



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
February 12, 2015
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Shirley Craddick
Nina DeConcini
Craig Dirksen, Chair
Denny Doyle
Kathryn Harrington
Tim Knapp
Neil McFarlane
Diane McKeel
Steve Novick
Roy Rogers
Paul Savas
Don Wagner
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
Washington State Department of Transportation
Oregon Department of Transportation

MEMBERS EXCUSED

Shane Bemis
Bill Wyatt
Jeanne Stewart

AFFILIATION

City of Gresham, representing Cities of Multnomah County
Port of Portland
Clark County

ALTERNATES PRESENT

Doug Daoust
Susie Lahsene
Jeff Swanson

AFFILIATION

City of Troutdale, representing Cities of Multnomah County
Port of Portland
Clark County

STAFF: Elissa Gertler, Nathan Sykes, Andy Cotugno, Kim Ellis, John Williams, Alexandra Eldridge, Botond Kovacs, Joel Cvetko

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

Chair Craig Dirksen declared a quorum and called the meeting to order at 7:33 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:

- The JPACT Finance Subcommittee is continuing to meet to discuss transportation funding issues. At the January meeting, the subcommittee discussed next steps for the state legislature, messaging for the JPACT trip to Washington, D.C. in April, and the definition of a regional system in advance of conversations about regional funding. The next subcommittee meeting will be on February 23 at 7:30 a.m. at the Metro Regional Center.
- Beaverton Mayor Denny Doyle provided an update on the U.S. Conference of Mayors and the recently launched Mayors' Challenge for Safer People and Safer Streets.
- Following minor revisions by the JPACT Finance Subcommittee, the Metro Council signed-on to Transportation 4 America's letter to Oregon's federal delegation. Chair Dirksen encouraged interested jurisdictions to sign-on.
- The State Travel Options plan support letter, which JPACT approved in draft form at the January meeting, was edited and finalized by the Transportation Policy Alternatives Committee (TPAC), before being submitted to the Oregon Transportation Commission (OTC) on January 30.
- Starting in April, Metro staff will begin providing JPACT with a monthly briefing on completed projects that JPACT was involved in planning or funding. The purpose of these briefings is to provide JPACT with an understanding of how its planning and funding activities are making a difference on the ground, and to initiate discussion on how current activities can best achieve desired outcomes.
- Chair Dirksen thanked Mr. Botond Kovacs for his great work in staffing JPACT, and welcomed Mr. Joel Cvetko, who will be staffing the committee from here on out.

Members provided the following updates and comments:

- Wilsonville Mayor Tim Knapp inquired about the coordination of policy development between JPACT and the JPACT Finance Subcommittee, specifically with regard to establishing a regional transportation funding plan.
- Ms. Susie Lahsene, Port of Portland spoke about Hanjin Shipping's decision to cease operations in the Portland region, effective March 9.
- Clackamas County Commissioner Paul Savas spoke about the JPACT Finance Subcommittee's work to develop a regional transportation funding package to refer to the legislature.

4. CONSIDERATION OF THE MINUTES FOR JANUARY 8, 2015

MOTION: Mayor Doyle moved and Metro Councilor Kathryn Harrington seconded to approve the JPACT minutes from January 8, 2015.

ACTION: With all in favor, the motion passed.

5. INFORMATION / DISCUSSION ITEMS

5.1 Emergency Preparedness Summary

- Resiliency Plan Executive Summary and Regional Disaster Preparedness Organization

Councilor Harrington introduced the Emergency Preparedness Summary by speaking to The Oregon Resilience Plan Executive Summary and the efforts of the Regional Disaster Preparedness Organization (RDPO). Key elements of the presentation included:

- The prediction from experts that Oregon has a 37% chance of experiencing a major seismic event within the next 50 years.
 - The purpose of the Oregon Resilience Plan: To summarize the impact of a major seismic event, and assess how long recovery will take. The plan estimates the amount of time it will take to restore critical services to coastal and valley impact zones.
 - RDPO is a partnership of government agencies, non-governmental organizations, and private-sector stakeholders in the Portland Metropolitan Region collaborating to increase the region's resiliency to disasters. The metropolitan region spans Clackamas, Columbia, Multnomah, and Washington Counties in Oregon and Clark County in Washington.
 - RDPO functions and organizational structure.
 - RDPO goals, which include building infrastructure to support regional response coordination, moving forward with regional disaster debris management, and updating the regional utility coordination plan, among many others.
 - The importance of continued advocacy for adequate federal funding from the Department of Homeland Security.
- Seismic Retrofitting to Improve Resilience of State Highways

Mr. Bruce Johnson, State Bridge Engineer at the Oregon Department of Transportation (ODOT), provided a presentation on The Oregon Resilience Plan's recommendations to address seismic risk through retrofitting. Key elements of the presentation included:

- A comprehensive plan required by the state legislature, the Oregon Resilience Plan seeks to develop a strategic approach to address resiliency, including in transportation.
- Transportation concepts highlighted in the plan include:
 - Retrofit increases resiliency if done incrementally and strategically.
 - Secondary loss of life and long term economic losses can be significantly reduced.
 - Strategic planning is critical to success and will require widespread consensus.
- The identified solution of retrofitting, both for life safety to prevent collapse, and for serviceability to keep the bridge functional.
- In the event of a 9.0 Cascadia Subduction Zone (CSZ) earthquake, bridge losses are expected in all four study zones, with especially heavy losses in coastal and valley areas.
- Expected damage to Metro area bridges includes slight damage to the I-5 Boone Bridge, slight to moderate damage of the I-205 Glenn Jackson Bridge, moderate damage to the I-205 Abernathy Bridge, extensive damage to the St. Johns Bridge, collapse of the Ross Island Bridge, and collapse of the I-5 Interstate Bridge.
- Since vulnerability was first identified 16 years ago, 355 of the 1,155 prioritized bridges have had Phase 1 retrofits added to projects, with 800 bridges still in need of retrofitting.
- Transportation findings identified in the Oregon Resilience Plan include:
 - Develop a mitigation policy and retrofit plan.

- Complete statewide transportation resilience assessment and gap analysis.
 - Identify key transportation links.
- ODOT commissioned the Oregon State Highway Seismic Plus Report, which seeks to identify strategic lifeline routes, minimize long term economic damage, and address overall bridge condition. Recommended lifeline routes have been highlighted based on goals of rescue and recovery.
- An incremental five-phase plan to implement the Total Seismic Plus Program would cost approximately \$5.1 billion.
- Following a 9.0 CSZ earthquake, economic damage to Oregon’s highway system will result in \$350 billion in losses to gross state product over 8-10 years.
- Implementation of Phases 1 and 2 of the Seismic Plus Program would reduce this economic loss by \$35 billion, while full implementation would reduce losses by \$84 billion. In terms of avoided economic losses, full implementation would result in a 15:1 rate of return in the event of a 9.0 CSZ earthquake.
- Washington and California are far ahead of Oregon in the seismic retrofit process, highlighting the importance of immediate action.
- The Oregon Resilience Plan recommends the state begin immediately to prepare critical state highway bridges and the transportation system to withstand a major earthquake. Other related recommendations include: additional revenue should be identified to complete the most critical routes, funding source should be “pay as you go,” research to ensure the most current technology and efficiency methods should be applied, and a thorough inventory and assessment of transit, port, and rail assets should be conducted.

Member comments included:

- Multnomah County Commissioner Diane McKeel mentioned that the Multnomah County Commission would be receiving a briefing from the county’s Bridge Capital Improvement Plan team. Commissioner McKeel inquired about ODOT’s assessment of local bridges.
- Mayor Knapp spoke to analyzing how the benefits of Phase 1 retrofits circulate in the state economy, and inquired if ODOT is planning to assess this topic greater detail.
- Portland City Commissioner Steve Novick inquired about ODOT’s assessment of the seismic integrity of roadways, as much of the presentation focused on bridges.
- Mr. Neil McFarlane, TriMet spoke to further consideration of partnerships in the assessment of transportation assets, as a number of bridges have complicated ownership structures and histories.
- Washington County Commissioner Roy Rogers inquired about calculating seismic risk for a variety of assumptions.
- Vancouver City Councilor Jack Burkman inquired about locating cost assumptions for the Washington side of the Columbia River, in order to initiate the border bridge retrofitting conversation in his state.
- Commissioner Savas inquired about engagement with railroads on the issue of resiliency.

5.2 **Discuss Federal Transportation Policy Options**

Mr. Andy Cotugno, Metro Policy Advisor, addressed the key policy messages from the Portland region to its Congressional delegation regarding federal transportation policy and funding. These policy messages focus primarily on areas of increased investment, as well as possibilities to expand policy intent, along with federal involvement for some significant individual projects that may require assistance from the delegation.

Chair Dirksen encouraged members to review Mr. Cotugno's draft position paper with their staff and to share any feedback.

Member comments included:

- Mayor Doyle inquired about sharing the draft position paper with business groups outside of Portland.
- Commissioner Rogers expressed his support for the draft position paper as a regional effort, and mentioned that Washington County would be submitting a separate letter to their Congressional delegation, with key policy messages for the County. He indicated that the County letter would not include support for a barrel tax since it goes beyond taxing transportation users. Mr. Cotugno indicated that the funding mechanism under consideration is corporate tax reform, which is completely divorced from transportation users.
- Commissioner Novick mentioned that the Tilikum Crossing is on the cover of the U.S. Department of Transportation's FY 2016 Budget Highlights.
- Mr. Rian Windsheimer, ODOT mentioned that the OTC would be evaluating federal transportation policy and funding at their next meeting, as they approach the next Statewide Transportation and Improvement Program (STIP) funding cycle.
- Mayor Knapp expressed concern that the language on the first page of the draft letter does not adequately convey the economic impacts of inaction.
- Commissioner Savas spoke to focusing discussion on prioritizing the main projects of the Regional Transportation Plan (RTP) from a systems standpoint, to better understand the region's current status and trajectory in achieving its land use and transportation goals.

5.3 Discuss 2015 JPACT Work Program

Chair Dirksen notified members that the March 12 JPACT meeting has been moved to March 19, to accommodate the National League of Cities Conference. He also inquired with members about having time for more information and further discussion on the Cost of Congestion study. There was general agreement from members that more time should be scheduled to revisit the item. Chair Dirksen asked members about the discussion topics they would like to add to the 2015 JPACT Work Program.

Member comments included:

- Mr. Windsheimer mentioned that ODOT's Safety Program will be advancing the "All Roads Approach" this year, analyzing both ODOT and local road systems to identify the worst locations, particularly in terms of fatalities, in the entire ODOT region. Mr. Windsheimer suggested that it would be beneficial to present their findings to JPACT.
- Ms. Lahsene suggested learning about and better defining the relationship between economic activity and the region's transportation system, in order to identify low cost fixes and investments that can enhance the movement of freight.
- Commissioner Savas spoke to system-oriented discussions that allow members to gain a better understanding of how the region's transportation system works and key enhancements that can be addressed. Commissioner Savas also spoke about addressing a path to economic equity, especially in areas where growth is highly dependent on transportation investment.
- Mayor Knapp spoke to addressing the interaction of regional land use and transportation systems and policies in a more holistic manner.

Chair Dirksen encouraged members to send in any other ideas on 2015 JPACT Work Program topics.

6. ADJOURN

Chair Dirksen adjourned the meeting at 8:59 a.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Joel Cvetko', with a long horizontal flourish extending to the right.

Joel Cvetko, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 12, 2015

ITEM	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Minutes	1/15/15	Minutes from the January 15 JPACT Finance Subcommittee Meeting	021215j-01
3.0	Letter	1/20/15	Transportation 4 America Letter to Oregon Congressional Delegation	021215j-02