

**PORTLAND FREIGHT COMMITTEE  
AGENDA  
Meeting No. 197**



WHEN: Thursday, December 5, 2019 @ 7:30 AM  
WHERE: Lovejoy Room (2nd Floor), City Hall,  
1221 SW 4th Avenue, Portland Oregon  
Call In #: 503 823-3566

<b><u>Time:</u></b>	<b><u>Topic:</u></b>	<b><u>Lead:</u></b>
<b>7:30 AM</b>	<b>Introductions/Approval of Meeting Notes:</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>• Columbia River I-5 Bridge</li><li>• Heavy Vehicle Use Tax (Mark Lear)</li></ul>	<b>Pia Welch/All</b>
<b>8:00 AM</b>	<b>Portland Meadows Redevelopment Project:</b> Prologis Construction & Development Manager Ken Sun will provide an update on the proposed redevelopment of the Portland Meadows racetrack site to a 1.8-million-square-foot industrial park.	<b>Ken Sun (Prologis)</b>
<b>8:30 AM</b>	<b>Rose Lane Transit Project:</b> PBOT Transit Coordinator April Bertelsen will provide an update on the proposed Rose Lane Transit project for increasing bus service and ridership. See the project link for more information: <a href="http://www.portlandoregon.gov/transportation/roselane">www.portlandoregon.gov/transportation/roselane</a>	<b>April Bertelsen (PBOT)</b>
<b>9:15 AM</b>	<b>PFC Officer Elections</b> <b>Action Item:</b> The PFC will elect the Chair and Vice Chair to serve the next two-year term.	<b>Bob Hillier/All</b>
<b>9:25 AM</b>	<b>Public Comments/Other Issues:</b> Members of the public are invited to speak on related issues to the committee.	
<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)

## Portland Freight Committee Notes from November 7, 2019, Meeting No. 196

**7:35 AM Lombard Multimodal Safety Project: Jen Bachman, P.E. (ODOT)**

The Lombard Multimodal Safety Project is being designed to improve safety for all transportation modes along North Lombard (US30 Bypass) between N Fiske Ave and N Boston Ave. A reduction in travel lanes and removal of parking will begin at N Newman Avenue to N Boston Ave to accommodate a new center turn lane and bike lanes. The project also includes pedestrian improvements such as new crossings, audible pedestrian signals and ADA ramps while also maintaining access for over-dimensional trucks as a state designated ORS 366.215 freight route.

- Construction to begin in Spring 2021
- Currently 4 lane cross section, many driveways, on street parking on north side of street, deteriorating pavement; safety is main concern. High number of crashes; around 200 over 5 years.
- Proposed cross section: middle turn lane, one travel lane in each direction, bike lane each direction with painted buffer. Replacing more than 150 ADA ramps. Removing parking on north side. Upgrading pavement on majority of section. Replacing 6 signals. Replacing half-signals with enhanced crossings with pedestrian islands that feature mountable curbs.
- Reducing to 3 lanes could reduce crashes by 29%. Improved signals reduce by 25%. Removing parking improves visibility and lane width reduction is an improvement for people walking.
- Pedestrian Advisory Committee requested studies of Newman and Washburne for enhanced pedestrian crossings. Completed studies did not meet requirements for RRFBs.

### Questions

- What are the minimum requirements to maintain this as a freight route?  
Sometimes improvements
  - ODOT: The proposed improvements will not reduce any curb to curb clearances. Maintaining 16 foot turn movement clearance. Not creating pinch points. Not reducing capacity in respect to ORS 366.215 Capacity Reduction Route guidelines. Traffic analysis supports moving to the proposed configuration.
- What does the pavement reconstruction look like?
  - There are trolley tracks running down this street, and there is not money for full reconstruction. We are grinding down and replacing all the asphalt.
- Will future design always include bike lanes?
- Are the enhanced ped crossing more desirable than flashing beacons?
  - The enhanced crossings include rectangular rapid flash beacons
- Building bike lanes on a freight route may not be appropriate.
- This is an over-dimensional truck route. Did you consider this in the aspects of the street section?
  - We are not changing any widths or vertical pinch points. All movements that can be made today will not change with this configuration.
- From transit perspective, proposed section would help bus operators move through the area.
  - Some stops will be consolidated, and bus pads replaced.
- Freight streets are being turned into multimodal parkways.
  - This project and others have not reasonably impeding freight movement.

- Comment: Concern for loss of road capacity by 20%
- Comment: Bike path and vehicle/truck lane are now in closer position of contact.
- Routing of bikes not looked at, bike paths just added, is this the safest route?
- It is a safety project on a truck route, what safety improvement are being done for the movement of goods?

**8:00 AM**

### **Special Guest – Oregon House Speaker Tina Kotek**

State Representative and Oregon House Speaker Tina Kotek (District 44) will be our special guest this month. District 44 includes the Rivergate, Airport and Swan Island Industrial Districts and the surrounding North Portland neighborhoods. This will be an opportunity to engage with the Speaker on some of the key issues facing her district and our region such as Carbon Reduction/GHG Emissions, the I-5 Columbia River Bridge replacement, the Columbia-Lombard Multi-Modal Project, and the I-5 Rose Quarter Project. <http://www.oregonlegislature.gov/kotek>

- Had a historic, successful session solving some long-term problems. Looking forward to feedback on tax mechanism.
- Longstanding issue – diesel emissions reduction, allocation of the VW settlement funds, and related air quality issues. Thanks to everyone who worked on HB2007.
- HB2017 requires House report to unlock the next phase of the gas tax.
- I-5 Bridge: WA and OR legislatures have begun to meet. My focus is all about safety. I think the question will be how we get the funding for it. We got a 5 year extension for the first federal funding.
- Carbon Reduction – we must look at the process we engaged on in that bill. Now the question is what is next? The house is looking at Cap and Invest again, and we are open to modifications if we continue to reach our GHG reduction goals. We have to work together in bipartisan fashion. Adaptation is a big part of this. I feel that we could have done more in HB2017 to decarbonize the transportation sector. I encourage everyone to be engaged in this conversation.
- Absent a comprehensive legislative approach there are ballot measures and executive orders. We think the governor has the ability to act, but I think the best path is legislative. This is a priority for the short session. I am open to other ideas on how to reach our carbon reduction goals.
- Legislators did not do a great job of communicating what the bill did and didn't do. I think we will see greater clarity on what the bill does for rural communities. Most of the agricultural sector was exempted in the bill.

### **Questions**

- What can be done to encourage cleaner transportation in diesel? Help medium and small business transition? Assistance is needed to access newer technology
  - Must be public private partnership. Incentive will go further in tri-county metro area. We want all operators to have level playing field. We are limited by highway trust fund dollars. The problem is very difficult. We may need to have a difficult conversation at the state level. Absent any other ideas, we are going to the cap and invest conversation.
- Do we have an idea of how much it would cost?
  - It will take 2-3 years to begin a market-based program.
- What are you looking for from us?

- Serious engagement. This has become a partisan and ideological issue. The transportation sector may be the most difficult part. We have to plan now to get where we want to be in 10 years.
  - We know not everyone can do this at once. You can't just buy a new cleaner truck tomorrow even if they are available.
- The burden for paying for this is aimed at the business community. We have always used the best available technology that we could.
  - Some companies have, but not every business can convert their fleet. And some are defaulting to the status quo; saying Oregon doesn't matter, our emissions are too small.
- What do you think of the Portland-Vancouver Frog Ferry?
  - I think the concept needs a little more work. My question is who is going to pay for the infrastructure: the docks and the infrastructure to access the docks. I'd be interested in seeing the modeling of who would use that service. It is also about housing affordability and employer location. We should help people be able to live closer to where they work.
- How does this work-live challenge play out in a suburban area?
  - HB2001 (zoning) ... best option if we are going to maintain our urban growth boundary. The bill only applied to cities of a certain size, and cities within the urban metro area. The bill enabled different types of housing and will continue to provide more choices. Local communities have 2-3 years to come up with their own plan.
- Transportation needs to be considered in the equity conversation. The cost of goods will go up with increased transportation costs. Transportation and trade also provide middle-wage jobs.
- When you look ahead to 2020 session, where will Cap and Trade be introduced? Will a bill be ready to drop at beginning of session? Is short session the right time to deal with this big issues?
  - Yes, we have done a lot of work already. Going 180 to a different structure may not fit in the short session. We need more ideas to get us to the finish line. It will be a top priority for the session. We may see bills in both house and senate. The big goal is to reduce emissions. There is more planning to be done, but our tracking is a lot better. We know what we are emitting, and we know who our emitters are. We are not making enough improvements in the transportation sector.
- There are many sides to the I-5 Rose Quarter issue. Do you have an idea of how we can reach common ground?
  - We do need better fluidity of movement. We also need to get people out of their cars.
- If we have economist doing calculations on which replacements are priorities, does that make sense?
  - We do want everything to be fact driven. That is hard, and perception is important. I would love to see more hydrogen fuel conversation versus electrification. Electrification does not work for everybody.
- Who is pushing this technology in our current environment?
  - Major car and truck manufacturers. There are many players, but we have to work together to get there. Low carbon fuel standard has been very successful despite all the concerns that were raised at the time.

- Comment: PBOT's Freight Master plan Update will be exploring strategies to reduce carbon emissions. It is complex. Through this planning process we are trying to understand how freight and e-commerce impacts our city.
  - I would like to see cleaner smaller vehicles doing home deliveries.
- Comment: Some companies are telling customers the impact of their consumer behavior.
  - We need to have hard conversations about what the role of government is in this. We are in a difficult time and the status quo is not acceptable.
- Hydrogen fuel cell technology and cost is still decades away from being feasible for the trucking industry.
  - I think it is our job to make new fueling options part of the infrastructure.
- Oregon does not require Drivers Education, and this could be a low hanging fruit to improve driver safety and traffic with education. Does this ever come up in Salem?
  - PFC member on previous session: It boiled down to economic reasons. Many schools were having to cut it because they could not afford it, and then parents were having to pay out of pocket. We would like to see some sort of programming, perhaps online.
- Are you getting input from the private sector that is helpful?
  - I follow the PFC monthly agendas and read the minutes. I follow what is happening locally; what happens in the metro area affects the other regions. The I-5 bridge is a regional and statewide issue.

**9:11 AM Motion to pass the October 3<sup>rd</sup> meeting minutes made. Seconded.**

**9:12 AM PFC Officer Nominating Subcommittee Report: Bob Hillier (PBOT)**  
 Report back from the October 18<sup>th</sup> PFC Nominating Subcommittee on Chair and Vice Chair positions as stipulated by the PFC Bylaws. Nominations:

- Chair - Jana Jarvis
- Vice Chair - Kate Merrill

**9:13 AM Hot Topics, Points of Interest, Successes: Pia Welch/All**

- Appreciations voiced for PFC Chair Pia Welch.
- More support may be needed for the Airport Way Intersection Project: Airport Way serves many users and the area is expected to see many improvements.
- The segment of Lombard near Ivanhoe in St. Johns needs to be rebuilt.
- CEIC partnering with Prosper Portland on matchmaking for manufacturers & distributors. Nov 14<sup>th</sup> at OMSI to link suppliers and distributors.
- Groundbreaking for the Blumenauer Bridge over I-84 is today
- Ramps connecting I-5 SB to Fremont bridge closing Friday AM.
- A group from SW Washington met with Congressman Peter DeFazio (Chair of the House Committee on Transportation and Infrastructure) to hear from businesses owners regarding I-5 Bridge replacement.
  - Is there appetite to produce a small booklet on behalf of Columbia Corridor Association or similar that vocalizes support for projects (already on RTP, TSP, etc.)? Following the lead of Clark Co.
- PBOT staff still awaiting clarity from the Office of Community & Civic Life regarding the PFC bylaws update and term limits.

**9:40 AM Adjourn**