

**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 192**



WHEN: Thursday, June 6, 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.	Pia Welch/All
8:00 AM	Metro/ODOT Regional Mobility Policy Update: Kim Ellis will provide an overview of a joint effort by Metro and ODOT to update the regional <i>Mobility Policy</i> and implications for freight movement. Kim will also seek input on the draft project objectives, proposed approach and initial scoping questions (see attachment). Feedback will inform development of a work plan and stakeholder engagement plan for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in Fall 2019.	Kim Ellis (Metro)
8:25 AM	Emergency Transportation Routes Update: Kim Ellis will provide an overview of a joint effort by the Regional Disaster Preparedness Organization (RDPO) and Metro to update the designated regional <i>Emergency Transportation Routes (ETRs)</i> for the five-county Portland-Vancouver region. The last update occurred in 2006. See attachment and project website: https://rdpo.net/emergency-transportation-routes	Kim Ellis (Metro)
8:40 AM	Portland Pedestrian Master Plan Update: PBOT Pedestrian Coordinator Michelle Marx will provide an overview of the city's Pedestrian Master Plan Update (Ped PDX) and the key policy changes and project priorities. See project website: https://www.portlandoregon.gov/transportation/78224	Michelle Marx (PBOT)
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 NOTES

Meeting No. 191: May 2, 2019

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

7:30 AM **Introductions/Approval of Meeting Notes:** **All**

- Minutes approved. – **Correction to minutes (35K to 30K)**

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

- Fixing Our Streets Update: Emily Tritsch (PBOT) provided update on organizational changes: Mychal Tetteh has taken another position. Emily will be point of contact for the time being as role is being split. City's Fixing Our Streets audit will be coming out shortly, and feedback & questions are invited. Bob Hillier will send out Emily's information.
- Cap and Trade Update – There is no final deal yet, but there has been a push for a 2-3 year delay on the transportation portion. Highway trust fund: wanting more of a carrot approach. A rebate for low and moderate income has been included but would not assist in a transition to alternative fuel and electric vehicles. Co-chairs of the Carbon Committee can be contacted.
- PFC will draft a letter regarding funding projects
- PedPDX plan is coming to close for comments
- Kim Ellis from Metro would like to come in June/July 2019 to provide brief on regional mobility standards/policy. Presentation may address the topics of level of service, land use, and emergency routes
- WA State – The House and Senate signed budget to study I-5. Budget is now awaiting Governor's signature
- OR bill proposal would allow non-US citizens to get drivers licenses. Comment was made that there has been compelling evidence from UCLA correlated sinking transit ridership
- The renaming parts of Lombard and Columbia is moving along well except section of Killingsworth near I-205 due to ODOT budget and cost of highway signage
- Cornfoot maintenance paving project: Better outreach to stakeholders may be served by reaching out to PFC; could provide better freight insight.

8:00 AM **Cornelius Pass Road Detour Update:** **Mike Pullen (Multnomah Co)**

- There is a long & serious crash history on this narrow, steep, and challenging road. There is around \$5.5 million for fixes; four areas of concentrated fixes. Full closure is required because of culvert necessity to serve creek. The County is adding four vehicle pullouts and installing guardrails and barriers in some locations.
- Constraints due to in-water work window to replace culvert. Delivery trucks can use detour route, but semitrucks will not be able to. Larger loads could potentially be permitted, i.e., special situation for farm vehicles. One big challenge is coordinating with the I-405 joint repair project: I-405 to be closed in late July for 9 days (July 19-29). ODOT has said the cost of moving project to later time would be prohibitively costly.
- Entire road will be done at once, shaving around 20% of time off project. ODOT is providing financial incentive for early completion. Route should reopen by mid-October. Detour routes for large trucks – Highway 30 to southbound I-405 and over to 26. Fuel trucks and HazMat unable to take Hwy 26 and must take other routes.
- 3 weeks will be shaved off initial closure estimate. Entire roadway closed instead of segments in two phases.
- There is a lot more truck traffic anticipated this summer. Hoffman Construction has the Intel contract and is looking at other aggregate, dirt and rock sources because of the Washington Co.

and Columbia Co. Hillsboro Airport also has a project this summer. Fuel companies have not been responsive, so contact suggestions are welcome.

- Questions:
Any opportunity for Corn Pass to open to Skyline? – possible towards end of schedule for 2 or 3 weeks.

8:30 AM PFC Special Guest – ODOT Highway Division Administrator, Kris Strickler

- Needs are evolving and changing and we need to change with them. I hope to bring this consideration to the Highway Division and ODOT. The work we do is for everybody out there, the people *and* the freight community. We are in the customer service industry even though it does not feel like it sometimes. Having consistency as a lens is necessary while recognizing geographic and personality differences between places. I have been through three large transportation packages, and the agency has to deliver this difficult effort. Balancing connectivity between local, regional, and state system is an important consideration to provide better connections within all systems. Safety is an important topic for us, for travelers, haulers, and for our workers. These elements must be looked at overall. ODOT does not have a significant external presence. The needs in the system are growing. We want to not only deliver the transportation package, but also improve upon project delivery. We must have consistencies in place to improve our delivery capacity. We are doubling down on reinforcing the tools that are the backbones of project management and delivery.

PFC Questions:

- **Q:** What attributes would the replacement candidate for Director Matt Garrett have?
A: As the transportation sector reshapes itself, their disposition is key: they have to be willing to listen, to try and understand the issues, a strong technical background would be a strength. We need a director that is able to look forward, to have a disposition and vision. Recognize what people are asking for and have conversations/generate the relationships to get to know people. Being honest, upfront, and open to hearing what matters to the constituents is an invaluable approach to meet the need. It is important to talk to enough people to hear the issues that are not being said.
- **Q:** Between ODOT and PBOT, tension between standards and cutting-edge, what is your vision dealing with conflicts, or things such as Powell?
A: These moments crop up frequently. We have to have those conversations from the user perspective. There is more commonality to be found. Who are the users and what are their needs, and what really drives us in the conversation to say what we are saying? The solutions became clearer easier between the state and city system. There are differences amongst users, but the conversation between agencies are vital to understanding.
- **Q:** What does the pathway to a project look like (referring to Columbia River Crossing)? **A:** Find ways to simplify the anxiety. There are a lot of things that have changed, and a lot of things that will continue to change. We should look at the things that have stayed the same, and then look at the things still creating anxiety. Considering megaprojects, we need composure, recognition for the parts that can be retained from the previous process, and to think about how we are going to pay for it and what is the mode.
- **Q:** Freight has been on the losing end of city transportation. Do you see opportunities in this region that lead to a less polarizes transportation field?
A: We should have conversations about the things that facilitate our lifestyle. Our reliance on freight is becoming greater. There are opportunities to converse about the things that are coming

by truck, or the system reaching the point of saturation. To address the needs of the system, we have to keep talking about the benefits of the freight system. Multimodal systems have a lot of benefits and frees up some of the available capacity system.

- **Q:** ODOT outreach has not been talking about the benefits of projects. When we talk about CRC, can we handle it differently?
A: In any project, you must take the opportunity to recognize the footprint you leave in every room, and you have to hold the mirror up and ask if there are areas to improve upon. Public outreach effort is a two-way dialogue, and you have to bring the right constituent groups to the table because it matters who you talk to. We have to engage those that need to make the decision on a megaproject. All of the previous work is valuable, if nothing else, for the lessons learned and the next steps going forward.
- **Q:** Thinking about jurisdictional transfers, do you have any thoughts on how we preserve freight mobility and ensure safe corridors?
A: Look at how and why people use it, and then consider what its potential use is. Land use and parking availability can get overlooked. Thinking in broader context than who owns the facilities, what land uses are planned to be implemented and what are the conversations that need to happen with this knowledge. Acknowledge different uses for different facilities. Long-term decisions may not be opportunistic funding opportunities, but we are thinking what is best considering land use.
- **Follow up comment:** The pushback on CRC was centered around congestion in Rose Quarter. This project needs to be delivered efficiently and effectively. It is really important that we deliver this project and deliver it right.
- **Kris response:** ODOT has a platform to talk about freight in a productive way. Many people are growing the attitude of delivering great customer service. People are not drawing the connection between transportation cost and the purchase of goods.
- **Q:** Where do you see the effort with congestion pricing tie together with congestion and capacity?
A: Together, a suite of things comprehensively affects the future. Congestion pricing works, but it comes with its impacts. We need a systems approach to get this right and make it comprehensive to realize the most benefit. There is no silver bullet.
- **Q:** How do you deal with resistance to infrastructure improvements and expansions?
A: There are arguments on all side of modal needs. It is important that we get involved in long-range vision. It does not work if I go in and assert that “we have to have this.” We have to agree that we have a need. Transportation timelines do not follow the standard clock; they take a long time to implement. Project work and long-range vision has to outlast political transitions, staff transitions, etc.
- **Follow up comment:** There is much concern that ODOT and WSDOT are going to fall into the same issues.
Kris response: There are two constants that have the ability to derail major projects: when you start off in an exclusionary manner, and if you believe you can ignore stakeholders and just push forward. We have to look at broader context and have support from local jurisdiction and recognize it can have significant impacts on both states. There is a community in SW Washington that is ready and waiting and advocating to get the bridge replaced.

9:20 AM **Adjourn**