

**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 195**



WHEN: Thursday, October 3, 2019 @ 7:30 AM
WHERE: Lovejoy Room (2nd Floor), City Hall,
1221 SW 4th Avenue, Portland Oregon
Call In #: 503 823-3566

| <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. • Americans for Modern Transportation: (http://americansformoderntransportation.org/#home) | Pia Welch/All |
| 8:00 AM | PFC Officer Nominating Subcommittee: The PFC Bylaws stipulate that a subcommittee shall be formed biannually at the October meeting to select a Committee Chair and Vice Chair and the subcommittee shall report back at the November meeting. Additional nominations from the floor shall be permitted at the November 7 th meeting and elections shall be held at the December 5 th meeting. The Chair/Vice Chair serve a two-year term and may be re-elected by the Committee. Action Item: Form Nominating Subcommittee. | Bob Hillier (PBOT) |
| 8:10 AM | North Going Street Bridge Repair Update: PBOT Bridge & Structures Engineering Supervisor, Cameron Glasgow will provide the latest update on efforts to repair the Going Street Bridge resulting from the September 7 th train derailment which cracked a bridge support beam and required lanes closures on the bridge deck. | Cameron Glasgow (PBOT) |
| 8:40 AM | Transportation Funding Proposals: Mark Lear will discuss the current proposal to continue the Heavy Vehicle Use Tax (HVUT) for another funding cycle and the status of the Metro 2020 transportation funding package. | Mark Lear (PBOT) |
| 9:25 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 from September 5, 2019, Meeting No. 194

7:35 AM Public Comments

- Gideon overcrossing project construction happening now.

7:45 AM Pacific Northwest International Trade Update: Maria Ellis (PBA)

- \$28 billion in goods and services exported from Oregon in 2018? – making and exporting. 12% (check slide for stat). Trade-related jobs average wage are higher than non-trade related jobs. OR has a higher percentage of export jobs than the national average. Top 10 sectors in OR.... Agriculture has had the highest growth from 2010 to 2017.
- Trade value and volume does not directly correspond to jobs impact.
- Portland is #14 in top US metros for highest export share of GDP. 12.6% of Portland GDP.
- International protectionist policies threaten US trade competitiveness and Oregon is not immune.
- FMP must be clear about the economic cost of decreased mobility of freight. Freight must be considered in the congestion pricing discussions moving forward.

Questions:

- Have you talked with Metro regarding their report last year on the loss of industrial land?
 - o Not yet
- Railroads business is down about 5% which is a harbinger of the national economy. Between 2015 to 2018 rail volumes down 55%.
- What kind of feedback do you get from different groups – manufacturers, services? What have your takeaways been?
 - o One small business in tech had to lay off 50% of his workers. The international theatre takes away from the real stories here in Oregon on the ground. Companies are very worried about the trade agreements. Columbia sportswear has been active in Congress bringing attention to the impacts of absorbing tariffs.
- What happens to the things not being exported? Absorbed domestically? Goes to other countries?
 - o Some are trying to find new markets but profits are significantly impacted. Not sure what is done with excess goods.
- Port of Portland – Columbia export terminal: tariffs and flooding have impacted export ship volumes. Industry from Mexico is evolving. Coast-wide shipping may come as soon as 2020.
- Trade sector goods generate wealth and contribute to the economy. Do you anticipate impacts from trade sector economy from recent state legislative session?
 - o We don't have empirical data but companies informed us that consumers are pessimistic.
- What is Greater Portland doing?
 - o Unsure. They have been going through changes, but uncertain about their work portfolio.
- What would you want PBA efforts, i.e. storytelling or public awareness campaigns, to do?
 - o Contribute to public understanding of relationship between trucks and consumer demand.
 - o Promote high-paying trade-sector jobs.
 - o Portland is known for its small business, so how trade effects small business.
 - o There are layoffs in the short-term, but what happens in the long-term? Stories that provide more information and help guide where the business community is headed.
 - o There is a story about how trade really ties the state together.
 - o Annual report with metrics on economy and job growth. Perhaps an expose' on what is happening on the eastside of the Portland region.

- Lack of understanding about how our economy is trade dependent and how our goods move. An opportunity to educate our citizens on freight component to the economy and the value of that to the economy.
- Rail is going through a change. Their supply-chain model is moving to intermodal. Providing information and understanding around this would be beneficial.
- Other groups use social media effectively. This is a route to bring some additional awareness to mobilize action, etc. see Twitter @TradeinOR
- Manufacturing group (Prosper Portland) is putting together a podcast and would like to share with other groups. Podcast will be focused on Portland area manufacturing and industrial land.

8:30 AM Special Guest: PBA President and CEO Andrew Hoan

- This region has a spectacular economic edge. We released in January our analysis between economic statistics jobs data with how voters feel. Longest run economic expansion nationally since 2010. Our GDP compared with our sister regions – we come in second (2017). The most significant predictor of growth is companies locating here because of our workforce education. Our region is unique because of the share of manufacturing - one of the fastest growing sectors.
- Job growth has been slowing, but we are still outperforming the national economy. Voters still see jobs as a priority. There is positive and growing support for small, locally owned businesses. Housing production has not kept pace with jobs and population. The affordable housing crisis is an issue of supply and demand. Other major aspects include the income disparity in the region by race/ethnicity. Growing inequality. Portland voters are concerned about this income inequality. This is a loss in competitive edge. Voters continue to say the biggest issue facing the region is homelessness.
- The governor wants PBA to focus on East County. Wages in East Multnomah County are lower compared with the rest of the region. Most residents there do not work where they live. Nearly 70% are going somewhere else for work.

Questions:

- What do you see as the impact of the latest legislative session?
 - The last year was rough for Portland - the gross receipts tax. Cap and Invest has been indicated to be a clear priority and investments are necessary but need understand just how it is borne out by the economy.
- Do you perceive Portland as a business-friendly town?
 - The data does not speak to Portland being an unfriendly town. The region is adding jobs and GDP output. I think it is more of an issue of people's sense. We have to differentiate how people feel about business and the actual success of the private sector. Our job at PBA is to support business.
- Do you have a list of resources for small businesses?
 - We do, and we have a suite of services. We offer business management courses to help strengthen that sector of the economy. PBA is mostly made of small businesses. We even have 300 non-profit members.
- Could you give us some thoughts on the big infrastructure projects in our region? Where is PBA on this?
 - Metro is working toward T2020. We have around 7 members on task force developing list of priority corridors in the region. The price tag is very large. There is a large appetite for these investments. There are few options to bond the money for these investments. There is pre-emption on local corporation tax. Stay tuned for an interesting short session.

- Engagement: Online open house is live through October 4 along with many other outreach efforts. Summer 2020 – community input on alternative evaluation and Preferred Alternative.

Questions:

- How would a bridge accommodate regional goods movement for trucks?
 - Strengthening the deck in a retrofit and replacement would eliminate load limits. We are designing those oversize and overweight loads into this bridge. It is an ongoing discussion. We have met with MercyCorps about what they would be moving. Exceptions for supersize loads would be granted.
- Are we expecting backups in the future? What are the traffic studies indicating?
- Couch extension does not work well now.
- Detour bridge and freight impacts: freight would probably not take the detour bridge. It may make sense to use the money from a detour bridge on other permanent bridge improvements to help with traffic flow.

9:30 AM Adjourn