

**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 191**



WHEN: Thursday, May 2, 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	Introductions/Approval of Meeting Notes:	All
7:35 AM	Hot Topics, Points of Interest, Successes: PFC members report on current issues and events from their respective industries and affiliations. <ul style="list-style-type: none">• Fixing Our Streets Update (Emily Tritsch, PBOT)	Pia Welch/All
8:00 AM	Cornelius Pass Road Detour Update: Mike Pullen will provide an update on NW Cornelius Pass Road Safety Project which is scheduled for construction this summer and require extended road closures and detours for truck traffic.	Mike Pullen (Multnomah Co)
8:30 AM	PFC Special Guest – ODOT Highway Division Administrator, Kris Strickler Last fall Kris Strickler has taken the position as Oregon Department of Transportation’s Highway Division Administrator. Kris was formerly the Southwest Regional Administrator for WSDOT and also served as the construction manager and last director of the Columbia River Crossing project. With his broad bi-state experience managing complex transportation projects this is a unique opportunity to engage with Kris and hear his thoughts on the major state-wide transportation issues his Division will be addressing.	
9:20 AM	Public Comments and Other Issues Members of the public are invited to speak on related issues to the committee.	
9:30 AM	Adjourn	

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

PORTLAND FREIGHT COMMITTEE
April 4, 2019 Meeting Notes

Time: **Topic:** **Lead:**

7:33 AM **Introductions/Approval of Meeting Notes:** **All**
March meeting notes approved.

7:35 AM **Hot Topics, Points of Interest, Successes:** **Pia Welch/All**
Cornfoot being repaved this month with an expected 20-minute delay. No notice was given to major businesses. There is committee concern that this is a partial project while there is a project planned to repair the whole segment.

During the planned Cornelius Pass Road closure there is a major Intel project with around 36,000 trailer loads traveling to campus. Intel has not been notified of road closure. ODOT representative confirmed agency is reviewing. Information on alternate route (sections of OR-8 and OR-10) have been sent out. There will be a presentation on this project at May PFC meeting; committee to ask about the trucks accessing Intel.

I-5 Rose Quarter Hearing Recap – No one could answer why conducting a full EIS analysis would help project.

Dreyfus Grain Terminal Site – pre-app with EDS and City; proposal from buyer to rezone 3-acre site from industrial to high-density commercial mixed use. In Lloyd, and in industrial island surrounded by railroad tracks and freeway. Curve in RR tracks is delay for trains, so fixing it has been a long-term thing. Interest in acquiring the site. Developer would have to build overcrossing and extend sewer.

Racetrack zoned industrial; pre-app was submitted last fall for industrial park, mostly warehouse. 100-acre site.

Streetcar Extension – City Council gave PBOT, BPS and Streetcar money for analysis of extension through NW industrial. Since then, Metro applied for grant through FTA for planning extension through Hollywood on Sandy Blvd. Project is moving forward over next 2 years. FTA project is being scored now. BPS looked at scenarios for land use changes, including substantial increases in density similar to that of the Central Eastside. A housing analysis considering mixed use options estimates around 6,000 expected to develop in next _ years. Employment study shows around 900 jobs north of Bond to increase by 400. Land use changes would result in loss of industrial land and loss of jobs in City.

Comments:

- In the Central Eastside, we are seeing businesses leave. Changes on the street have caused tension for freight routes.
- Establishing the definition of trucks and discussions of trucks using transit lanes to come.
- There is an overlap of industrial land and freight; industrial areas are going away i.e. in the Central East Side. We are concerned and seeing the same thing in Columbia Corridor. We (Columbia Corridor Association) care about the employees and the loss of middle wage jobs and invite others to talk with us about these issues.

- Industrial overlay zone was adopted on most of industrial lands but does not apply to Central Eastside. Private owners cannot apply to rezone industrial. Comprehensive Plan requires the loss of industrial land and jobs must be offset. An Economic Opportunities Analysis update is planned by 2023; we could talk more about offsetting loss.
- Who cares about freight besides us? City Council was not aware that the Central Eastside was an industrial district. More outreach and education needs to be done.
- We may benefit from talking more about what other cities have done around transformations of industrial land.
- We could invite a representative from the Innovation Quadrant to present.

Columbia Lombard Mobility Study – Workgroup so far has put together stakeholder group and laid background. No businesses that are located on Columbia Blvd are on the stakeholder committee. Getting up to date traffic data for Columbia Blvd would be really helpful as we move forward. TriMet Metro, BES, BPS, the Port, PBOT are on the Technical Advisory Committee (TAC). First TAC meeting will be April 30, 2019. Tighter coordination between TAC and SAC is supported by PFC. An alternative is bike path on slough parallel seems to be slowly gaining traction and Metro seems to be accepting this concept as having real potential.

I-5 Columbia Bridge Replacement - Governor Brown asked the Oregon Transportation Commission to work with the Oregon and Washington Departments of Transportation on restarting bi-state conversations for replacing the I-5 bridge.

Requested sending a thank you letter to Governor Brown for her leadership on this project.

8:00 AM

Carbon Cap and Trade Update:

Jana Jarvis/Marie Dodds

Amended version of bill released on March 25, 2019 ([HB 2020-31](#)): Basic components: setting up cap on GHG, 45% drop by 2035, 80% drop by 2050. Polluters would have to buy allowances. Number of allowances would gradually decline or then buy more expensive from secondary market. This bill impacts freight. DEQ estimates around 14 – 16 cents on fuel for passenger vehicles. Bill allowances are directed towards manufacturing sector and somewhat towards utility sector. However, no allowances have been directed to transportation sector. Gas price increases are aiming to move transportation away from fossil fuels. Alternative fuel vehicles need to be viable for the industry and this is one of our concerns.

Committee comment: California set aside money to retire trucks. Incentives such as this are not being seen in the transportation industry. The role of consumer behavior, including increases in residential deliveries, is not being considered. The burdens that could be felt by the transportation industry may just be passed on to consumers.

- Bill now has rebate program included. Provision for refunds reduces revenue. Section 87 – expedited review; anyone could have standing.

Oregon is the only state relying on the weight-mile tax for revenue from heavy trucks. Taxing philosophy is not only a revenue attempt, but also to drive behavior change. Moving to diesel tax is part of conversation separately from cap and trade. There is hope for momentum around this issue before the end of session.

- NIFTA distributes fuel revenue to all states a truck travels through. OR is the most expensive state to operate a truck in. Average truck pays more than \$35,000 in Oregon while in California the amount is around \$23K. Few understand the burden of the weight-mile tax.

There has not been incentive to switch to other fuels. There are not a lot of alternatives for 53-foot trucks. Some Oregon Trucking Association members are looking at switching to natural gas, but CNG is considered bad (compared with electric or hydrogen fuel cell vehicles).

Transportation sector is complex and not getting good answers. Polling has shown that people support climate change legislation, but there is a limit as to what additional gas tax they are willing to pay - around 10 additional cents per gallon. Higher than this, however, people report greater economic impact on their utility.

Concern for maintaining transportation infrastructure if money from the Highway Trust Fund is diverted to other non-transportation uses. HB2020 has the potential to undermine HB2017, Transportation Funding Package.

There is general recognition that freight is important, but there are a lot of freshman legislators that do not understand the freight industry. Now is a good time to express concern to legislature as there are currently 60 amendments to the bill.

- Frank (Sequential) commented: Where responsibility is being placed brings it back to the consumer. The State should better publicize their clean fuels successes and what it will continue to do. Clean fuels does work in legacy equipment and I support this solution.
- Agricultural community has elevated the issue of impacts to off-road vehicles (farm vehicles).

8:30 AM Rivergate Overcrossing Project Update: Dan Layden (PBOT)

Dan Layden provided an update on the design and construction schedule for the railroad overcrossing located in the South Rivergate Industrial District.

We are working on Rivergate Blvd as it is a major congested point because of railway operations with long delays resulting. Project includes 850-foot bridge with two travel lanes and one 10-foot multi-use path. Access road will provide for connections to the two nearby businesses. The design was very challenging, particularly the soil/geotechnical conditions for placement of the bridge. There are almost 200-foot long piles.

The cost is \$25.7 million. The original cost estimate did not foresee the soil issues being as significant as they turned out, in addition to the higher price of steel and construction costs. Plans are completed and project is going to bid in June 2019 with construction starting in September. Blvd will be closed starting December 2019.

**9:00 AM Gideon Overcrossing Project Update:
Brenda Martin (TriMet) & Caitlin Reff (PBOT)**

Project came out of Orange Line after an older pedestrian bridge had to be torn down to build MAX line east of SE 11th and SE 12th Ave. Replacement bridge was deferred out of PMLR after FTA funding was reduced. TriMet is constructing the bridge but PBOT will own it. FTA is asking project to be built soon.

Bridge connects Brooklyn neighborhood to Hosford-Abernethy neighborhood. Currently lacking crossing over railroad, this bridge will improve walkshed in the area. The Clinton Triangle redevelopment will be served by this improved connection. There are notable concerns for safety around the current at-grade crossing regarding unsafe behaviors (pedestrian and bicyclist crossing between stopped freight trains. Union Pacific Railroad (UPRR) is also upgrading switches, but this overcrossing will better address safety concerns.

Project is at 90% design and includes stairs, elevators, cul de sac, and space for a waiting area near elevator. Project had to be set back from URR for safety. Around 30 design alternatives considered with a decision for a tress (to avoid requiring a support pillar). Based on Central City freight classifications, SE 14th Ave is local service freight street. SE 13th Ave serves as a connection for people walking and biking. SE 14th serves as a major city bikeway. The use of the street and nature of the area does serve some freight access. PBOT is considering potential solutions for safety of persons using all modes. According to recent traffic counts, 3 large trucks and 33 light & medium trucks utilize SE 14th Ave per day.

Truck turning analysis was done on SE 14th Ave: the software accounts for differential experiences. Currently the street dead-ends, allowing trucks to back in. With current conditions, WB67 access to Koerner Camera site would require parking removal and PBOT permit for angled parking in the right-of-way.

FTA approval was granted on project at the end of summer 2017. Property owner outreach was done throughout December 2017. The project team gave presentations in Spring 2018 and walking tours with community in Fall 2018. The project is largely supported by the community. Construction will take around a year to build, beginning in May 2019.

TriMet Public Affairs) - TriMet convinced the FTA to allow leftover funds to go to this safety project. There are not automated switches at the Brooklyn rail yard. The manual switches require the operator to manually flip the switch and produce a move-stop-move-stop of the train blocking the roadway. The updated switches will overall reduce the number of times this happens.

The project includes a short bike lane on southbound SE 14th Ave and a signage plan as a part of this design. In response to safety concerns for people walking and biking, signage indicating that freight trucks move through the area can be included. K&F Coffee has a 6.5' space for landing zone in front of driveway. Trucks will be able to access both businesses. Driveway apron will accommodate access to loading docks without business using the other's driveway.

Questions/Comments:

There will be significant negative impacts on both businesses. Why are we picking SE 14th Ave?

Response - The street environment will be different, but access to K&F Coffee is unchanged. The FTA approved spending of funds to address the safety issues. The project must be close enough to the problem area to address the issue. SE 16th Ave is too far away.

What are the standards for average distance a pedestrian will go to walk around to access the overcrossing?

Response – We did look at replacing the bridge where it was and conducted an environmental analysis. SE 13th Ave/SE 14th Ave is halfway point and connects directly to the fire signal on SE Powell Blvd. The current undercrossing is another option.

TriMet – We spent months looking at whether we could locate this bridge on another street. Because of many factors, including soil conditions and requirements of FTA funding, we could not locate the overcrossing anywhere other than SE 14th Ave. After this was determined we went through many considerations to minimize the impact. FTA said

no to acquiring K&F Coffee property because this design has fewer impacts than condemning property.

Part of federal process does not compensate changes to access. The design has shown that the businesses will still be accessible by the trucks that are serving it today. Michelle (public comment) – Bicyclists are coming from Tilikum crossing; Pedestrians and cyclist will have to dodge forklifts and freight trucks backing up from the current business operations and this is a major safety issue.

We are considering this and the potential sight-line issues. There may be things we can do to address that.

Q: Why did you not present to PFC on this project earlier?

Response: Outreach was done during the Portland-Milwaukie EIS planning process.

Response: The Portland-Milwaukie EIS process was done almost 10-years ago.

Koerner Camera – Is TriMet or PBOT prepared to compensate me for the extension to my loading dock? Why will there be no surveillance on structure to address public safety?

Response: Only impacts to property can be compensated because of FTA process. You can work with the appraiser through the legal process for some agreed amount that goes to property owners. The City does not have cameras in any elevators.

Other PFC Comments:

- If access cannot be improved, has the City or TriMet considered relocation assistance for the adverse impacts on business?
- Current business owners are not in agreement with this project.
- There are safety concerns with this project. Because of poor behavior at the train site another bridge is being built, and it places pedestrians/cyclists in conflict with motor vehicles and trucks that will be backing up.
- Signage to communicate trucks activity was discussed but are not currently in the plan.
- PBOT/Tri-Met rejected doing a trial run to make sure that trucks can easily back up to the businesses without infringing on other properties.
- It was asked why this project was not brought to the Freight Committee earlier for brainstorming/assistance and no one could answer.
- This project has had communication challenges which has not aided in the implementation of this project.

9:40 AM

Adjourn