



**PORTLAND FREIGHT COMMITTEE  
AGENDA  
Meeting No. 133**

**Note Meeting Change for the July Meeting**

**WHEN: Tuesday, July 1, 2014 @ 7:30 AM**

WHERE: Lovejoy Room (2nd Floor), City Hall,  
1221 SW 4<sup>th</sup> Avenue

<b><u>Time:</u></b>	<b><u>Topic:</u></b>	<b><u>Lead:</u></b>
<b>7:30 AM</b>	<b>Coffee/Pastries/Introductions</b>	<b>All</b>
<b>7:35 AM</b>	<b>City Bureaus and Agencies</b> Bureau reports of upcoming topics and announcements.	<b>Debra Dunn</b>
<b>7:45 AM</b>	<b>Hot Topics, Points of Interest, Successes</b> PFC members will report on current topics of interest from their respective industries. <ul style="list-style-type: none"><li>• Morrison Bridge ramps and SE Quadrant Plan Freight (Peter Stark)</li><li>• East Portland Connection Project (see draft support letter)</li></ul>	<b>Debra/Committee Members</b>
<b>8:15 AM</b>	<b>OR 99W/Argyle-Victory Project</b> The OR 99W/Argyle-Victory project team will provide an update and construction schedule which is anticipated to begin later this year.	<b>Matt Frietag &amp; Brian Baker</b>
<b>8:40 AM</b>	<b>Portland Comprehensive Plan and TSP Update</b> The public review draft of the Comprehensive Plan is scheduled for release on July 21 <sup>st</sup> 2014 and will establish the policy foundation for the upcoming Transportation System Plan (TSP) update. Eric Engstrom from the Bureau of Planning and Sustainability will discuss the proposed changes to the Comprehensive Plan policies as they relate to freight transportation (road, rail, water and aviation) and industrial land use policies and next steps in the review process. Bob Hillier and Steve Kountz will also provide an update on a PFC subgroup discussion on new TSP freight project needs (see attachments).	<b>Eric Engstrom/Steve Kountz</b>
<b>9:30 AM</b>	<b>Adjourn</b>	

Questions about this agenda or other questions about the Portland Freight Committee (PFC):

- Contact Robert Hillier, 503 823-7567 or [Robert.hillier@portlandoregon.gov](mailto:Robert.hillier@portlandoregon.gov)
- Also visit the Portland Freight Committee website at: [www.portlandonline.com/transportation/freight](http://www.portlandonline.com/transportation/freight)



### **Willamette River Bridges**

- Mike Pullen from Multnomah County provided an update on the County's currently efforts for updating their 20-year Bridges Capital Improvement Plan to identify and prioritize needed bridge improvement projects.
- The draft plan will be completed in October 2014 and there will be opportunities for public comment.
- It was reported that the new Sellwood Bridge will have a <30-ton regulatory weight limit.
- Debra Dunn asked if there were any existing truck counts on the Morrison Bridge. Mike responded there are no current truck counts on the Morrison Bridge.
- Mike reported that the Morrison Bridge deck will need to be replaced within a few years.
- Tom Dechenne suggested the need to prioritize bridge use and connecting infrastructure and that the PFC and the other modal committees (Bicycle and Pedestrian) can provide the County with valuable input for prioritizing bridge improvements.
- Retrofitted bridges to earthquake standards would be so high that replacement costs should be considered.
- It was mentioned that the Steel Bridge, which is owned by the UP Railroad, is currently being considered for refurbishing which would also involve Tri-Met, PBOT and ODOT who are all stakeholders.
- Debra Dunn asked when a good time would be for Mike to come back to the PFC with the update plan.
- It was agreed that Mike would present the update bridge Plan at the October 2014 PFC meeting.

### **Southwest Corridor Plan**

- Denver Igarta from PBOT provided a general overview of the SW Corridor Planning process and its relationship to the Barbur Concept Plan.
- Matt Bihn from Metro described each of the nine separate geographic study areas of the SW Corridor project area and the various high capacity transit (HCT) options which includes light rail transit (LRT) and bus rapid transit (BRT) alternatives. The nine HCT Options Recommended for the further discussion in the Draft Environmental Impact Statement (DEIS) includes:
  1. Tie-In to Existing Transit
  2. South Portland to Barbur Transit Center
  3. PCC Area
  4. Tigard Triangle
  5. OR-217 Crossing
  6. Downtown Tigard
  7. Tigard to Durham
  8. Bridgeport Village
  9. Tualatin
- Denver Igarta from PBOT provided a general overview of the SW Corridor Planning process and its relationship to the Barbur Concept Plan.
- Steve Kountz stated that OHSU is one of the largest employers in the region and wanted to know if there was a difference between the two BRT/LRT alternatives? Answer: No.
- In response to a question by Pia Welch, Matt Bihn stated there is no need for a road diet or removal of travel lanes along Barbur Blvd as both LRT/BRT options would include right-of-way improvements for bike and pedestrian improvements. The Barbur road diet concept is not part of the SW Corridor Plan and is being addressed separately as part of the Vermont Viaduct improvements. PBOT is currently collecting traffic data to help determine best approach on the Viaduct.
- Bruch Halperin: What is the expected travel times between Tualatin and Portland? Answer: 25-30 minutes.
- Bob Hillier: What is the capacity for BRT and will articulated buses be considered? Answer: 52-72 passengers and articulated buses will be considered.
- Debra Dunn requested the project team come back to the PFC later in the process.

**The meeting was adjourned at 9:30 AM**



**PORTLAND FREIGHT COMMITTEE**

July 1, 2014

Mayor Charlie Hales  
Commissioner Nick Fish  
Commissioner Amanda Fritz  
Commissioner Steve Novick  
Commissioner Dan Saltzman

Dear Mayor and Council Members,

The Portland Freight Committee (PFC) is writing in support of the Union Pacific (UP) East Portland Connection project and the Ordinance that's passage is critical to the project. The Portland Freight Committee advises City Council on all freight modes and leads regional freight transportation discussions. The East Portland Connection project is currently identified in the 2006 City of Portland Freight Master Plan.

The East Portland Connection Project will create a connection between UP's Brooklyn and Graham Lines, which will allow northbound trains to head east, and westbound trains to head south, without travelling through Albina Yard and over the Kenton Line through north Portland. This will allow more trains to travel through Portland without stopping, reducing locomotive idling and emissions.

Moving trains from the Kenton Line, where there are seventeen public grade crossings, to the Graham Line, where there are only four public grade crossings, will reduce locomotive horn blowing and the time vehicles wait for trains at crossings.

UP plays a critical role in ensuring Portland remains a competitive gateway for international and domestic trade and the East Portland Connection project will improve delivery times for goods and packages shipped in containers and trailers.

The Portland Freight Committee is pleased provide our support to UP's East Portland Connection project and ask that the Council pass the Ordinance authorizing the exchange of the City easements.

Sincerely,

Debra Dunn  
PFC Chair

Pia Welch  
PFC Vice Chair

Project Name	Project Description	Cost Est	Freight hierarchy	Industrial access and growth capacity	Budget/cost effectiveness	Potential Funding Sources	Lead contact
<b>Truck route improvements that support vacant industrial land development and intensification:</b>							
North Rivergate Boulevard Grade-Separation and Intersection Improvement	Construct a grade-separated overcrossing of the UP Railroad to eliminate truck blockages and traffic backups resulting from the existing at-grade crossing and to improve freight access in the South Rivergate Industrial District. Reconstruct Rivergate Blvd from Time Oil Rd to Lombard intersection.	\$14,965,553	3 - high. Freight district street access to major freight destinations, including T-5 and Evraz.	3+ - high. Project resolves a major access impediment to large-scale expansion and site intensification at the Evraz steel mill and Canpotex and Columbia Grain marine terminals.	3 - high. Attract TIGER grant and economic development resources.	TIGER, RFFA, TSDC, Port/other private sources	PBOT, Port
Time Oil Road Reconstruction	Rebuild Time Oil Rd to City standard and transfer to City ownership to provide improved and secondary access to South Rivergate industrial area.	\$9,000,000	3 - high. Freight district street serving harbor access frontage.	3+ - high. Project resolves access deficiency and leverages development of 55-89 acre marine industrial site.	2 - medium. Leverage income/property tax revenues from 55-89 acre site development.	Economic development resources.	PBOT, Port
N. Hayden Island Drive Reconstruction	Reconstruct N. Hayden Island Drive to City standard.	\$12,000,000	3 - high. Access to major freight destination at WHI.	3+ - high. Project resolves access deficiency and leverages development of 300-acre marine terminal site.	2 - medium. Leverage income/property tax revenues from 300-acre site development.	Economic development resources.	
West Hayden Island Interior Access Road	Construct interior roadway including rail overpass and berth access.	\$13,600,000	3 - high. Access to major freight destination at WHI.	3 - high. Project resolves access deficiency and leverages development of 300-acre marine terminal site.	2 - medium. Leverage income/property tax revenues from 55-89 acre site development.	Tenant contribution, Port, Connect Oregon, economic development resources.	
NE 33 <sup>rd</sup> Avenue Improvements (placeholder).	New projects might be needed on NE 33rd between Marine Drive and Columbia Blvd. to accommodate golf course rezoning.	TBD	3 - high. Freight district street proposed to be Priority Truck Street.	3 - high. Project resolves access deficiency for rezoning and development of 90-acre industrial site.	2 - medium. Leverage income/property tax revenues from 90-acre site development.	Economic development resources.	
NE 82nd Avenue/Airport Way Grade Separation	Construct grade-separated overcrossing.	\$50,000,000	3 - high. Intersection of two Priority Truck Streets.	2 - medium. Project resolves a major intersection service deficiency and supports industrial demand at PDX that has over 200 vacant acres.	3 - high. Attract FAA, Port, and economic development resources.	FAA, Port, economic development resources.	
NE Cornfoot Road Extension	Extend Cornfoot Rd from NE 47th to NE 33rd through the Broadmoor Golf Course to provide access to industrial lands and reduce traffic congestion on Columbia Blvd in the Airport Industrial District.	TBD	3 - high. Connects freight district streets to provide a second east-west truck route in Columbia Corridor.	2 - medium. Project improves east-west circulation south of PDX and supports industrial demand in the airport west area that has over 300 vacant acres.	1 - lower. Project supports industrial land intensification and increasing income- and property-tax revenues.	Economic development resources.	
NE 13 <sup>th</sup> Ave Slough Bridge:	Connect NE 13th Ave/Fazio Way with NE Argyle Dr/Elrod Dr. to provide alternative access to industrial properties within the Airport Industrial District. Combine with (NE Cornfoot Road Extension) to make an alternative freight route from the PDX air cargo area to I-5 which could include a multi-use trail along the slough.	TBD	3 - high. Connects freight district streets to provide a second east-west truck route in Columbia Corridor.	2 - medium. Project improves east-west circulation south of PDX and supports industrial demand in the airport west area that has over 300 vacant acres.	1 - lower. Project supports industrial land intensification and increasing income- and property-tax revenues.	Economic development resources.	
<b>Marine terminal expansion projects recommended in the PTIP:</b>							
T-4 Pier 1 Site Preparation and Elevator Demolition	Demolish the former Cargill elevator and other structures and improve certain infrastructure features in the Pier 1 area of Terminal 4. This project will facilitate the redevelopment of approximately 30-40 acres of vital marine industrial property in the Portland Harbor.	\$20,000,000	3 - high. Marine terminal and major freight destination.	3+ - high. Project leverages redevelopment of 30-40 acre marine terminal site.	3 - high. Attract Port, tenant, Connect Oregon, economic development resources.	Port, tenant, Connect Oregon, economic development resources.	
T-5 Berth 503 Terminal Expansion.	Construct a fourth rail loop, second dumper pit, storage building, shiploader and berth improvements at Terminal 5 potash export facility.	\$13,000,000	3 - high. Marine terminal and major freight destination.	2 - medium. Project supports anticipated land intensification at a marine terminal site.	2 - medium. Attract Port, tenant, Connect Oregon, economic development resources.	Port, tenant, Connect Oregon, economic development resources.	
T-5 Entrance Road.	Provide improvements on the south side of the roadway as well as rail crossing improvements.	\$1,200,000	3 - high. Marine terminal and major freight destination.	2 - medium. Project supports anticipated land intensification at a marine terminal site.	2 - medium. Attract Port, tenant, Connect Oregon, economic development resources.	Port, tenant, Connect Oregon, economic development resources.	
T-6 Second Entrance	Construct second entrance and rail overcrossing. Improve capacity and safety at T6.	\$12,000,000	3 - high. Marine terminal and major freight destination.	2 - medium. Project supports anticipated land intensification at a marine terminal site.	2 - medium. Attract Port, tenant, Connect Oregon, economic development resources.	Port, tenant, Connect Oregon, economic development resources.	
T-6 Suttle Road Entrance.	Construct access road from terminus of Suttle Road. To support development of east end of T6.	\$3,000,000	3 - high. Marine terminal and major freight destination.	3+ - high. Project leverages redevelopment of 30-acre marine terminal site.	2 - medium. Attract Port, tenant, Connect Oregon, economic development resources.	Port, tenant, Connect Oregon, economic development resources.	
Time Oil Dock.	Construct a new dock to facilitate development of a new marine terminal and site aggregation of up to 85 acres.	\$14,100,000	3 - high. Largest vacant harbor access site suitable for marine terminal development.	3+ - high. Project leverages development of 55-89 acre marine industrial site.	3 - high. Attract Port, tenant, Connect Oregon, economic development resources.	Port, tenant, Connect Oregon, economic development resources.	
T-2 Rail Improvement.	Add approximately 600 feet to the inner track (Track 10) and connect it with the outer loop (Track 15). A third track may also be constructed and a rail scaling station added in addition to stormwater improvements to the dock.	\$2,200,000	3 - high. Marine terminal and major freight destination.	2 - medium. Project supports anticipated land intensification at a marine terminal site.	2 - medium. Attract Port, tenant, Connect Oregon, economic development resources.	Port, tenant, Connect Oregon, economic development resources.	
T-2 Track Reconfiguration and Siding.	Construct rail loop and support siding.	\$8,900,000	3 - high. Marine terminal and major freight destination.	2 - medium. Project supports anticipated land intensification at a marine terminal site.	2 - medium. Attract Port, tenant, Connect Oregon, economic development resources.	Port, tenant, Connect Oregon, economic development resources.	
<b>Channel improvements:</b>							
Willamette River channel deepening.	Deepen the portions of the Willamette River with deep draft infrastructure to -43' where appropriate. Allow Willamette River terminals to also benefit from the Columbia River's new controlling depth.	\$200,000,000	3 - high. Federal deepwater navigation channel access to Pacific Ocean.	3+ - high. Project resolves a major access impediment to Willamette River terminal development and intensification.	3 - high. Attract USACE and Port resources.	Corps of Engineers, Port	
<b>Railroad/yard capacity projects:</b>							
Bonneville Rail Yard Build-Out.	Construct two interior yard tracks and complete the double track lead from the wye at the east end of the yard to Barnes Yard. Add rail staging capacity for South Rivergate.	\$3,600,000	3 - high. Rail yard serving Class 1 railroads.	3 - high. Project accommodates approximately 11 acres of rail yard demand.	2 - medium. Attract Port and railroad resources.	Port, railroad, tenant, Connect Oregon, economic development resources	
Ramsey Yard Utilization.	Connect existing set out track with industrial lead. Improve unit train staging capabilities at Ramsey Rail Yard.	\$1,700,000	3 - high. Rail yard serving Class 1 railroads.	3 - high. Project accommodates approximately 15 acres of rail yard demand.	2 - medium. Attract Port and railroad resources.		
Kenton Rail Line Upgrade and 8 Overcrossings.	Upgrade existing track to second main track with new double track from Peninsula Junction to I-205 and increase track speeds between North Portland, Peninsula Junction, to Reynolds on UP's Kenton Line. Part of triangle project with ODOT. Expand rail capacity and reduce delays for greater efficiency.	TSP 40085 for \$14,000,000. PTIP 17 for 25,000,000. Approximately \$30,000,000 per overcrossing.	3 - high. Union Pacific main line.	3+ - high. Project accommodates approximately 150-200 acres of rail yard demand.	3 - high. Attract USDOT and Union Pacific resources	USDOT, Union Pacific, Connect Oregon, economic development resources.	
<b>Deficient bridge projects identified by PBOT Bridge Division on truck routes:</b>							
N.E. 12 <sup>th</sup> Avenue Bridge (BR# 025)	Replace functionally obsolete bridge over UPRR and I-84	\$9,736,909	2 - medium. Major Truck Street.			HBR, STIP, RFFA	
S.W. Capitol Highway (BR# 081)	Replace weight restricted and functionally obsolete bridge over S.W. Bertha Blvd.	\$5,326,682	1 - lower. Truck Access Street.			HBR, STIP, RFFA	
N.E. Glisan Street (BR# 033)	Replace weight restricted and functionally obsolete bridge over abandoned Mt Hood railroad right-of-way at 90th Avenue.	\$975,800	1 - lower. Truck Access Street.			HBR, STIP, RFFA	
N.E. Halsey Street (BR# 021)	Seismically rehabilitate the functionally obsolete bridge over the UPRR/LRT Tracks & I-84 Freeway.	\$386,652	1 - lower. Truck Access Street.	4		HBR, STIP, RFFA	
S.W. Capitol Highway - M.P. 6.72 (BR# 139)	Seismically rehabilitate the functionally obsolete bridge over S.W. Barbur Blvd.	\$3,170,550	1 - lower. Truck Access Street.			HBR, STIP, RFFA	
S.W. Capitol Highway Semi-Viaduct -MP 6.62 (BR# 140)	Seismically rehabilitate bridge over sloped hillside: 1st W. of Barbur Blvd.	\$535,365	1 - lower. Truck Access Street.			HBR, STIP, RFFA	
N.W. Kittridge Avenue (BR# 010)	Seismically rehabilitate the functionally	\$850,635	3 - high. Priority Truck Street.	2 - medium. Project supports nearby		HBR, STIP, RFFA	