



**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 119**

WHEN: Thursday, May 2, 2013 @ 7:30 AM
WHERE: Lovejoy Room (2nd Floor), City Hall,
1221 SW 4th Avenue

<u>Time:</u>	<u>Topic:</u>	<u>Lead:</u>
7:30 AM	Coffee/Pastries/Introductions	All
7:35 AM	City Bureaus and Agencies: Bureau reports of upcoming topics and announcements.	Debra Dunn
7:45 AM	Hot Topics, Points of Interest, Successes: PFC members will report on current issues from their respective industries and affiliations.	Debra/Committee Members
8:00 AM	PBOT Budget Update: PBOT Director Toby Widmer will provide the current status on the PBOT budget.	John (Toby) Widmer
8:30 AM	Air Cargo Interview Project: PFC member Monica Isbell (Cambridge Systematics) will present interview results from the Port of Portland Air Cargo Interview Project.	Monica Isbell
8:45 AM	PBOT Roadway Design: Mark Lear will discuss PBOT road reorganization projects (aka “road diets”) and impacts on traffic operations and freight mobility.	Mark Lear (PBOT)
9:30 AM	Adjourn	

Next Meeting – June 6th 2013

- Climate Smart Communities (Metro)
- Traffic Incident Management (ODOT)
- Sellwood Bridge Construction Update

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

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

**Notes from Meeting No. 118
Portland Freight Committee
April 4, 2013
7:30 AM, Lovejoy Room, (City Hall)**



Bureau Agency Reports and Hot Topics

- The Portland City Council will hold a public hearing on the Barbur Concept Plan on April 24, 2013.
- Rail blockage at the UP at-grade crossing on N. Rivergate Boulevard is causing increased traffic backups and delays in South Rivergate and spilling onto N. Lombard Street. Bob Hillier is coordinating with the Port and UP to develop a short-term fix (e.g. advanced warning signage) to the traffic problems until longer-term solutions can be identified.
- There is an opportunity to submit an additional RFF funding request to Metro for the Swan Island ITS project. The request is to install variable message signs, closed-circuit TVs and loop detectors along the Going Street corridor. The estimated funding request is for \$335,000. The committee supported submitting the project funding request under the Green Economy/Freight allocation.
- U.S. Transportation Secretary Ray LaHood will be visiting Olympia this week to support the CRC project and inform Washington legislators that the window for federal funds was closing.

Advanced Manufacturing

Kevin Johnson (Senior Program Manager) discussed the Portland Development Commission's role in supporting advanced manufacturing business development in the Portland region:

- Impact of Manufacturing on the State of Oregon
Manufacturing is very important to our region and state. In 2008, Oregon ranked 5th in the U.S. for its dependence upon manufacturing for its overall GDP. That year, manufacturing sales totaled \$30.2 billion accounting for 18.7% of Oregon's economy. In 2010, Oregon increased from being the 5th highest state dependent upon manufacturing for GDP, to becoming the 2nd highest in the U.S. The manufacturing contribution to the state was \$38.75 billion – accounting for 22.3% of Oregon's economy.
- Impact of Manufacturing on the Portland Region
Manufacturing accounts for 26.2% of the Portland Gross Metropolitan Product, 3rd highest in the country. Manufacturing accounts for 36.5% of the GMP generated in the Durham area, easily the highest share in any major market. Next are San Jose at 26.7% and Portland at 26.2%.
- Advanced Manufacturing Definition
Portland's Advanced Manufacturing Cluster is driven primarily by businesses involved with metals and transportation equipment that utilize high technology tools, including engineering and computing, for the purpose of producing a product or part, or for enhancing manufacturing capabilities. The cluster consists of companies involved with primary metals manufacturing, fabricated metals manufacturing, machinery manufacturing and transportation equipment manufacturing.
- Employment
In 2012, 33,700 people were employed in the Advanced Manufacturing cluster in the tri-county area. This is an increase of 16% from 2010 employment. The average annual wage for the cluster is \$62,145, an impressive 23% above the regional average wage.
- PFC Comments:
 - The Comprehensive Plan does not adequately address Portland's role in manufacturing and job creation
 - Need to get the word out to elected officials on the role that manufacturing has on our regional economy.
 - Need to link the high average manufacturing wages to equity and get that message to City Council. Manufacturing provides family wage jobs and provides employment opportunities that would not otherwise exist.
 - Need to consider the human health impacts of unemployment and underemployment on equal terms in respect to equity.

Portland Comprehensive Plan Work Session

Debra Dunn and Pia Welch lead a work session on the proposed transportation goals and policies in the Comprehensive Plan Update:

Transportation 2040 – the Vancouver transportation plan

- PFC discussion supports the approach of the Vancouver transportation plan, *Transportation 2040*, which separates freight out of the modal hierarchy, addressing the movement of people through the green hierarchy and the movement of goods otherwise. The freight component of the Vancouver plan also addresses long-distance goods movement, local goods and services, and emergency services.
- An approach similar to Vancouver’s could be appropriate for Portland.
- PFC questions why freight is part of Portland’s green hierarchy. PFC expresses that this does not work for supporting the movement of goods and services.
- PFC members support the inclusion of emergency services separate from a green hierarchy.

Green hierarchy

- There needs to be a tool to establish modal priorities. However, the green hierarchy policy doesn’t work as that tool since it does not put freight at the top of the priority triangle.
- The current tool (the TSP) is based on established land use categories.
- The green hierarchy policy contradicts the region’s goal of doubling exports.
- The policy is unclear- especially its application. It needs to address how and when the policy is applied. If it does not apply in certain situations, such as in freight districts or on priority freight routes, articulate that.
- Members express approval of the green hierarchy in residential areas but it doesn’t work if applied to arterials or freight routes.
- “All other considerations being equal” needs clarification- what is the meaning of that phrase? In reality, “all other considerations being equal” never exists.
- PFC members’ impression is that freight is at the bottom of the list. The triangle shape of the hierarchy emphasizes this.
- A prioritization tool is needed and freight needs to be higher on the hierarchy.
- Land use context needs to be expressed in the green hierarchy. Context is ‘everything.’
- How does the hierarchy protect the existing street classifications in the TSP? The Green hierarchy needs to protect the TSP classification system.

Civic Corridors

- The civic corridors as currently proposed in the Comp Plan are applied to many designated freight routes and can impede the movement of goods and services.

Classifications

- Current classifications are inconsistent and do not meet transportation needs.
- Staff comment: Would fewer classifications carry more weight and function more effectively as a result?

Transportation chapter goals

- Why are safety and prosperity lower on the list of goals? A PFC member notes that PBOT expresses that the order is insignificant, yet he believes it has meaning.

Response to business public workshop

- PFC was not satisfied with the feedback that they heard the attendees provide at the public workshop. (PFC did not express specific concern about structure or set-up of the open house).
- PFC member expressed that the general public is not aware of the importance or function of freight, so the public doesn’t voice the priorities of freight.

General feedback on the Comp Plan

- The draft Plan does not emphasize moving goods and delivering services. The consequences of the policies on freight and Portland’s economy need to be considered more thoroughly.
- Freight provides a net gain to the city’s economy. This gain needs to be emphasized in policy.
- The plan seems to prioritize recreation rather than other significant elements of the city.

- The policies don't seem realistic or reflect the real components of Portland. PFC members express that the policies seem to support a "Portlandia" or "shangri-la" idea of Portland. The policies seem as if they were written as a 'senior thesis.'
- The policies don't address Portland's connection to the region or the world.
- PFC members voice that the draft seems to move away from transportation serving to support land use.
- A test needs to be performed applying these transportation policies, especially the green hierarchy.
- Truck loading and unloading are important and should be emphasized in the policies.
- Funding: more is needed about the importance of funding.
- Consideration of state and or federal plans and regulations seems not included to the extent necessary.
- Staff: Does the green hierarchy provide the needed direction for the TSP?
- Some of the policies "just shouldn't be there"; it's not going to fix the problem just to tweak the wording.