



**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 144**

WHEN: Thursday, June 4, 2015 @ 7:30 AM
WHERE: Lovejoy Room (2nd Floor), City Hall,
1221 SW 4th Avenue, Portland Oregon

<u>Time:</u>	<u>Topic:</u>	<u>Lead:</u>
7:30 AM	Coffee/Pastries/Introductions:	All
7:35 AM	Hot Topics, Points of Interest, Successes: <ul style="list-style-type: none">• Rivergate Overcrossing• SE Quadrant Plan• Burgard/Time Oil Rd Intersection Improvements	Debra/PFC
7:55 AM	Portland Progress 2-Year Workplan PBOT Director Leah Treat will discuss the Portland Progress 2-Year Workplan and other issues of interest to the freight community (see the following link at www.portlandoregon.gov/transportation/workplan).	Leah Treat (PBOT)
8:40 AM	ODOT Region 1 Update ODOT Region 1 Manager Rian Windsheimer will discuss issues of interest to the PFC and his views on other key freight issues in the region.	Rian Windsheimer (ODOT)
9:20 AM	PFC Membership Update The PFC bylaws stipulate that membership status will be reviewed annually by a membership subcommittee with members serve a two-year term beginning September 1 st . Tom Dechenne and Bob Hillier will report back on the discussions held to date in updating the PFC membership and next steps.	Tom Dechenne/Bob Hillier
9:30 AM	Adjourn	

Next Meeting – July 9th 2015

- The July meeting date has been changed to the following week due to the 4th of July holiday.

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. 143
Portland Freight Committee
May 6, 2015
7:30AM, Lovejoy Room (City Hall)

Hot Topics

Morrison Bridge: The bridge is now weight restricted to 10 tons and reduced speed limit to 25 mph and will remain this way for the next 1.5 years. At this time, trucks and city buses can't use the bridge. So far there have been no major delays, but trucks are having trouble getting from CEID to I-5 SB. Looks like trucks are just existing north onto I-5.

Regional Freight Model: Tim Collins asked for input and attendance at a work session next week. This project is really important for making key decisions for future funding. This is based on modeling that has been used in Florida and elsewhere that has shown to work better. There will be truck surveys to help gather data, so the freight community will need to provide input.

ODOT Region 1 ACT: A Freight Representative is in the charter. Debra encouraged PFC members to apply. Bob sent out a link for the applications.

N Lombard Truck Congestion and Backups: Due to the departure of Hanjin and other container service providers from the Port there has been a major shift to truck container shipping. This has led to congestion and backups on N. Lombard as many shippers are now going to NW Container Services and shipping out by rail. There is also a transportation improvement project underway at Burgard and Time Oil Rd that will include left turn pocket and a multi-use path on the NW Container side of the road. Several committee members expressed concern about the multi-use path at this location and frustration that the PFC wasn't consulted about this. The multi-use path wasn't identified in the St Johns Truck Strategy. Bob responded that this project is being funded with federal MTIP funds and there is a requirement to include bicycle and pedestrian improvements. Debra will contact Art Pearce about this project and Bob will schedule a meeting with Gary Cardwell and PBOT staff to review the project design.

Rivergate TIGER Grant: The Port hired HDR consulting to complete the type, size and location (TS&L) analysis for the Overcrossing for a more refined project cost estimate. There is still not enough resources to complete construction so the City and Port are pursuing another TIGER grant. The application is due June 4 and needs to go through Council. Bob will be looking for a letter of recommendation from committee.

Multnomah County Transportation CIP: The public comment period closed yesterday, but Bob has an email in to staff to see if PFC can submit still submit comments. A subcommittee will be scheduled to review the project list and report back at the June PFC meeting.

Climate Action Plan (CAP): Pia brought to the committee's attention page 84 of the CAP regarding a sentence about Environmental Justice, which states that "communities of color are more impacted by freight movement." The question was raised whether there is really any evidence that this is the case. There may be some misconceptions about freight movement and could be worded better. Michelle will be invited to attend the June PF meeting to clarify the intent of this language.

Meeting with Commissioner Novick: Debra and Pia met with the Commissioner yesterday. They made the case for additional resources for Bob and freight and advocated for another freight staff person. They also discussed what is to be done about transportation funding if something doesn't come out of the legislature this term.

City of Oregon City Access to 99W: There have been problems with trucks exiting I-5 and cutting through downtown OC. Based in bad GPS data. The solution is going to be to length-restrict the OC-WL Bridge.

SE Quadrant Plan Update: Troy Doss

A new public review draft of the SE Quadrant Plan has been releases and is scheduled to go before the Planning and Sustainability Commission on May 26th. Troy Doss from the Bureau of Planning and Sustainability provided a summary of the key project recommendations pertaining to freight and how to provide public comment on the proposals.

The SE Quadrant Plan is not a policy plan, but rather a direction-setting plan. Its boundaries coincides with the CEID – an area that hasn't seen any real policy or zoning changes since the 1980's. The plan is built around four goals:

- Expand Employment Opportunities
- Protect Industrial Businesses from Incompatible Uses
- Foster Safe and Vibrant Station Areas
- Create a Regional Waterfront Destination
 - Still trying to preserve industrial/employment lands – updating industrial sanctuary policy
 - NOT allowing for more housing, not letting OMSI build housing

The CEID is a unique industrial area. Large scale industry mostly wants to locate in North Portland and the Columbia Corridor. This plan recommends looking at new industries to backfill the district – i.e. industrial uses that tend more towards office and studio space i.e. creative industries.

One of the major strategies of the plan is to enhance the Efficiency of the Multi-Modal Transportation Network. This recognizes that freight is heavily reliant on trucks, but also that there is a need to focus on bikes since the district is bisected by 23% of the city's bike commuters. To achieve this strategy, the plan recommends:

- Enhance Freight Mobility:
 - Adding signalized crossing improvements
 - One-way street improvements for better turn movements
- Reducing Bike Conflicts:
 - Add a new signal at MLK and Ankeny and a loop to the Burnside Bridgehead
 - New signals and wayfinding along Salmon – now cyclists coming down the Salmon Bike Freeway scatter through district at 12th – causing conflicts. This would keep them on Salmon.
- Proposed Zoning:
 - Changing zoning at OMSI to prohibit residential
 - Include residential at Clinton Station Area

Committee Comments:

Question: You talked about parking, but what about loading and unloading?

Staff Response: One way of dealing with this is to keep cyclists off most streets by funneling them onto bike corridors. Another is dealing with the shared parking prohibition – there's about 4000 spaces that sit vacant each day. Another is the permit parking program. There is a CC Parking area and a TGM grant to look at Loading and Unloading in the CC and CEID so we will be looking at this issue more closely

Question: You said that there is a shortage of employment land, but more accurately we have a shortage of industrial land. How are we going to deal with the loss of that land as you promote general employment land? We would like to see some analysis of that. The new jobs that you are attracting are different than industrial land and can increase job polarization.

Staff Response: We recognize that this is industrial land. Yes, a software company can locate here or in the Pearl, but not general commercial i.e. doctors office. There are restrictions in place and there are code enforcement measures to ensure business operations are in line with the code.

Port Marine Operations/Maritime Futures: Susie Lahsene/Sebastian Degens

Port staff will provided an update on current marine operations and discussed the highlights of the Maritime Futures report and status of T-6.

Background:

- 96% of Port funding is revenue from airport. There is a “firewall” between funding, though it’s more like gore-tex – money can flow to the airport but now away. The remainder of funding comes from property taxes in the tri-county area.
- Most of the marine freight is agricultural based products.
- Largest in increase is the export of US and Canadian made Fords to Korea. This is because of trade agreements, which make a big difference in what can and does move through port
- Columbia Ports are growing as products come in from the North American Heartland and Canada since there really is no border from a trade perspective. The point is that our “hinterland is growing.””
- Total tonnage is up, though cars and containers are down
- Maritime Futures establish a long- term direction, intent, and outcomes for the Port’s investments, funding requests and work effort for the marine franchise. Results of the effort have been integrated into the Port overall strategic planning process and will serve as the basis for business planning
- Maritime Strategic Areas of Focus are to Communicate, Grow, and Partner
- Grain shipments are expected to increase as a result of removed trade barriers with Japan.
- Third largest export is soda ash – we are the largest exporter in world. It is shipped to Japan to make glass. A 15% tariff will be removed by the TPP so we can expect growth in that as well.
- Containers – the most we’ve ever had was 3% of the west coast containers and containers aren’t completely lost. Hanjin is still here but the mode has changed.
- Containers are only 20% of all cargo, but they touch just about everyone in the state which is why it has become such a big deal.
- Labor Disputes are an obvious problem and are twofold, neither of which has been resolved.
- Westwood is the only operator of containers – once a month, though they are cancelling the May load until contracts are dealt with.
- Other Major Opportunities –
 - New container service provider
 - Propane export terminal
 - Expansion of auto facility
 - Harbor brownfield redevelopment

Committee Discussion:

Question: What’s your sense that Hanjin could come back if the labor dispute cleared up?

Response: It’s hard to say because:

- Portland has always been irregular in terms of scheduling because of labor
- Shippers have a tight schedule to get through the Panama Canal – so any slowdown is a big deal
- West Coast as a whole has lost credibility with carriers and shippers
- Once you’ve lost a business, it takes a lot more effort to get them back
- It is an uncertain future: The labor dispute hopefully will be cleared up in upcoming negotiation since the employers basically gave them everything

Comment: The real problem is that the Port gave the operating rights to ICTSI. The port needs to acknowledge that this was a mistake and that ICTSI will probably pack up and leave. EVRAZ moved to the Port of Vancouver because of ITCSI, not labor.

Meeting adjourned at 9:30 a.m.