

**PORTLAND FREIGHT COMMITTEE  
AGENDA  
Meeting No. 179**



WHEN: Thursday, May 3, 2018 @ 7:30 AM  
WHERE: Lovejoy Room (2nd Floor), City Hall,  
1221 SW 4<sup>th</sup> Avenue, Portland Oregon

<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>Hot Topics, Points of Interest, Successes:</b> PFC members report on current issues and events from their respective industries and affiliations. <ul style="list-style-type: none"><li>• Central City in Motion update (Kate Merrill)</li><li>• ODOT 2018 construction projects update</li></ul>	<b>Pia Welch/All</b>
<b>8:00 AM</b>	<b>Metro Regional Freight Strategy:</b> Tim Collins will provide an update on the 2018 Regional Freight Strategy and list of capital freight improvement projects.	<b>Tim Collins (Metro)</b>
<b>8:45 AM</b>	<b>Special Guest – Matt Guilfoyle, Daimler North America</b> Matt is the Director of Product Strategy and will present some of the latest technological innovations Daimler has been introducing to their truck fleets for reducing GHG emissions and fuel consumption and what future innovations lie ahead for their industry.	
<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)

**Notes from Meeting No. 178  
April 5, 2018**



**7:30: I-5 Interstate Bridge Trunnion Replacement:**

Ronald Larson presented on a planned 2-week closure of the Northbound I-5 bridge over the Columbia River. The closure will allow for replacement of worn out components of the bridge lift mechanism. During the closure, the southbound bridge will carry both north and south bound traffic. During peak morning hours, there will be 2 southbound lanes of travel. During peak PM hours, there will be 2 northbound lanes.

Comment: Will TriMet increase their service frequency?

Response: We are considering increases in frequency and service options, as is CTRAN.

Comment: Any impact to marine traffic?

Response: There will be no bridge lifts during the 2-week period. We are timing the closure to the lowest water level so they can use the other channel. But there will be height restrictions for marine traffic.

**7:54: Oregon House Speaker, Tina Kotek**

Speaker Kotek offered opening remarks, in which she spoke to the importance of transportation to the constituents of her district. She also detailed her work, and the work of the legislature on transportation issues in the recent legislative session, including HB 2017.

Comment: The congestion pricing project is creating a lot of challenges for Washington legislators. How do we find ways to collaborate with Washington on the CRC?

Response: The funding that was originally approved for the CRC is gone. We are starting anew. The Washington legislature is working on the CRC, they are in preliminary stages. We haven't been invited to join them yet. I have gotten a letter from the group that is working on the issue that is an update on work that has been done so far. On the congestion pricing issue, I have heard that they feel that Oregon is just targeting Washington drivers. We need that for our own metro area, not just for traffic coming from Washington. I don't know how you can have a conversation about congestion pricing without talking about the bridge. The 2 main reasons that we need the bridge are safety and livability and congestion issues. What are people on the committee hearing about this issue?

Comment: If the I-5 CRC is replaced without addressing congestion in the Rose Quarter, the problems will just move to that area.

Comment: A "no more highways" group has started to oppose any work on the I5 Rose Quarter project. I don't see how you can view safety projects on I5 as new highways.

Comment: What are your thoughts on light rail on a new CRC bridge?

Response: We are still committed to having expanded transit on the bridge. The important thing for me is extending the light rail further north to the Expo Center. But we will explore BRT on the bridge.

Comment: The I-5 bridge replacement is listed on the Metro RTP in the 11-20-year timeframe. But with new leadership, there is a chance to push up the time frame with a new bond that is being considered.

I also want to ask you about the idea of a N Willamette river crossing bridge that PBOT has explored as an idea for a freight-only bridge.

Comment: It was adopted in the St. Johns truck strategy 10 or 15 years ago. It was identified to look at for further study. It was initially rejected because it was thought that it wouldn't draw enough freight traffic.

Response: I would like to look at it. I don't think a lot of trucks are going over Cornelius pass.

Comment: Cornelius Pass is a major freight route, especially for hazardous materials.

Response: I would like to learn more about this.

Comment: I will share a link to the St. Johns truck strategy.

Comment: I would like you to talk about middle wage jobs issues. Your district has most of the middle wage jobs in the state, but most of the people that work in the area do not live there. There has been a lot of gentrification in the area in recent decades.

Response: Before I got into the legislature, I worked on issues for low income people for several years. We have made progress, but the housing issue is the number one issue for transportation, employment, and housing for low income people. We have increased the recording fee, which is the one dedicated stream of housing funds in Oregon. We also need to put more into housing and homeownership in Oregon. We want people to live close to where they work. The City needs to move faster on Residential Infill. One question is: How do we get employers involved in this? I would like to figure out how the state can incentivize employer sponsored programs to subsidize employee housing and home ownership in the area near where jobs are located. In the 2019 legislative session we will work on getting more affordable housing supply and density. Also, even though the minimum wage has been increased, and wages are going up, they are not keeping pace with increases in housing costs.

Comment: Going back to the conversation on Cornelius Pass Rd. and Washington county transportation priorities. Improvements to this route, or the idea of building a tunnel under the hills are ideas that would improve freight movement, but which would increase freight traffic in your district. I wanted to get your opinions on what the potential impact on your district would be, and how your constituents might react.

Response: I need to learn more about this issue. I didn't realize it was such a hot topic. Part of the issue must do with location. We want to get people to where the infrastructure is already located. But Washington County is already fully developed. Where is the traffic coming from and where is it going?

Comment: The freight traffic is coming from Washington County and Hillsboro area. The destination is the PDX airport and I-5 North. Much of the freight is consolidated at PDX, but then it gets trucked or shipped elsewhere to be flown out of different airports. The most logical route to get from Hillsboro to the airport is 26, but congestion on 26 is so bad, that freight is being diverted to Cornelius Pass, which is a suboptimal freight route. Many businesses are adjusting their work schedule to try to avoid the congestion.

Response: Do the improvements to 217 help these issues?

Comment: 217 won't help freight issues.

Comment: PBOT has listed Cornelius Pass as a desired future study. 2007 modeling found that the amount of traffic that would be diverted to a new route wouldn't be sufficient to justify the cost. But obviously, the dynamics have changed in the intervening years. It's possible that a new study could result in a different outcome.

Response: Is there a place that consolidates all the information on freight bottlenecks around the region?

Comment: We are trying to do a freight master plan update.

Comment: Metro just redid the freight model, which will be tested this summer. It wasn't ready for the most recent freight study. There is also a westside freight study that summarizes these issues.

Comment: We talk about gentrification, and speaker Kotek talked about getting trucks off Lombard, but that is the only feasible route for over dimensional truck traffic. I also think that the idea of people living near where they work is not feasible. In 2-career families, people may work in different parts of the City. Also, there is an emphasis on getting people to go to college, but there is a lack of people that are going into the trades. There is a lack of truck drivers, for instance.

Response: We have identified that a lot of students are leaving high school that are not ready to enter the trades.

Comment: Did you say that you want to get trucks off Columbia?

Response: No, we will never get trucks off Columbia. We need to make Columbia a better route for freight, such as retrofitting bridges to allow for over dimensional traffic.

Comment: How can we in the freight committee help you? St. Johns truck strategy was half freight and half residential. Is there a way to create a standing group that is composed of both constituencies that can work with you?

Response: I find transportation planning to be an incredibly challenging issue. One thing that helps legislators is getting a sense of priorities. The biggest thing that you can do is to help my office to know about the different issues, and what the biggest ones are, such as the Washington County freight issue.

Comment: One thing that this committee has been exploring is the need to clean up the brownfields so that we have places to locate new employers and infrastructure.

Response: We are trying to get money to address brownfield cleanup. One thing that we are trying to do is to educate constituents about transportation issues to get out ahead of potential bad conversations. People get mad when they experience negative effects or hear about new projects in negative ways. It is difficult to work with and redirect neighborhood associations when they develop a negative view of new transportation projects.

Comment: High water in the Columbia is an issue for barge traffic. In years where flows are high, barges require many bridge lifts. If the CRC was built, it could be designed in a way that would avoid the need for bridge lifts on I-5. Regulations have limited our ability to ship in ways that require bridge lifts. Right now, we can't ship during rush hour.

Response: That is one of the many reasons that we need the CRC.

Comment: Density may be good in theory, but it creates problems. Industrial land is short in Portland and in the entire region. As density increases, I hope that the legislature will focus on balance. Balance needs to be considered when you are considering your priorities.

Response: Balance is an issue that is important to me. I live in N Portland because of the diversity of people and land uses. We value land use policy and the UGB, but we need to make sure that we have the needed mixture of land uses within the UGB.

Comment: HB 2017 includes jurisdictional transfer of Cornelius Pass from Multnomah County to ODOT. Part of the issue involved is that Newberry rd. will be the route where diverted traffic will be routed when there is work on Cornelius Pass. Work on this corridor can't occur until the work on Newberry is completed.

Comment: Do you think that Diesel emissions reductions will be addressed through the cap and innovate initiative?

Response: Hopefully everyone will engage on the clean energy and jobs issues. The bicameral commission on transportation will be considering these issues. I think that these are complementary conversations.

Comment: Some studies of westside freight have been done recently, which focus on US 30 and the connection to St. Johns. I'll make sure to circulate those studies to the committee.

Comment: Any thoughts about seismic retrofits to petroleum tanks?

Response: My sense is that the property owners have been doing some things. But we don't know what is being done. There is some thought that the state should be doing something to require seismic retrofits.

Comment: Jet fuel is coming from Willbridge, not Linnton. There is an 8 ½ mile pipeline that flows from there to the airport. Military jet fuel comes from Vancouver. There is another facility in Linnton. Currently, 22% of the storage capacity are built to seismic standards, because we have recently expanded. Hardening existing

assets that haven't been built to seismic standards would require complete rebuilds. That would be a large investment. Some help from the State would be needed to fund seismic retrofits. The City of Portland recently passed the Fossil Fuel Zoning Ordinance which limits the fuel industries ability to expand system capacity.

Comment: Is there any conversation about increasing infrastructure capacity in the long term?

Response: I'm not aware of any conversation like that. HB 2017 conversations started in the 2015 session. The focus was on the modernization and maintenance of existing infrastructure, not creation of new capacity.

9:22 Hot Topics

Comment: Neighbors were complaining about truck loading zones near streetcars. So, commercial zones and truck loading near street cars will be removed.

Comment: There will be an update on Metro's regional freight strategy next month. I would like to know what this group wants to prioritize in my presentation.

Comment: I want to know what Metro's perspective is on the whole transportation system. We have lost a lot of streets that freight could previously use. I would like to know what Metro's strategy is for the entire region.

Comment: Division Transit Project will impact SE 12th and 11th turning movements.

Comment: We had a presentation on that project in November.

Comment: They are still in the planning stages. One of the reasons that they are making those changes is to reduce the backups that occur from people waiting to make turns onto 11th and 12th when trains are blocking those streets.

Comment: The green loop was planning to put bike and ped traffic onto 7th Ave. Why not shift all that travel onto 6th? We got pushback from PBOT against the idea of taking bike lanes off a street.

Comment: We would like to get Green Loop people into this committee in the next few sessions before they decide on the alignment.

Comment: There might be time in May to have them here.

Comment: We will bring a list of ODOT projects that will occur this summer to the PFC.

Comment: An online open house and a TAC meeting for Congestion Pricing are coming up.