

**PORTLAND FREIGHT COMMITTEE
NOTES**

Meeting No. 216

WHEN: Thursday, July 1, 2021 @ 7:30 AM

WHERE: Virtual Zoom Meeting



Please click this URL to join:

<https://zoom.us/j/97499103224?pwd=Y3RxeGJpTEZYREcvWlFGeStZL1hndz09>

Password: 101442

<u>Time:</u>	<u>Topic:</u>	<u>Lead:</u>
7:30 AM	Welcome and Zoom Meeting Protocol: Minutes approved.	Nubia Milpas
7:35 AM	Hot Topics, Points of Interest, Successes: PFC members report on current activities from their respective industry and agencies. <ul style="list-style-type: none">- Sorin Garber provided a brief update on current research and testing happening on roadways. He also discussed the Interstate Bridge Replacement.- Kate Merrill discussed train movement related to Union Pacific.	Jana Jarvis / All
7:50 AM	Introduction of New Urban Freight Coordinator	Kristin Hull
	<ul style="list-style-type: none">- Gabriela Giron-Valderrama, PBOT's new Urban Freight Coordinator, discussed her background in urban freight and shared her interests in the field.	
7:45 AM	ODOT Summer Paving / Construction Update	Shelli Romero
	ODOT's PFC representative presented updates on the Region 1 summer construction activities. Metro staff presented the scope of work for the Regional Freight Delay and Commodity Movement Study and shared updates on progress made.	

- North Portland MLK, just north of Lombard Street will include nighttime directional closures including 99E. The retrofit which should be starting sometime this summer through the winter.
- I-5 bridge - 3 different locations along I-5 in Southwest Portland that we will be doing some maintenance work in 3 different sites.
 - o Southwest Barber over and I-5 - includes pavement maintenance on 2 of the bridges and the superstructure on the 3rd bridge. It will start this summer. There will be nightly closures on I-5, daytime and nighttime lane and bridge closures, and notably, a 35-day closure of Capitol Highway ramp to I-5 South.
 - o Oregon 99W at Barbur BLVD / Capitol Highway, also known as Crossroads. - improvements include a new plane on Barbur headed south to catch that I-5 ramp. This will be started this summer, there will be nightly closures on SW Barbur BLVD, Capitol Highway and Taylors Ferry Road, and bike and pedestrian detours as well.
 - o The I-5 ramp bridge joint replacement - This project is almost complete however there will be a bit more work to do in September.
- The region project is installing 5 rectangular rapid flash begins at 5 intersections. for purposes of city of Portland, there are two on 82nd Avenue, one on Northeast Pacific, and one on Southeast Mitchell.
- In East Portland, the I-205 exit at division is going to improve safety at the interchange of I-205 and SE Division St. and reconfigure lanes on I-205 at the North exit and division
 - o Traffic impacts lane closures will be located on division and I-205 near the on and off ramps. Some full nighttime closures on the I-205 N. Offramp.
- Portland metropolitan screening and rail retrofit to install a new screening on 12 bridges over highways and new railing on 4 of those bridges. - to be completed in the early part of 2022.
 - o Traffic impacts at night which is on bridges, ramps, highways beneath the bridges, and there will be a pedestrian detour.

Questions and Comments

- Given the recent warm weather, are we looking at changes in materials that are going to be used for paving?
- On one of your slides for the improvements on Lombard between Fiske and Boston, I think you mentioned a road diet? I wanted to double check and make sure that stretch of Lombard is still going to be able to fulfil its designated function as an over dimensional freight route?
 - o We have done the analysis, and way back before we even programmed this project to see. There is parking that we will be eliminating, in each direction we are eliminating parking, plus the center median. It provides adequate width. And there are no additional height restrictions.
- On your one slide where it talks about the railing, it shows a rail retrofit, which is misleading. If you could retitle that to be railing. It would be less confusing.
 - o That is good feedback, thank you. But you are right, it is the railing, not the railroad.

8:00 AM OTA Update on Legislative Session

Jana Jarvis

Jana Jarvis led a short verbal presentation regarding the latest legislative session ending Saturday June 26th, 2021.

- This is the first annual session that we have ever done virtually. Only legislators and a staff person were allowed in the building. It was difficult, due to it being virtual, to be connected to the legislators and was confusing to navigate technologically.
- Brief discussion of Bills passed in the latest legislative session.
- Brief discussion of bills introduced in the legislative session that did not pass but may come back next legislative session.
- The Indirect Source Emissions Bill was introduced, which was really focused on non-road diesel equipment. It did not pass but, is expected to move forward in future sessions.
- Split lanes bill was passed in the senate which allows motorcyclists to split lanes in times of congestion however, Governor Brown vetoed it.

Questions and Comments

- I have a question about the diesel retrofit Bill, do you know if the legislature completed any kind of impact study about how many trucks in the fleet in the Metro area would be affected?
 - o No
- I fear that small operators are going to be left out and go out of business. Is there something we would like to do to send the message that this is a concern?
 - o from the committee perspective - I will give that some thought this fall.

8:20 AM CEIC Updates and Rail Blockage Discussion

Bill Burgel

Bill Burgel led a short discussion regarding rail blockages in the Central Eastside as well as the Columbia Corridor. This took the form primarily in a question and answer format with Peggy Ygbuhay of Union Pacific.

- There are two places in the city that are actively engaged with Union Pacific.
 - o In Southeast Portland area, in the north end of the Brooklyn yard where they assemble these long trains.
 - Long train lengths aren't necessarily the issue that we are talking about, train lengths will occupy the crossing for a little bit longer, but the 20 minutes or 30 minutes that you see is really because of the characteristics of the rail yards that surround the area.
 - To solve this issue takes a lot of capital. there is different federal funding that is available for the grade separation, especially when you have that kind of characteristic. When our train operations... We must build these trains, so they move up and back. Our road network is extremely limited, it is limited to the tracks and ties that we operate on. We can't necessarily build additional capacity without some major infrastructure and improvements relative to those impacts.
 - o The other is along Columbia corridor.
 - Along the Columbia corridor it sounded like the issue was more about the train length. Union Pacific would like to have sidings that are long enough for the new trains that are up to 15,000 feet.

- As you know, PBOT has been developing a project along Lombard to improve the safety. But we have been assuming singletrack. Union Pacific asked us to also study a closure of that crossing, which would allow them to double check. I think that is reasonable, to at least do a study, and compare the cost and benefits of closure. They would have a different safety benefits, different railroad capacity benefits, different impacts on connectivity. In that case, it is more about the length of the train.

8:35 AM Earthquake Ready Burnside Bridge Update

**Mike Pullen
Patrick Sweeney
Steve Drahota**

Mike Pullen (Multnomah County), Patrick Sweeney (PBOT), & Steve Drahota (HDR) presented on the Earthquake Ready Burnside Bridge (EQRB) project updates and discuss proposed cost saving measures.

- The presentation was dedicated primarily to funding constraints and subsequent bridge design.
 - o Multco identified \$300 million in county funds from local vehicle registration fees.
 - o Bridge will cost \$800 million if we choose the least costly bridge structure type.
 - o Bridge will cost \$960 million if we choose the costliest bridge structure type.
 - o Currently – Multnomah County is looking for outside funding sources.
- Construction is planned to start 2024 however due to funding packages, may start a bit later.
- Seismic resiliency for the new bridge was viewed as a major goal of the project that could not be sacrificed along with demand for the upcoming 100 years.
 - This was illustrated in bridge design including lane widths for mode types.
- County leadership is very concerned about the affordability of having this vital size of resilient link on the lifeline network.
- Fall and winter is when they anticipate moving forward with much broader community and stakeholder outreach.
- Spring of 2022, finalization of the bridge type selection process so that in the summer of 2022 final EIS on record of decision and launch into final design.

Questions and Comments

- I have a question about the westbound traffic flow, that serpentine movement is already a little bit complicated and there is very little historic space between the Bridgehead and MLK. I am wondering about going down to 1 lane in the westbound direction, whether you look at whether you are going to have a backup onto MLK?
 - o That is exactly what we are in the middle of, you can imagine it is a pretty significant process to consider all of that plus the safety aspects. We are in the midst of doing that analysis this summer.

- This is a question I have already asked, but has the county taken a look at the whole funding process, in terms of... Yes, you might be taking an additional year to lower the cost, but if you miss out on the Biden infrastructure funding package, that will be viewed as money that wasn't well spent. Have you taken a hard look at making sure that this brunch -- grades gets into a federal funding package?
 - o Yes, so far the infrastructure bill hasn't been passed yet so the rules are to know yet. Currently, we are applying for a federal grant this month. It gives us plenty of time to spend the money. I thought you were going to go with the inflation risk, which is also time is money in construction. If you delay a year, you add 2% or 3% to your project costs versus shaving 25% off the total we think it is well worth it. We don't think the delay is going to miss an opportunity for a big federal grant like that one.
- I just wanted to reiterate a couple of things. Burnside is great East-West route for freight movement. The connection, the couplet that goes for the East to West has always been a strain to manage. Any improvement would be very beneficial. The other thing I thought, when we see a bus lane only, we could also think about moving trucks on the bus lane only. I think there might be enough time in between buses where we could have some better flow of freight. Thank you.
 - o The city is the road authority, so those decisions are more in the city's realm, and off the bridge. I think the city is interested in having Burnside be a resilient road. If this bridge project happens, I think this emphasizes the importance of Burnside (the whole road).
- As they are putting this federal package together, they are putting earmarks in there?
 - o We tried to get in the most recent earmark opportunities that I think was in May. We didn't make the list, and frankly I think it is because the project is such a big one. The things that get earmarks tend to be the smaller projects, at least in this most recent round. You might have seen the list that came out of what the different congressional offices put on the list.
 - o We will keep trying. One thing that our lobbyist told us to get that first federal grant. We are going in for a fairly modest grant to help fund the design phase, gets the folks to know you and see that you have public support, and then hopefully we get that bigger bites at the apple for our construction funds. We do have a policy group that includes folks that have been working with us for 5 years already, they are well aware of our needs. Hopefully this will rise as a priority as we get closer to construction.

9:05 AM Streets 2035 Project Update

**Matt Berkow
Denver Igarta**

Portland Bureau of Transportation staff provided an overview of the Streets 2035 work.

- The purpose of the project is to develop a context sensitive decision-making framework that guides space allocation in the right-of-way in accordance with our comprehensive plan. The project will have outcomes in the realm of:
 - o A decision-making framework and tools for capital projects
 - o Typical exceptions
 - o Development review

- The project is in 3 phases. We are in the 2nd phase. Phase 1 identified streets and the 2nd phase is sorting through those streets.
- A few examples were given illustrating the considerations for context appropriate approaches. Those included:
 - Relationship to corridors and centers.
 - Street design classification.
 - City location including the Central City, the inner neighborhoods, eastern neighborhoods (east of I-205), and western neighborhoods characterized by having a lot of topography change.
 - Level of demands on specific streets.
- The process will also interweave considerations like how to make our streets safer with things like waterlines beneath the road and utilities. This will help make sure appropriate clearances have been met to protect the integrity of the infrastructure.
- This process also helps us to navigate design exceptions more consistently.
- PBOT staff will be back when findings have been made.

Questions and Comments

- I would ask for you to come back and have a discussion with us this fall on what is included in your industrial road classifications. The Portland Freight Committee may have concerns when the City is trying to put every mode on every road. There may be some natural conflicts when you have large trucks on the road. The Portland Freight Committee would be interested in having a conversation about that.
- On Powell, trees are hanging out in the middle of the lane and the buses and trucks are breaking off branches these days. I don't know if you have a program to trim up the street trees, but throughout the city, it looks like that needs to be attended to.
- Sidewalks in Portland, specifically on the inner east side, there are a lot of homeless that are camped on sidewalks forcing pedestrians to use the roadway this is dangerous.
- We have been told that PBOT is not really focused on any improvements, any issues in the inner city, so to speak. Their focus is in East Portland because you have had lot of fatalities. However, I would like to think that PBOT is taking care of the whole city rather than just preferentially East Portland. This is because we have some real issues in the inner southeast.
- I had a question how benefits and burdens will be looked at in this process in making choices and how it allocates space. Particularly, in a couple of areas, you talk about safety and that is an important one, particularly for East Portland. 2 geographies really stand out in the pattern areas maps that you have showed that are largely equity geographies East Portland that provides more affordable housing opportunities for working-class and people of color, and the industrial areas, the river industrial areas have a similar function and raise the incomes of working-class and people of color. So, how do the different options affect jobs in the river industrial area and affect affordable housing in the East Portland area? And then also, what are the impacts on particularly commuter BIPOC and people that are working class, in these different geographies or different types of streets?
 - We have been directed to carry these things out, what are the technical challenges to doing that? What are the technical challenges of making an East Portland's road safer if the underground infrastructure is not which we expect it to be? To the question of how we invest, where the city invests, which projects

we invest in, there are separate processes for this. Streets 2035 is a technical exercise to try to allow us to advance more of these policies and overcome the kind of obstacles that we face when we try to do them.

- I am wondering if it is reasonable to ask you to look at Northeast 47th, and the project that is just wrapping up now, as a template for projects on freight roads. That had a little bit of everything, we went to concrete for long-term financial benefit. We had street trees further back, we separated bike lanes from the roadways, we made sure the width was wide enough. Across the board, that might be the beginning of a good template for a freight road cross-section.
 - o Good suggestion, thank you.

9:25 AM Public Comment

- I live in the Clinton industrial area. Earlier in the meeting, there was discussion about the rail blockage. I just wanted to do a clarification. We are experiencing hours long blockage at Southeast 8th, Southeast 11th, Southeast 12th. Also, we had sent a request to Commissioner and PBOT for more signage at the new Bob Stacey Crossing. I was wondering if I could share that letter with someone to see if you all as a committee are interested in also asking, along with these blockages, we are finding that pedestrians and bicycles are still going over the trains because the visibility of the Bob Stacey over crossing is blocked, especially on the north side because of the warehouses.
 - Follow up letter shall be sent to Mark Lear.

9:30 AM Adjourn

Questions about this agenda or other questions about the Portland Freight Committee please contact:

- Mark Lear, Mark.Lear@PortlandOregon.gov
- Gabriela Giron Valderrama, Gabriela.GironValderrama@PortlandOregon.gov
- Also, visit the Portland Freight Committee website at:
<https://www.portland.gov/transportation/freight-committee>