

**PORTLAND FREIGHT COMMITTEE  
AGENDA  
Meeting No. 188**



WHEN: Thursday, February 7, 2019 @ 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	<b>Introductions/Approval of Meeting Notes:</b>	<b>All</b>
7:35 AM	<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>• E-Commerce Study Stakeholder Interviews (Bob and Sorin)</li><li>• Columbia-Lombard Mobility Plan Stakeholder Committee Recruitment (Bob and Corky)</li><li>• 2021 RFFA Freight Project Proposals (Bob)</li><li>• Gideon Overcrossing (Pia)</li></ul>	<b>Pia Welch/All</b>
8:00 AM	<b>Identity Clark County:</b> Identity Clark County (ICC) is a nonprofit organization comprised of business leaders seeking to strengthen their community as a desired place to land, live and learn. Their mission is to assemble and focus corporate leadership and investment in a shared community agenda for economic expansion and vitality that centers on transportation, infrastructure, education, and quality of place. ICC President Ron Arp will provide an overview of their organization and their current priorities. See website: <a href="https://www.iccbusiness.org/">https://www.iccbusiness.org/</a> . The ICC transportation-related policy statements are available at the following link: <a href="https://www.iccbusiness.org/initiatives/">https://www.iccbusiness.org/initiatives/</a>	<b>Ron Arp (ICC)</b>
8:30 AM	<b>122<sup>nd</sup> Avenue Plan Update:</b> The Portland Bureau of Transportation is developing a plan for 122nd Avenue and identifying priority projects to be built in 2020. Potential changes include safety improvements, more lighting, crossings, improved bike lanes, bus lanes, signal changes and more to help meet these overarching goals: 1) Increase safety for all, improve pedestrian & bicycle access and support better transit while balancing needs of freight & other modes. 2) Identify improvements to help eliminate serious injuries and fatalities and remove 122nd Ave from the Vision Zero High Crash Corridor network. April Bertelsen will present the elements under consideration and will seek feedback on: 1) Range of Alternative Street Cross-Section Options for Further Study. Any options missing from consideration?; 2) Proposed locations for pedestrian crossings and how to prioritize them; and 3) Overall priorities for near-term construction in 2020. PFC members can View the posters from the recent 122nd Ave Public Open House on Nov 7, especially Station 6, to learn more. Links to the main 122nd Ave Plan website. <a href="http://www.portlandoregon.gov/transportation/122ndAve">www.portlandoregon.gov/transportation/122ndAve</a>	<b>April Bertelsen (PBOT)</b>
9:15 AM	<b>Public Comments and Other Issues</b> Members of the public are invited to speak on related issues to the committee.	
9:30 AM	<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)

## **Freight Committee Meeting Notes from January 3, 2019 Meeting No. 187**

### **7:35 AM Hot Topics, Points of Interest, Successes: Pia Welch/All**

*PFC members report on current issues and events from their respective industries and affiliations.*

- Tony Coleman spoke on the upcoming Cornelius Pass Road Safety project and gave updates on the contract for the Fremont Bridge. Closures on Cornelius Pass Road are scheduled for July 8 – Oct 7 for 13 weeks, down from 16. Truck and a hazmat detour will be arranged.
- Bob Short: Prioritize N Front Ave for freight? It's mostly to be made more bike-friendly at expense of freight. Bob said he will talk to Andrew Aebi about this around 9<sup>th</sup>. Pia reminded the committee that Naito becomes one lane northbound in the summer.
- Tom Bouillion, Port of Portland: We are moving forward with the 30% design on 82<sup>nd</sup> Way and Airport way.

### **8:00 AM PFC 2018 Recap and Priorities for 2019: Bob Hillier/All**

*Bob will summarize the highlights from 2018 and outline some key issues we'll be addressing in 2019. So - as we start the New Year please come prepared with your ideas for priority projects and initiatives to advance in 2019 and topics you want to see discussed (see attachments).*

2018 PFC Summary of Agenda Topics:

- Bob highlighted projects from 2018 from the list he provided including: Heavy Vehicle Use Tax projects; numerous paving projects; large capital projects (i.e., MLK/Columbia Blvd, St. John's Truck Strategy, Rivergate Overcrossing). Bob also talked about the Freight Master Plan update. PBOT management carved out money to for the beginning of the plan. Analysis of impacts of e-commerce, will be presented soon. The Truck Parking and Loading Plan was adopted last year.
  - Pia asked about the truck parking study and its results. Bob stated is on our list of priorities this year.
- Value pricing was also discussed and will be further explored this year, as well as the I-5 bridge replacement project. The Central City in Motion plan was also brought up regarding the controversy regarding the Green Loop – whether it will be on 6<sup>th</sup> Ave vs. 7<sup>th</sup> Ave.

Possible 2019 PFC Topics:

- Regional Flexible Funds – We are anticipating about \$3M in RFF funds will be available for freight projects in Portland. Bob highlighted the Columbia/Cully intersection improvement project as a possibility for funding. Pia suggested Cornfoot Road as a project. Steve Kountz suggested Time Oil Rd improvements as it serves a 50-acre brownfield/industrial site. There is a tentative development agreement and the new purchaser wouldn't be held liable for cleanup. Right now, it's a freight bottleneck. Bob suggested that in early Feb a subgroup to be formed to identify candidate freight projects before submitting the application in late May/early June.
- Bob brought up the Freight Master Plan Update, saying seeking funding for the update is a priority. PBOT is wrapping up the PedPDX plan, and now there's lots of support for updating the Freight Master Plan.
- Pia: Any other speakers? Tony suggested Commissioner Eudaly should come as a guest speaker. Corky also suggested the Mayor of Vancouver, in relation to the I-5 bridge replacement project.

- Bob: Winston Sandino will return to discuss the 30% design plans for the George Middle School crossing project. And the Central City in Motion project will return. Pia said Northwest in Motion should also return.
- Bob Short introduced the Portland Harbor Superfund industrial lands that may be home to the new baseball stadium at Terminal 2. Raihana Ansary asked Steve about the about economic analyses for having a baseball team. Steve replied, there was an Economic Opportunity Analysis update for this year for harbor districts and concluded that there's only 1% surplus capacity (10 acres) which is very tight.
  - Corky pointed out, it could make sense to bring in speakers on this. He suggested that the PFC could clarify issues: land use issues, transport issues, ball park issues – these issues overlap. How does the ball park plan affect freight close by? Are there negative or positive effects? In terms of marine use, Terminal 2 isn't currently being used, and while no industrial activity will be lost, industrial land and opportunities for industry there will be lost if it's turned into a ball park. While we'd love to see major league baseball in Portland and this might be a good location, but we will need to mitigate for the negative impacts on our industrial land supply.
- Pia asked how much industrial land will be lost with the streetcar expansion to ESCO? Steve: 45-90 acres. Raihana brought up the loss of middle-income jobs, and how to make up from that. She also brought up how this affects our equity goals. Bob Short pointed out that ball team won't make up lost industrial business revenue; ownership of the ball park is out of town since no one is rich enough in Portland.
- Greg Zanavich brought up that the Louis Dreyfus grain elevator near the Moda Center was shut down in Nov., and the owners have been trying to sell it for over year and half. Their employees have been laid off. Bob Short asked if they are decreasing their capacity to grow grain, or if they just moved elsewhere? Greg pointed out that there is more grain moved by train and that there is more shipping capacity on the river now compared to 10 years ago.
- Corky Collier quickly calculated that the loss of jobs and wages from a baseball stadium at Terminal 2 is a big hit, especially on middle-wage jobs. He pointed out this is a serious social issue in Portland. Bob Short asked, when they were considering sites, did they consider Memorial Coliseum? Raihana Ansary said, since it's a national historic site; there would be issues. Steve said there have been sites in NW. Tom suggested asking someone from Portland Diamond Project. Pia asked for contact information and will reach out to them. Pia asked about the Zidell Yards project and the loss of industrial land? Steve replied, in 1989 central city plan, zoning was changed from industrial to residential.

### **8:30 AM Columbia River Treaty Update: Kristin Meira, Executive Director**

*The Columbia River Treaty was first ratified by the U.S. and Canada in 1964 to govern Columbia River flows for flood control and power generation. Pacific Northwest Waterway Association (<https://www.pnwa.net/>) Executive Director Kristin Meira will provide an update in recent negotiations that have taken place between the two countries on the future of the Treaty in serving these essential functions for our region.*

<https://leg.mt.gov/content/Committees/Administration/Consumer%20Counsel/Reports/columbia-river-treaty-overview-brochure.pdf>

K: Pacific Northwest Waterway Association is a nonprofit trade association comprised of many different members advocating for freight with navigation focus. There are many perspectives on the Columbia River Treaty, but the presentation today is just focusing on freight.

Commercial navigation on the river has two parts. Deep draft 43' channel from Astoria to Portland/Vancouver. Then, a 14' barge channel from Vancouver to Tri-Cities, connecting to the Snake River. Commercial navigation ends at Lewiston, Idaho. Navigation and cargo movement served by eight locks on the Columbia-Snake River system.

Kristin pointed out that the Columbia River moves bulk exports, autos, and other cargoes. The river is #1 in wheat exports, #2 in soybeans in the nation. Many big, bulky cargoes transported by barge, which has higher capacity than highway trucks and avoids highway congestion.

Regarding infrastructure, Kristin highlighted the major rehab on the jetties at the mouth of the Columbia River and their role in navigation, Columbia River channel deepening, investments in rail capacity, and the annual dredging to maintain the 43' channel. She also highlighted additional needs, such as stern buoys, anchorages, pile dikes, weather buoys.

The Columbia River Treaty, ratified in 1964 for flood control and to optimize hydroelectric generation, covers a large geographic scale. It incorporated elements of flexibility. No tribes were at the table at the time of ratification. In December 2013, there was a regional recommendation for the Columbia River Treaty. The treaty is currently being negotiated by the State Department and the Canadian government in secrecy. Considerations for the treaty include higher spring/summer flows that require yearly maintenance with dredging, and lower fall/winter flows with a lower river height.

#### End of Presentation: Q and A Session

Tom: What's the reason for secrecy? Kristin replied that it's a negotiating position - they don't want to tip their hand and have this play out publicly. There are private talks with countries; both countries have secrecy and have limits on communicating the extent of negotiation.

Steve asked about the competitiveness of Columbia river infrastructure compared to west coast ports, to the Union Pacific railroad? Are there interests to increase market shares? Kristin replied that the 43' depth, the jetty entrance, locks, - all are solid with no failures. Our continued competitiveness is now based on maintenance and repairs. There are no plans for deepening the river. She brought up that Seattle and Tacoma are working on plans to deepen to nearly 60 feet. That's what's needed for accommodating the largest Post Panamax container ships. 43 feet is adequate for shipping bulk and we don't need to go deeper at present. She also brought up that they are not going deeper because the last mile to get to 43 feet was pure basalt and further deepening would likely require blasting through miles of basalt. Regarding barging vs. rail: both are needed. We don't want to see either degraded.

Bill Burgel asked if there were earlier talks before 1964. Kristin: there were earlier, informal talks, but the ratified treaty in 1964 solidified the relationship between the two countries. Bill followed up, asking about the status of Canada's points and US points?

Kristin: The treaty is a place where tribal partners from both countries have jointly advocated for fish to be reintroduced. Since the negotiating positions of both countries are secret, it is not known if fish

reintroduction is being addressed. Major obstacles would have to be overcome for that to be possible: high head dams at Grand Coulee and Chief Joseph present significant engineering challenges, coupled with very degraded habitat in Canada.

Corky: As a board member on the Multnomah County Drainage District, we are concerned about this. He brought up the multiplier effect with reservoirs and their lessening capacity. We're looking at it from flood issue. Kristin replied by saying there was a one-time payment \$64M flood control payment to Canada at the start of the Treaty. Now, today, what will that look like?

Bob Short: how does the 43 feet dredging factor in to this? Kristin: we constantly have to remind people that the river is a piece of infrastructure. We're in good shape.

Greg brought up that with the expansion of the Panama Canal, companies are starting to build more Post PanaMax ships with 60,000 metric tons of capacity while Handy Ships can accommodate only 25,000 – 40,000 tons. Those size ships are still being ordered. Kristin: Columbia River pilots take ships out, sometimes deeper than 43 feet during high tide periods, highlighting efficiency. We have lots of folks making sure we're efficient as possible.

Jerry: I took place with early negotiation talks. What's been the impact of tribal discussions other than fish passage? Kristin says that tribes highlighted changes in flow with the idea that higher flows might help with juvenile fish. A recent development in early 2018 was that the State Dept. noted that negotiations would be government to government (U.S. and Canada), and that other interests, such as tribal groups, would not directly participate in the negotiations. However, the State Department does consult regularly with U.S. tribal interests.

Tom pointed out that the secrecy is concerning. Kristin said there is some comfort knowing that NW agencies who are well steeped in the issues are advising the State Dept. Also, State Dept. holds conference calls with our NW Congressional delegation to brief them after meetings. The State Department has also stayed in touch with stakeholder groups and held town halls around the region in 2018.

Aaron asked about how the 1855 tribal treaty with the US and the 1964 Columbia River treaty interact. She said, the 1855 treaty guarantees tribes access to river resources. The 1855 treaty is in place and strong. Aaron followed up asking, which tribe has the louder voice: Canadian or US? Kristin replied she couldn't speak to that, but Columbia River Treaty has been an issue around which these two groups have come together very successfully. Tony pointed out the possibility that there may be a tribal relations person involved in the negotiations.

## **Public Comments**

HAND Neighborhood Association member Michelle Sprague brought up the Gideon Overcrossing project and stated there will be conflicts between freight and loading activities that serve local businesses on SE 14<sup>th</sup> Ave from increased pedestrians and bicyclist going through the area. It was noted that Oregon House Representative Rob Nosse sent a letter requested PBOT and TriMet to consider moving the bridge to a different location. The Portland Freight Committee requested a project update be provide at the February 7<sup>th</sup> meeting.