inundation and physical damage from extreme ground shaking due to proximity to the subduction zone fault.



Critical Facilities in the Tsunami Zone – Minamisanriku, March 14, 2011. Because their hospital, emergency operation center, and other government and community service facilities were located in the tsunami inundation zone, the surviving community lost nearly all of its capacity to respond and implement recovery efforts. Source: Asia Air Survey Co., Ltd.



Tsunami Vulnerability: City of Seaside with 83% of its population, 89% of its employees and almost 100% of its critical facilities in the tsunami inundation zone. Source: Horning Geosciences

The **Critical and Essential Buildings Task Group** (Chapter Four) examined the main classes of public and private structures considered critical to resilience in the event of a scenario earthquake, and sought to characterize the gap between expected seismic performance (current state) and desired seismic resilience (target state). The group also assessed buildings deemed vital to community resilience, and addressed the special challenges posed by unreinforced masonry (URM) and non-ductile concrete structures.

Many of existing public and private buildings such as the State Capitol Building were built prior to our knowledge of the Cascadia subduction earthquake. They are not seismically safe, and pose significant life-safety threat to the building occupants.



The **Transportation Task Group** (Chapter Five) assessed the seismic integrity of Oregon's multi-modal transportation system, including bridges and highways, rail, airports, water ports, and public transit systems, examined the special considerations pertaining to the Columbia and Willamette River navigation channels, and characterized the work deemed necessary to restore and maintain transportation lifelines after a Cascadia earthquake and tsunami. The group's scope included interdependence of transportation networks with other lifeline systems.

The approach (foreground) to the 1966 Astoria-Megler Bridge that spans the Columbia River has major structural deficiencies that could lead to a collapse following an earthquake. Damaged bridge sections could block waterway access to the Critical Energy Infrastructure Hub. (DOGAMI photo)



The **Energy Task Group** (Chapter Six) investigated the seismic deficiencies of Oregon's energy storage and transmission infrastructure, with a special emphasis on the vulnerability of the state's critical energy infrastructure (CEI) hub, a six-mile stretch of the lower Willamette River where key liquid fuel and natural gas storage and transmission facilities and electricity transmission facilities are concentrated.

Left: Site map of the Critical Energy Infrastructure (CEI) Hub on the western bank of the Lower Willamette River area in NW Portland, Oregon. The CEI Hub, outlined in red, stretches for six miles. (Google Earth)



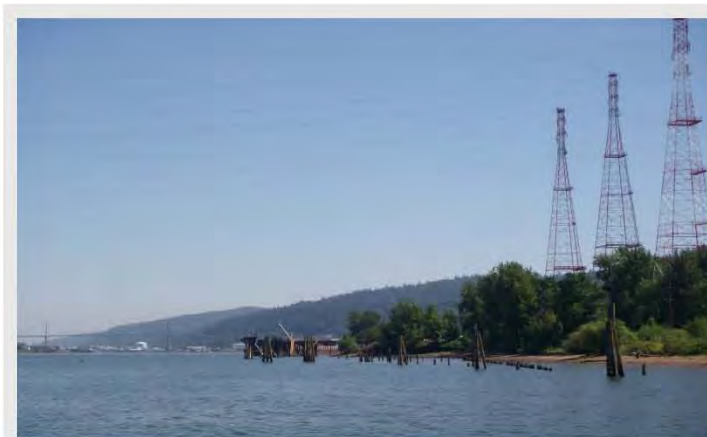
Right: Oil terminals in the CEI Hub. (DOGAMI photo)



The **Information and Communications Task Group** (Chapter Seven) examined the inherent vulnerabilities of Oregon’s information and communications systems and the consequences of service disruptions for the resilience of other sectors and systems. The group explored the implications of co-location of communications infrastructure with other vulnerable physical infrastructure (e.g., bridges), and specified the conditions needed to accomplish phased restoration of service following a Cascadia earthquake and tsunami.

The **Water and Wastewater Task Group** (Chapter Eight) reviewed vulnerabilities of the pipelines, treatment plants, and pump stations that make up Oregon’s water and wastewater systems, and discussed the interventions needed to increase the resilience of under-engineered and antiquated infrastructure at potential failure points. The group proposed a phased approach to restoration of water services after a Cascadia earthquake and tsunami, beginning with a backbone water and wastewater system capable of supplying critical community needs.

Left:
These high voltage electrical transmission towers are built on a river bank in the Critical Energy Infrastructure (CEI) Hub susceptible to lateral spreading. (DOGAMI photo)



Right:
Structural damage to a high voltage transmission tower located at a river crossing in 2010 Chile earthquake (ASCE Technical Council on Lifeline Earthquake Engineering – TCLEE)



Key Findings

Oregon is far from resilient to the impacts of a great Cascadia earthquake and tsunami today. Available studies estimate fatalities ranging from 1,250 to more than 10,000 due to the combined effects of earthquake and tsunami, tens of thousands of buildings destroyed or damaged so extensively that they will require months to years of repair, tens of thousands of displaced households, more than \$30 billion in direct and indirect economic losses (close to one-fifth of Oregon’s gross state product), and more than one million dump truck loads of debris.

A particular vulnerability is Oregon’s liquid fuel supply. Oregon depends on liquid fuels transported into the state from Washington State, which is also vulnerable to a Cascadia earthquake and tsunami. Once here, fuels are stored temporarily at Oregon’s critical energy infrastructure hub, a six-mile stretch of the lower Willamette River where industrial facilities occupy liquefiable riverside soils. Disrupting the transportation, storage, and distribution of liquid fuels would rapidly disrupt most, if not all, sectors of the economy critical to emergency response and economic recovery.

- After the February 27, 2010 M8.8 Maule Earthquake, Chile was able to restore 90% communication services and 95% power supply within two weeks, and re-start commercial flights after ten days.
- After the March 11, 2011 M9.0 Tohoku Earthquake, Japan was able to restore more than 90% power supply in ten days, 90% telephone lines in two weeks, and 90% cellular base stations in 19 days.

Business continuity planning typically assumes a period of two weeks to be the longest disruption of essential services (i.e., utilities, communications, etc.) that a business can withstand, and service disruptions lasting for one month or longer can be enough to force a business to close, relocate, or leave the state entirely. Analysis in the *Oregon Resilience Plan* reveals the following time-frames for service recovery under present conditions:

Critical Service	Zone	Estimated Time to Restore Service
Electricity	Valley	1 to 3 months
Electricity	Coast	3 to 6 months
Police and fire stations	Valley	2 to 4 months
Drinking water and sewer	Valley	1 month to 1 year
Drinking water and sewer	Coast	1 to 3 years
Top-priority highways (partial restoration)	Valley	6 to 12 months
Healthcare facilities	Valley	18 months
Healthcare facilities	Coast	3 years

Resilience gaps of this magnitude reveal a harsh truth: a policy of business as usual implies a post-earthquake future that could consist of decades of economic and population decline – in effect, a “lost generation” that will devastate our state and ripple beyond Oregon to affect the regional and national economy.

Recommendations

Based on the findings in this *Oregon Resilience Plan*, OSSPAC recommends that Oregon start now on a sustained program to reduce our vulnerability and shorten our recovery time to achieve resilience before the next Cascadia earthquake inevitably strikes our state.

OSSPAC urges systematic efforts to assess the Oregon's buildings, lifelines, and social systems, and to develop a sustained program of replacement, retrofit, and redesign to make Oregon resilient.

Sector-by-sector findings and detailed recommendations are presented in each chapter of the *Oregon Resilience Plan*. Overarching priorities, illustrated with examples selected from the chapters, include new efforts to:

1. Undertake **comprehensive assessments** of the key structures and systems that underpin Oregon's economy, including
 - a. Completing a statewide inventory of critical buildings (those needed for emergency response and the provision of basic services to communities) in both public and private sectors (Chapter Four);
 - b. Completing an updated inventory of the local agency, transit, port, and rail assets that assure access to school buildings and hospitals and could be used during emergencies (Chapter Five);
 - c. Charging the Oregon Public Utility Commission to define criteria for seismic vulnerability assessments that can be applied by operating companies in the energy and information and communications sectors (Chapters Six and Seven); and
 - d. Requiring all water and wastewater agencies to complete a seismic risk assessment and mitigation plan as part of periodic updates to facility plans (Chapter Eight).
2. Launch a sustained **program of capital investment** in Oregon's public structures, including
 - a. Fully funding Oregon's Seismic Rehabilitation Grants Program for K-12 schools, community colleges, and emergency response facilities (Chapters Two and Four);
 - b. Seismically upgrading lifeline transportation routes into and out of major business centers statewide by 2030 (Chapter Five); and
 - c. Establishing a State Resilience Office to provide leadership, resources, advocacy, and expertise in implementing statewide resilience plans (Chapter Four).
3. Craft a **package of incentives** to engage Oregon's private sector in efforts to advance seismic resilience, including
 - a. Developing a seismic rating system for new buildings to incentivize construction of buildings more resilient than building code compliance requires and to communicate seismic risk to the public (Chapters Two and Four);
 - b. Tasking the Oregon Public Utilities Commission to provide oversight for seismic preparedness of the energy providers currently under its jurisdiction (Chapter Six); and
 - c. Working with the hospitality industry to develop plans to assist visitors following a major earthquake and tsunami and to plan strategies to rebuild the tourism industry (Chapter Three).
4. **Update Oregon's public policies**, including
 - a. Revising individual preparedness communications to specify preparation from the old standard of 72 hours to a minimum of two weeks, and possibly more (Chapters Two and Three);
 - b. Developing a policy and standards for installation of temporary bridges following earthquake disruption (Chapter Five); and
 - c. Adopting a two-tiered ratings system that indicates the number of hours/days that a citizen in a community can expect to wait before major relief arrives, and the number of days/months that a citizen can expect to wait before the community itself achieves 90 percent restoration of roads and municipal services (Chapter Two).

These and other recommendations may be refined and implemented via a combination of new legislation, regulations, administrative rules, budget priorities, and in consultation with private sector leaders as appropriate.

Looking Ahead

This *Oregon Resilience Plan* emphasizes the resilient physical infrastructure needed to support business and community continuity. The policy recommendations presented here, if implemented over the next 50 years, will enhance our infrastructure resilience, help preserve our communities, and protect our state economy.

This is a timeframe much longer than typical of government planning efforts. To affirm Oregon's commitment, OSSPAC needs to work with the Joint Ways & Means Committee of Oregon's Legislative Assembly to track and report on progress toward seismic resilience at the beginning of each legislative session, to keep the 50-year goal in view.

Local Oregon communities can use the framework and gap-analysis methodology developed by the *Oregon Resilience Plan* to conduct more refined assessments that consider local seismic and tsunami hazards, and develop community-specific recommendations to meet their response and recovery needs.

A Cascadia earthquake and tsunami will affect both Oregon and Washington. Both states share common challenges, among them the interstate bridges and the Columbia River navigation channel as well as the regional power grid and liquid fuel supply. In particular, Oregon gets almost one hundred percent of its liquid fuel from suppliers in Washington, delivered via pipeline and river. We believe that it would be beneficial for both states to work together at a regional level to address the common challenge of resilience to a region-wide seismic event.

OSSPAC recommends expanding future resilience planning efforts to include:

1. Community-level planning
2. Human resilience
3. Civic infrastructure
4. Joint regional planning with Washington State

With resilient physical infrastructure, a healthy population, and functioning government and civic infrastructure to provide services to those in need, Oregon will be ready to withstand a Cascadia earthquake and tsunami, and to expedite response and recovery efforts quickly.

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- Assessment of water and wastewater structures
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- References

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Appendix I: House Resolution 3 and Supporting Documentation

Appendix II: January 26, 2012 Workshop

Appendix III: October 5, 2012 Workshop

Appendix IV: List of Oregon Resilience Plan Contributors

2012-2013 Oregon Seismic Safety Policy Advisory Commission (OSSPAC) Members

CHAIR: Kent Yu - Structural Engineer Stakeholder, Degenkolb Engineers
 VICE CHAIR: Jay Wilson - Public Member, Clackamas County Emergency Management
 Deborah Boone - Representative, Legislative Assembly
 Greg Ek-Collins - Oregon Department of Transportation
 Carl Farrington - Multifamily Housing Stakeholder
 Fred Girod - Senator, Legislative Assembly
 David Holton - American Red Cross*
 Francisco Ianni - American Red Cross
 Ian Madin - Department of Geology and Mineral Industries

*Retired from the commission in June 2012.

Michael Mumaw - Local Government Stakeholder, Emergency Manager, City of Beaverton
 Jay Raskin - Public Member, Ecola Architects
 Althea Rizzo - Oregon Emergency Management
 Richard Rogers - Building Codes Division
 Stephen Luckner - Department of Land Conservation & Development
 Susan Steward - Building Owners Stakeholder, BOMA
 Mark Tyler - Schools Stakeholder
 Bryce Ward - Banking Stakeholder, ECONorthwest
 Stan Watters - Utilities Stakeholder, Port of Portland
 Gerry Williams - Public Member, Construction & Engineering Management Research, Inc.
 Bev Hall - OSSPAC Secretary, Oregon Emergency Management

Project Team and Acknowledgments

On behalf of my fellow OSSPAC Commissioners, I want to thank several individuals whose vision and support have made our resilience planning work possible. First and foremost, we thank our colleague Rep. Deborah Boone, who introduced House Resolution 3 and won the unanimous support of her colleagues on April 18, 2011. We are also grateful to Governor John Kitzhaber, who encouraged OSSPAC's efforts on resilience, and to President Barack Obama's Senior Director for Resilience Richard Reed, who took the time to express his support for the preparation of Oregon's resilience plan.

We are very grateful to members of the project Steering Committee, who have offered their advice, counsel, and support at every stage of our work: **Jay Wilson** (Vice Chair), **Ian Madin**, **Dr. Althea Rizzo**, and **Stan Watters**.

We appreciate the commitment of our Advisory Panel, whose members participated in meetings on January 26th, 2012 and October 5th, 2012 and have made themselves available for informal consultation over the past year: **Prof. Scott Ashford**, **Sen. Lee Beyer**, **Sen. Peter Courtney**, **Ed Dennis**, **JR Gonzalez**, **Prof. Chris Goldfinger**, **Dave Harlan**, **Onno Husing**, **Bruce Johnson**, **Dr. Leon Kempner, Jr.**, **Prof. Andre LeDuc**, **Dr. Vicki McConnell**, **Dr. Jean O'Connor**, **Cameron Smith**, **Jeffrey Soulaiges**, **Yumei Wang**, **Edward Wolf**, and **Dr. Nate Wood**. In particular, we want to thank Dr. Vicki McConnell, Yumei Wang and Edward Wolf for their guidance and support.

We owe the creation of the *Oregon Resilience Plan* to diligent efforts by our eight Task Groups and the capable leadership and project management performed by our Task Group leaders, who may not have fully realized the magnitude of the project when they agreed to serve:

Earthquake and Tsunami Scenario Task Group: **Ian Madin** (Chair), Bill Burns, Art Frankel, Chris Goldfinger, Matthew Mabey, George Priest, Yumei Wang, and Ivan Wong.

Business and Work Force Task Group: **Susan Steward** (Co-Chair), **Gerry Williams** (Co-Chair), Lori Chamberlain, Patrick Estenes, Kelley Okolita, Patrick Slabe, Bert Sorio, Jeffrey Soulaiges, Rick Van Dyke, and Bryce Ward.

Coastal Communities Task Group: **Jay Wilson** (Co-Chair), **Jay Raskin** (Co-Chair), Jacquie Betz, Rep. Deborah Boone, Josh Bruce, Lori Christiansen, Charlie Davis, Sue Graves, Dave Harlan, Jeffrey Hepler, Maggie Kirby, Sen. Jeff Kruse, Margo Lalich, Jack Lenox, Gary Milliman, Sam Steidel, Wayne Stinson, and Laren Woolley.

Critical Buildings Task Group: **Ed Quesenberry** (Co-Chair), **Trent Nagele** (Co-Chair), Andre Barbosa, David Bugni, Ed Dennis, Kimberly Dills, Shane Downing, Shelly Duquette, Jennifer Eggers, Joe Gehlen, Tonya Halog, Robert Johnson, Kevin Kaplan, Amit Kumar, Dominic Matteri, Anne Monnier, Willy Paul, Josh Richards, Tim Rippey, Richard Rogers, Terry Shugrue, Jason Thompson, Mark Tobin, Jim Weston, Michael Wieber, and Edward Wolf.

Transportation Task Group: **Bruce Johnson** (Chair), Martin Callery, Lieutenant Meredith Condon, Chris Corich, Peter Duskica, Greg Ek-Collins, Herb Florer, Doug Grafe, Elsie Hamner, Chuck Hutto, Doug Kirkpatrick, Jeff Langstrom, Lee Lazaro, Mark Libby, Matt Maass, Bob Melbo, Nason McCullough, Curran Mohney, Lucy Moore, Nancy Murphy, Albert Nako, David Neys, David Olongiagh, Jeff Olson, Jon Oshel, Tom Peterson, Craig Shike, Craig Totten, Tom Wharton, John Wilson, and Holly Winston.

Energy Task Group: **JR Gonzalez** (Co-Chair), **Stan Watters** (Co-Chair), Heide Caswell, Rick Carter, Brian Doherty, Michael Dougherty, Del Draper, Dave Ford, Debbie Guerra, Teresa Hagins, Marion Haynes, Leon Kempner, Jr., Brian Knight, Lori Koho, Christy Munro, Bruce Paskett, Robbie Roberts, Dave Stuckey, Jack Vranish, Yumei Wang, Tashiana Wanger, and Grant M. Yoshihara.

Information and Communications Task Group: **Mike Mumaw** (Chair), Rick Carter, Michael Dougherty, Walter Duddington, JR Gonzalez, Alexis Kwasinski, Devon Lumbard, Kelley Stember, Alex Tang, Yumei Wang, Stan Watters, and Geoffrey Williams.

Water and Waste Water Task Group: **Mike Stuhr** (Co-Chair), **Mark Knudson** (Co-Chair), Don Ballantyne, Steve Behrandt, James Bela, Andy Braun, Scott Burns, Mel Damewood, Jim Doane, Michael Doane, Tom Hickman, Gary Irwin, Gwynne Johnson, Jeff Leighton, Arturo Leon, Ian Madin, Jim Male, Jim Newell, Bob Patterson, Sherry Patterson, Todd Perimon, Brad Phelps, Jeff Rubin, Rob Schab, Ken Schlegel, Brian Stahl, and Jeffrey Winchester.

Dr. Kyra L. Nourse compiled and edited the *Oregon Resilience Plan*, with assistance from my OSSPAC colleagues Dr. Althea Rizzo, Jay Wilson, Ian Madin, Bev Hall and from Edward Wolf. We are grateful to FEMA for financial support, through a grant administered by Oregon Emergency Management, for the technical editing of the plan.

The Port of Portland hosted our workshops on January 26, 2012 and October 5, 2012 in its headquarter building. We want to thank Michelle Walker for her planning and coordination to make the workshops successful. Cascadia Region Earthquake Workgroup (CREW) provided their endorsement for our resilience planning efforts, and also helped sponsor our January 26, 2012 workshop. We want to thank Cale Ash (then President of CREW) and John Schelling (Washington State Emergency Management) for their participation and for sharing their resilience planning experience with us.

On a personal note, I wish to thank my colleagues at Degenkolb Engineers, particularly Chris Poland in San Francisco and Stacy Bartoletti in Seattle, for their inspiration on resilience, and colleagues in our Portland office including Liz Francis and Karla Richards who helped me to manage my resilience plan responsibilities without leaving my other professional obligations too far behind.

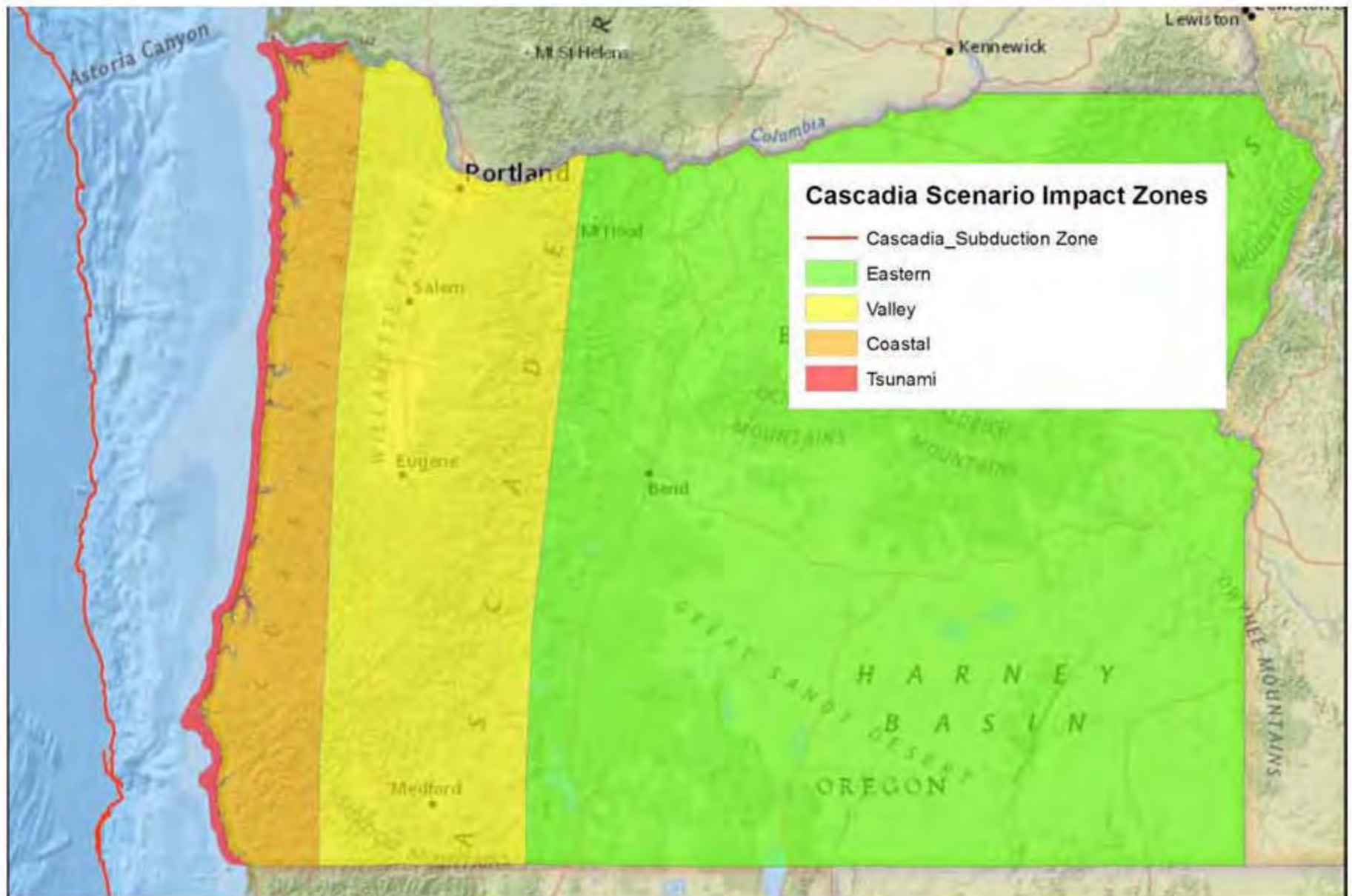
Finally, I want to acknowledge the leadership of OSSPAC's Vice Chair Jay Wilson, who has in every respect been a full partner in the vision and execution of the *Oregon Resilience Plan*, and who is a great champion for resilience.

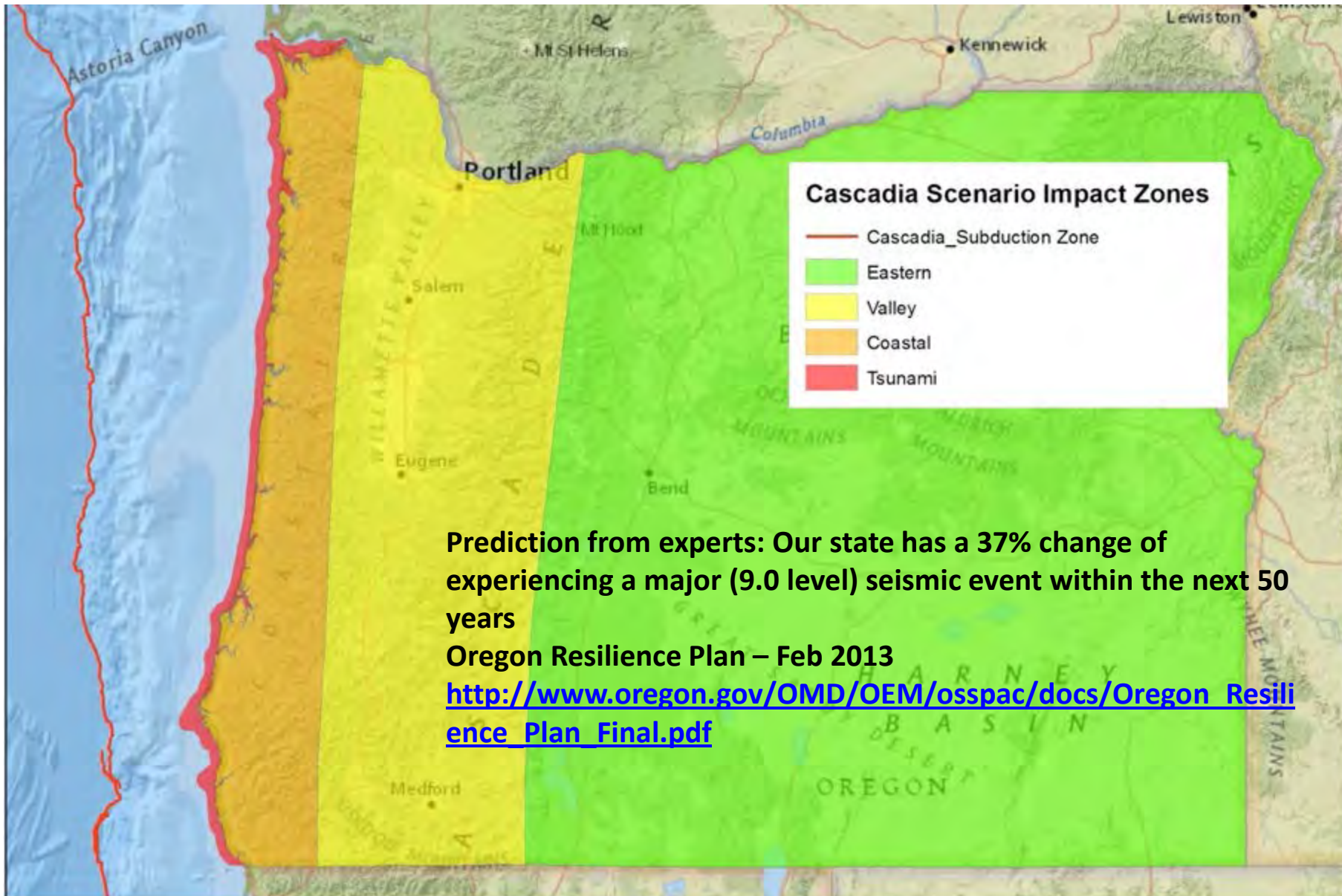
Many other individuals have generously shared their expertise and perspective with us during the creation of this plan. OSSPAC bears the sole responsibility for any errors or omissions it contains.

Kent Yu, Ph.D.

Chairman, Oregon Seismic Safety Policy Advisory Commission
 Portland, Oregon
 January 2013

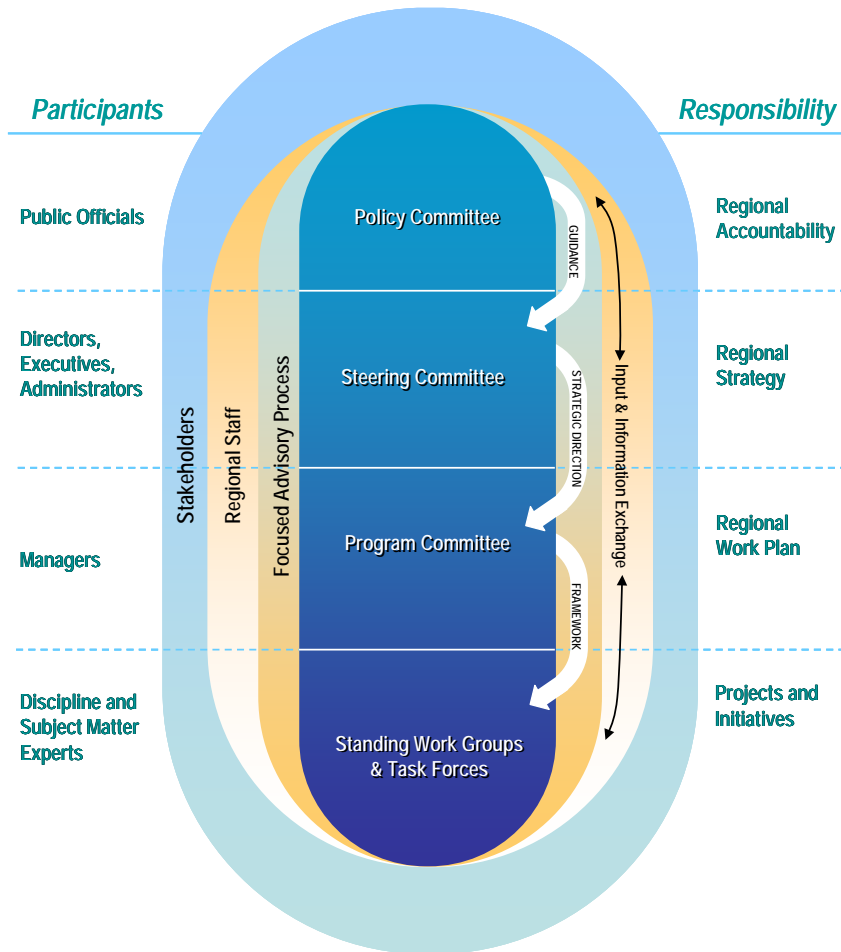
Note: The full *Oregon Resilience Plan* report is available online at the Oregon Office of Emergency Management website: <http://www.oregon.gov/OMD/OEM/Pages/index.aspx>





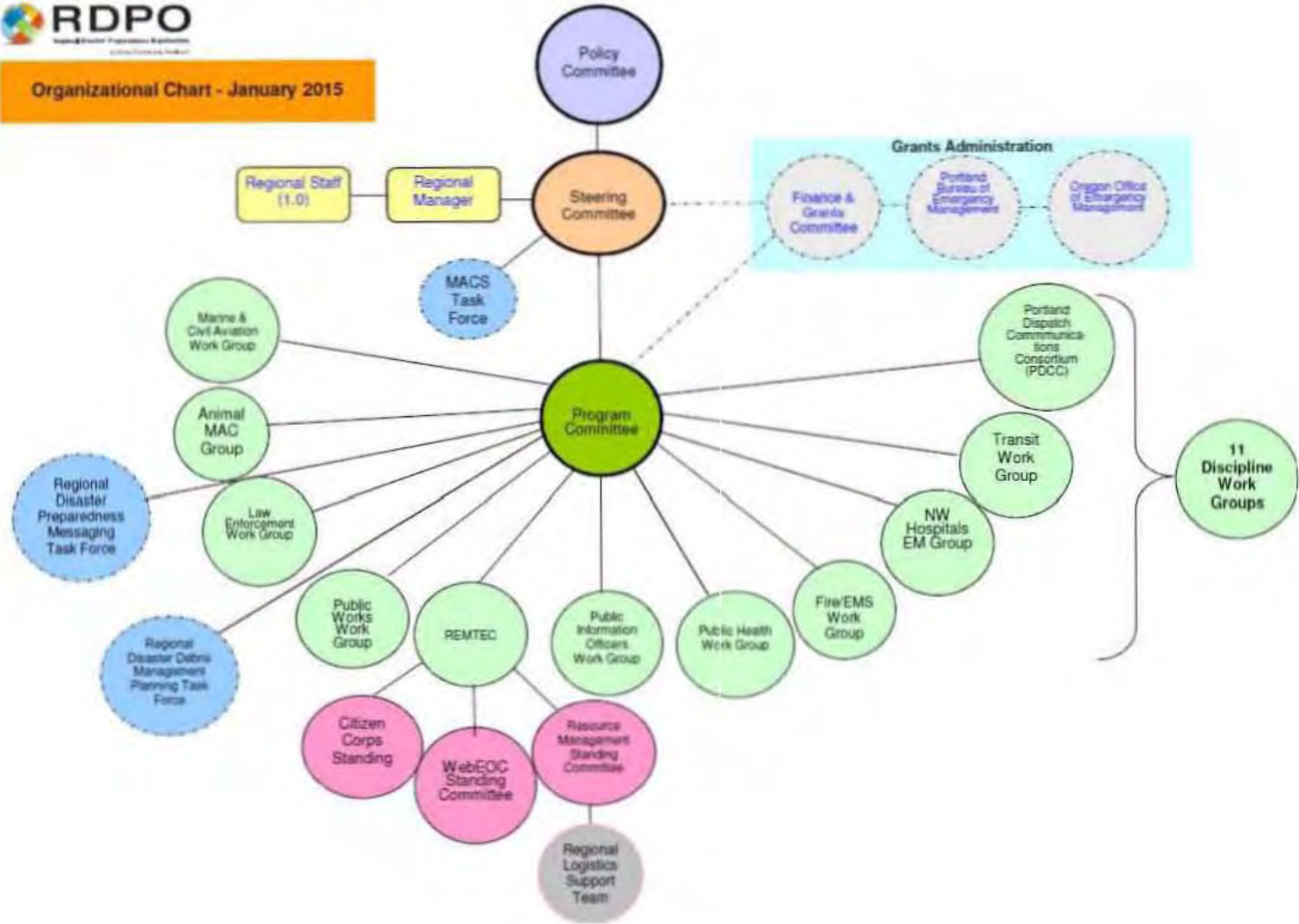
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Drinking water and sewer	Coast	1 to 3 years
Top-priority highways (partial restoration)	Valley	6 to 12 months
Healthcare facilities	Valley	18 months
Healthcare facilities	Coast	3 years

Working Together, Regionally



- Regional Disaster Preparedness Organization (RDPO)
 - 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.
 - Policy Committee
 - Working Committees
 - www.portlandoregon.gov/58477

Organizational Chart - January 2015





The Year Ahead

- Continue strengthening the RDPO
- Build the infrastructure to support regional response coordination
- Commence regional fuel contingency planning
- Determine next step of regional disaster debris management
- Support Oregon DOJ's efforts to strengthen the TITAN Fusion Center
- Launch a Regional Preparedness Messaging Platform
- Support preparedness of long-term care facilities
- Support organizational change for public health and medical preparedness
- Update regional utility coordination plan
- Shared/Stranded Workers Agreement
- Assess access and functional needs planning compliance

PORTLAND REGION POSITION ON FEDERAL TRANSPORTATION POLICY AND FUNDING

Investment in a multi-modal transportation system is important for the region, the state and the nation to reach its goals for economic growth and prosperity, community livability and environmental sustainability and to ensure there is an equitable ability of all members of the community to benefit. The federal transportation program is important to contribute toward taking care of aging infrastructure, increasing global competitiveness and addressing sustainability and resilience to earthquakes and extreme weather event. In particular, the "2014 Economic Impacts of Congestion" documents the dependence of the economy of Oregon and the Portland region on a transportation system that moves goods, provides access to labor and increases productivity. Further, investing in improvements to reduce congestion will provide \$1.1 billion in economic benefits and provide \$2.40 in return on investment for every \$1 expenditure on improvements. At the same time, the state has adopted aggressive targets for reducing greenhouse gases and the Portland region has adopted a plan that meets those targets, serving as a model for the country. Accomplishing these goals requires commitment at the federal, state and local levels. The state and local governments have stepped up substantially to increase their level of investment and are aggressively pursuing further increases. However, the federal government has not stepped up and the overall share of investment by the federal government is shrinking as a percent of the total.

With this in mind, the following are the key policy messages from the Portland region to our Congressional delegation.

INCREASE INVESTMENT

- Substantially increase the level of federal investment in all parts of the multi-modal surface transportation system, preferably with some form of highway user fees and with a renewed expression of commitment through addition to the Highway Trust Fund. This is the foundation of the federal highway program, providing the certainty and stability of formula funds for highways, roads and streets to each state and metropolitan area.
- The region specifically supports the proposal by Congressman Blumenauer to increase and index the gas tax and the proposal by Congressman DeFazio to adopt a tax on each barrel of crude oil. Both approaches continue the long standing federal practice of funding transportation through user fees in recognition of those that benefit paying the fees. The region further supports Congressman Blumenauer's proposal to sunset the gas tax to encourage conversion to a mileage based fee and to expand the application of Road User Charge pilot projects to more states to increase the understanding and awareness of this approach.
- With an increased commitment of funding resources, adopt a 5-6 year authorization bill to provide certainty and stability to the planning, engineering and programming process.
- If there is not an increased funding commitment, maintain status quo levels (with a modest allowance for inflation) and limit the authorization bill to a two-year period.

EXPANDED POLICY INTENT

With an increase in funding and 5-6 year certainty, it is feasible to expand the scope of the federal transportation program and invest in matters that need increased attention.

MAP-21 Framework – MAP-21, adopted in 2012, restructured the federal highway and transit programs and provides an effective platform to build upon.

- Continue the TIGER program at the \$500-600 million per year level and incorporate it into the Highway Trust Fund as an on-going part of the transportation program. The TIGER program has provided an important competitive funding source for innovative highway, transit bike and pedestrian projects and should be established on a reliable continuing basis.
- Consistent with the policy direction established through MAP-21, implement performance based planning and programming of funds to improve the transparency and accountability of decision-making. However, avoid a “one size fits all” approach and ensure performance metrics are comprehensive in nature covering not only measures of the condition and operation of the transportation facilities themselves but the community benefits that result such as safety, economic prosperity, affordability for the user, health, climate change and equity.
- Expand the federal ability to support transportation investment through better credit options including increased application of the TIFIA program.
- Consistent with MAP-21, continue the federal transportation investment in university research centers and programs.

The administration’s GROW America Act provides a framework to improve upon MAP-21.

- Consistent with the GROW America Act introduced by USDOT, consider establishing additional categories of competitive grants. Competition reinforces local innovation leading to better transportation investments nationwide. In order for the region to be competitive for these funds, there will need to be greater investment of local resources to get projects shovel-ready.
- In recognition of the increased competition and expansion into Core Capacity projects, increase the funding commitment for the Fixed Guideway Capital Investment Grant Program (New Starts and Small Starts programs).
- Relax limitations on the use of tolls for both raising revenue to fund maintenance and improvement of the transportation system and peak period demand management.
- Continue to expand the focus on freight by establishing funding for formula and competitive grant programs as well as funding for Projects of National and Regional Significance, but ensure freight is addressed in a multi-modal manner including urban and intercity trucking, rail, marine, air cargo and intermodal connections.
- Increase the level of investment in and the certainty of funds for passenger rail service through inclusion of the program in the Trust Fund.
- There is a proposal in the DOT bill to revise the criteria for US Coast Guard permitting of a new bridge over navigable waters to also take into consideration the needs of rail, aviation, transit and highway traffic. This may be important for any possible future replacement for the Interstate Bridge.

But further enhancements to the program should be considered.

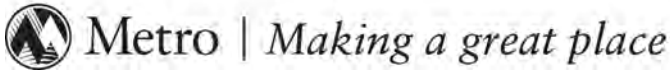
- Restore the Highway Bridge Replacement and Rehabilitation Program which was eliminated through MAP-21.

- Clarify language for FTA sponsored joint development projects directing that they are intended to both provide for an economic return on the transit investment and produce more economically and socially successful communities as a result of the transit investment.
- Add an emphasis on improved access to employers and funding for “last mile” access.
- Increase the suballocation of funds to metropolitan planning organizations.
- Continue to pursue methods of streamlining federal requirements to speed up project delivery while maintaining the requirements for intergovernmental cooperation, community involvement, inclusion and equity and environmental impact.
- Renew the Commuter Parity Act providing comparable tax benefits to transit users as auto commuters.
- Expand the emphasis on safety including reduced serious injuries and deaths across all modes and on all parts of the transportation system. Establish separate safety targets for bike and pedestrian modes.

PROJECT ACTIVITIES - Certain projects are significantly impacted by the administrative practices of the federal agencies. Although Congress has eliminated the option of Congressional directive through earmarks, intervention to provide support from the delegation may be needed on certain projects.

- The Southwest Corridor and the Powell Division Corridors are progressing through the federal New Starts/Small Starts process with considerable FTA oversight.
- Passenger rail improvement between Eugene, Portland, Seattle and Vancouver BC is being pursued by Oregon, Washington and the Province of British Columbia. The scope of upgrade in Oregon is now under consideration in a Draft Environmental Impact Statement with considerable oversight by FRA.
- The region is targeting significant redevelopment around light rail and street cars stations which often involves significant FTA oversight. It is important to the region that investing in these sites be for the community goals of the area not just to capture the increased property value from the transit investment.
- There is currently a process underway with the US Army Corps of Engineers to consider alternative approaches for rehabilitation of the Locks at Willamette Falls and the reopening to public commercial and recreation service. This would enable the full length of the Willamette River to resume its historic function as an important route.

Materials following this page were distributed at the meeting.



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
FINANCE SUBCOMMITTEE
January 15, 2015
Metro Regional Center, Rooms 370 A & B

JPACT MEMBERS PRESENT

Craig Dirksen, Chair
Neil McFarlane
Steve Novick
Roy Rogers
Paul Savas

AFFILIATION

Metro Council
TriMet
City of Portland
Washington Co.
Clackamas Co.

STAFF and Councilors: Andy Cotugno, Shirley Craddick, Kim Ellis, Elissa Gertler, Kathryn Harrington, Dan Kaempff, Ted Leybold, Lake McTighe, Ted Leybold, Bob Stacey

WELCOME AND INTRODUCTIONS

Chair Craig Dirksen called the meeting to order at 7:40 a.m.

Chair Dirksen stated that he received a request from Chris Rall at Transportation 4 America to sign on to a letter calling on the Oregon federal delegation to stabilize the Highway Trust Fund and provide more local control of federal dollars. The deadline to sign is Feb. 3 so JPACT would not have an opportunity to consider signing as a committee. Mr. Andy Cotugno noted that the policy he has drafted for federal transportation mirrors support for increasing the funds and that it is consistent with past year adopted positions. The subcommittee agreed to modify the letter and share copies with JPACT members.

STATE LEGISLATURE - NEXT STEPS: CONTINUE BUILDING THE NEED FOR LEGISLATIVE ACTION

Chair Dirksen provided a summary of the subcommittee's work in 2014 to identify transportation funding priorities. JPACT endorsed the Oregon Transportation Forum (OTF) transportation funding and priorities package at the Jan. 8 JPACT meeting. The Metro Council and the Metro Policy Advisory Committee (MPAC) will be considering the proposal in January as well.

Commissioner Roy Rogers recounted amendments to the transportation funding package that were proposed and discussed at the JPACT meeting on Jan. 8. Commissioner Rogers expressed concern that individual jurisdictions advocating for varying distributions of Enhance funds would make the region appear divisive. Members agreed that conversations with representatives from the Legislature should highlight the importance of allocating funds to allow for completion of significant projects.

Commissioner Paul Savas discussed the importance of a united, regional position on transportation funding goals to improve the likelihood of passing a state transportation package.

Members identified potential obstacles to passing a transportation funding package during the legislative session. Members agreed that there will be a need to follow the conversations at the state legislature and support and present positions accordingly.

FEDERAL TRANSPORTATION AUTHORIZATION: CORE MESSAGES FOR WASHINGTON D.C. TRIP

Chair Dirksen confirmed that the JPACT trip to Washington D.C. would be the week of April 28, which coincides with the Portland Business Alliance (PBA) and Oregon Business Association's (OBA) trip to D.C. He welcomed member discussion on priority transportation items to present to delegates on the trip, but noted that the conversation would continue with JPACT in February with adoption in March. Chair Dirksen welcomed input on the regional position on federal transportation policy as drafted by Mr. Cotugno.

Mr. Cotugno clarified that JPACT members attending D.C. as delegates would have the adopted regional position to use as talking points with our federal delegation.

Member discussion:

- Commissioner Rogers commented that the letter provided does not support any of the delegation's ideas or positions and suggested specifically calling out their proposals.
- Mr. Neil McFarlane discussed small and new starts programs, noting that new starts may have a different name. He inquired whether there's a way to identify why investments are falling short. Mr. McFarlane suggested adding language about growth of small and new starts projects and the need to increase the funding level.
- Members discussed historical distribution of funding from the Highway Trust Fund to highways and transit.
- Commissioner Savas commented on the level of congestion and cost associated in the region, and suggested adding emphasis on the need to address congestion.
- Mr. McFarlane stated that because Portland Business Alliance would be going to D.C. the same week, they will have points from their cost of congestion study to share. Mr. Cotugno stated that JPACT representatives hope to coordinate with PBA.
- Mr. Cotugno explained that specific projects listed on the handout may require intervention by members of our delegation with the Federal Highway Administration or the Federal Transit Administration.
- Members discussed framing priority bullets and inclusion of an illustrative project list of how transportation funding would be allocated. Mr. Cotugno expressed concern about the notion of presenting a list of projects to fund because the list would be too long to choose from. He reminded members that all projects in the Regional Transportation Plan are eligible for federal funds.

DEFINITION OF A REGIONAL SYSTEM FOR REGIONAL FUNDING

Mr. Cotugno directed members to a memo [Framework for discussion of Transportation System of Regional Funding Interest], which seeks to identify Regional Transportation Plan projects of sufficient regional importance that creates shared interest by leaders and stakeholders in seeking these projects funded.

Commissioner Rogers inquired if there is an agreed upon definition of “arterials and throughways.” Mr. Cotugno stated that definitions are included in the RTP and elaborated on the distinction for projects of regional significance.

Members discussed the importance of defining a regional transportation system to address and respond to comments from constituents.

Commissioner Rogers proposed that subcommittee members review the materials presented and devote time to discussing opportunities to regionally fund projects of the transportation system.

Chair Dirksen stated that before the region could agree on a regional funding strategy, members would need to agree on projects that the funds would support.

WRAP UP AND NEXT STEPS

The committee agreed to proceed with defining a regional system and directed staff to bring a proposal to the next meeting.

ADJOURN

Chair Dirksen adjourned the meeting at 9:00 a.m.

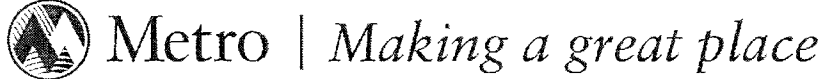
Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "J. Schmidt".

Jill Schmidt, Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JAN. 15, 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
4.0	Memo	12/23/2014	Regional position on federal transportation policy	11515j-01
4.0	Handout	12/23/2014	Regional position on federal transportation policy	11515j-02
4.0	Handout	N/A	RTP "Regional System" of interest definitions	11515j-03
5.0	Memo	1/2015	Framework for discussion of transportation system of regional funding interest	11515j-04



January 20, 2015

The Honorable Ron Wyden
United States Senate
Washington, DC 20510

The Honorable Jeff Merkley
United States Senate
Washington, DC 20515

The Honorable Suzanne Bonamici
United States House of Representatives
Washington, DC 20515

The Honorable Greg Walden
United States House of Representatives
Washington, DC 20515

The Honorable Earl Blumenauer
United States House of Representatives
Washington, DC 20515

The Honorable Peter DeFazio
United States House of Representatives
Washington, DC 20515

The Honorable Kurt Schrader
United States House of Representatives
Washington, DC 20515

Dear Representative/Senator _____:

Congratulations on the convening of the 114th Congress. We are looking forward to working closely with you on issues of importance to the Portland region. High on our list, and the reason we are writing to you today, is the looming crisis in the federal transportation program. This is one of the first items the new Congress will need to address, as the law governing that program expires at the end of May. We want to underscore the need for Congress to increase transportation user fees in the Highway Trust Fund and adopt a new multi-year transportation bill that provides stable and dependable funding and addresses local communities' transportation needs.

Our state's and country's economic strength depends upon our cities, towns, and suburbs having the resources they need to attract and retain businesses and provide for a high quality of life for residents to prosper. Their success relies on an integrated, multimodal transportation network that allows for the safe and efficient movement of people and goods. Unfortunately, the federal Highway Trust Fund has been on the brink of insolvency for years, staving off fiscal disaster through a series of stop-gap budget adjustments that do nothing to address the underlying issue of declining fuel tax revenues.

Oregon has long been a national leader for transportation issues. In 1919, the State of Oregon led the country by introducing the first gas tax, and is currently pioneering the nation's first road usage charge program to assess a fee on users of our transportation system on a per mile basis.



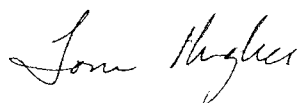
We will continue to lead through action at the local and state level, but we rely on a strong Federal program for maintaining and building transportation networks fit for the 21st century. Oregon receives over half a billion dollars in federal surface transportation funding each year. Because ODOT's State Highway Fund resources are generally fully dedicated to debt service, highway maintenance, and agency operations, federal highway funds are the only source of funding for new construction projects that preserve and improve the state highway system.¹ If Oregon is able invest enough to build the projects in our long-range transportation plans, by 2040, we will see a \$928 million annual benefit to our state compared with current levels of investment.²

We support responsible solutions to fix the Trust Fund and direct more funding to local needs. Specifically, we urge Congress to take the following actions:

- Raise transportation user fees to stabilize the Highway Trust Fund and spur economic growth. Federal fuel taxes have not been raised since 1993, but transportation investment needs have grown significantly since that time. We urge Congress to raise revenues for transportation through one of the following means: an increase in the gasoline tax, indexing the gas tax, a sales tax on fuel, a per-barrel of oil fee, or any other reliable and dedicated user based funding source. These additional revenues should be available to invest in all modes of surface transportation in order to create the network of transportation options that a 21st century economy demands.
- Stimulate innovation through local empowerment. Local leaders are best able to identify the particular transportation investments to address their communities' unique challenges. Yet, under current law, local communities have direct access to less than 8 percent of federal highway funds, and many discretionary programs that communities once utilized to help fund innovative transportation projects have been eliminated. Congress should provide local leaders with control of a greater share of transportation funding to ensure that it will be invested in the projects that best meet local needs and provide a strong return on investment.

As a member of the 114th Congress, you have a crucial opportunity to refocus the transportation program in ways that will boost local economies, maintain our existing infrastructure, and prepare for the future. We request that Oregon's delegation show bold and visionary leadership on transportation issues at the Federal level in the 114th Congress and make strengthening the Federal, state and local transportation partnership one of your highest priorities. We stand ready to help you succeed in that important work.

Sincerely,



Tom Hughes
Metro Council President



Craig Dirksen
Metro Councilor, District 3
JPACT Chair

Cc: Joint Policy Advisory Committee on Transportation (JPACT)

¹ "What will happen to federal transportation funding?" ODOT, 2014:
<http://www.oregon.gov/ODOT/GOVREL/Pages/Federal-Funding.aspx>

² *Economic Impacts of Congestion Report*, 2014.

