



ECHO Meeting 12/8/11

19 people present

Brian opened the meeting at 10:07 with introductions and announcements.



A new member joined us from a company manufacturing flexible solar panels; Solopower. They are just off Marine Drive and purchased equipment from Solarworld. Welcome!

Another member said his business is putting up solar panels to run the plant on solar (CertainTeed Roofing-I drive past on my way to Siltronic and it is going up pretty quick).

Penny Wolf-McCormick announced that Oregon OSHA has proposed different penalty structure – hearings are being held now. A 60-70% break on penalties due to Federal pressure. 20% reduction for an overall good safety program, 20% increase for overall bad safety program. Oregon never will have penalties as large as Federal OSHA.

Question: How will OR-OSHA deal with global harmonization system for hazardous chemicals and hazard communication?

Answer: OR-OSHA has 6 months to adjust to Federal changes.

Comments: Companies will be forced to do it by Asia and the European Union. Also will comply with 1910.1200 – better than HazComm – won't harm to do it.

Brian Bailey: Gas cylinders manufactured in Albion, Michigan between 2007 and 2011 were stamped inspected but had **not** been inspected. So check your cylinders to see where they were manufactured and the date. PHMSA Hazmat Performance Packaging Test results are available at the PHMSA website.



Jan Secunda announced that the photo display on Litton that resulted from the ATSDR grant is on display at New Seasons at Interstate Avenue and Rosa Parks.

David Harrington of PBT announced a Pipeline Emergency Response Forum in DC or by webcast to be held 12/9/2011, from 8 – 5:15 EST.

Also the FMCSA Hours of Service Rulemaking RIN2126-AB-26: Primary changes for Property-Carrying Drivers.

Today's Speaker:

David Harrington of the Portland Bureau of Transportation, Public Works, Emergency Management is part of the city's emergency





management steering committee. He is also chair of the Public Works working group for the Region (Urban Area Security Initiative Governing Body – UASIGB). Federal grants are going away.

PBT Public Works Emergency Management is responsible for anything spilled in the streets. They also conduct rescues at excavations; sewer entry when storm sewer collapses, to inspect and repair. Also quarry rescues where they used their sewer vacuum truck. They can assist with specialized equipment.



The regional preparedness organization is building an urban area emergency management group to pick up where UASI leaves off as Federal grants go away.



Everything is about infrastructure: a lot is privately owned infrastructure. It can't be fixed if you can't get to it. As a transportation organization, they have to make sure that responders can get to the problem. Debris removal is the biggest challenge. They also deal with snow and ice – a balancing act to keep critical routes open and not plow residential streets. When we have snow, rarely, we have a lot of snow, but not a lot of resources tied up in snow removal equipment.

Flooding is also a great concern. Portland put up a seawall for the 1996 flood on the Willamette with plywood. Now there is a new system using engineered metal panels. During the 1894 flood water went to 10th Avenue - at that time there were no flood control dams on the Columbia or the Willamette Rivers.

Now there is a levee system on the Columbia R. managed by the Multnomah County Drainage District limiting our flood risk.

There are groundwater changes with lots of rain – Holgate Lake and Foster Lake are intermittent lakes where the groundwater is coming up. Debris flows were a problem in 1996 – 160 earth movements.

Earthquakes are not frequent, but we are guaranteed a magnitude 9 Cascadian subduction zone earthquake up and down the West Coast. There are also faults in Portland. Of concern are the 1600 un-reinforced masonry buildings that will possibly fall down; many reinforced masonry buildings where the bricks will fall off leaving the frame. None of the bridges are reliable and the approaches are not retrofitted. Some have only been through one of the two stages of seismic retrofit. The bridges are owned by ODOT, Multnomah County, and Union Pacific Railroad.



There will be intense shaking in the west hills due to the faults. People will be on their own for a while. Evacuation will not happen with earthquakes. It would be difficult to do an orderly evacuation.

Question: What are the differences in responsibility for BES and PBT?

Answer: BES is responsible for keeping it out of the sewer system. PBT is responsible for cleaning up what is on the road.

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Thank you David for a very informative presentation!

There will be a LEPC meeting tomorrow December 9, 2011 at 4800 NE 122nd Ave at the Fire Bureau's Training Center from 9-11.

The next ECHO meeting will be on **January 12, 2012**, 10-11:30 here at Galvanizers.

Thank you, Galvanizers, for your support and hospitality and as always thank you Theodora for the wonderful minutes. Thank you all for coming and see you next year!

Be safe out there, and Happy New Year!!

