

## AUGUST 6<sup>th</sup>, 2020 PFC MEETING NOTES

<b><u>Time:</u></b>	<b><u>Topic:</u></b>	<b><u>Lead:</u></b>
<b>8:00 AM</b>	<b>Welcome and Zoom Meeting Protocol:</b>	<b>Stephanie Lonsdale</b>
<b>8:05 AM</b>	<b>Hot Topics, Points of Interest, Successes:</b> PFC members report on current activities from their respective industry and agencies. <ul style="list-style-type: none"><li>- 300,000 electric vehicles</li><li>- Steel Bridge project is underway. The upper deck is closed through 8/29.</li><li>- Identity Clark County's Third Business Leaders Regional Transportation Summit scheduled for August 26<sup>th</sup>. Contact for Sean Philbrook for more information. The main focus is the I-5 replacement bridge.</li><li>- Columbia Corridor is putting together a grant application for free EV charging – must be on an industrial site that is open to the public. Contact Corky</li><li>- Street racing and drifting is an ongoing issue in Rivergate Industrial District. Report concerns to 503-823-SAFE.</li><li>- Union Pacific hit a 2020 volumetric high for train carload – 160,000 on 8-5-2020</li><li>- The State Legislature is going into special session on Monday, August 10, to work on budget issues and possibly related policy. The business community has been looking at liability protections. There is also talk about federal tax code to raise funds - \$250 million.</li></ul> I-5 Trunnion Project: (8:17) <ul style="list-style-type: none"><li>- Some night lane closures and potential ramp closures are planned during the replacement of the cracked trunnion. Work is expected to be complete in October 2020. The northbound span will close for 9 full days. September 12 - 20 all traffic will be constrained as all travelers need be on the I-5 southbound structure. A zipper barrier in the middle will shift lanes to allow for two lanes southbound in the morning and two lanes northbound in the afternoon.</li><li>- Alternate routes for freight are US-30 and I-205 via MLK and Columbia Blvd.</li></ul> Questions & Comments <ul style="list-style-type: none"><li>- Any mitigation?<ul style="list-style-type: none"><li>o Yes, we are trying to minimize the congestion. C-Tran is expanding their bus-on-shoulder running to I-5.</li></ul></li><li>- Has queue jumping been considered?<ul style="list-style-type: none"><li>o We looked at that, but the only way to make it work would be to repurpose lanes and change signals.</li></ul></li><li>- Will staging equipment pose any issue?<ul style="list-style-type: none"><li>o (8:26) Most equipment will be on a barge in the water.</li></ul></li><li>- Do you have an estimated time delay for I-205?<ul style="list-style-type: none"><li>o We don't have any detailed numbers on delays for the I-205 corridor</li></ul></li></ul>	<b>Jana Jarvis/All</b>
<b>8:20 AM</b>	<b>2040 Freight Plan Update:</b> Bob provided an update on current recruitment process for the project's Community Advisory Committee (applications are due by August 16 <sup>th</sup> ) and the Technical Advisory Committee membership (first meeting scheduled on August 12 <sup>th</sup> ). <ul style="list-style-type: none"><li>- Perspectives from the freight and delivery industries are desired on the Community Advisory Committee. The project team requests that the PFC share with networks.</li></ul> Questions & Comments <ul style="list-style-type: none"><li>- To what extent will this plan consider rail and marine freight?<ul style="list-style-type: none"><li>o 2040Freight will acknowledge work that has been done by the Port of Portland and Metro and consider all different freight modes and what has changed. There will be a focus on last-mile deliveries and city streets. This plan will do is it will acknowledge</li></ul></li></ul>	<b>Bob Hillier</b>

and bring into our plan work that's been done by the Port and Metro and connect this work with our city system.

- The Port of Portland can't necessarily speak or represent all of railroad or marine interests; to the extent that there are other voices that help to represent those modes would be helpful.

**8:30 AM      Safety Issues on the I-5 Marquam Bridge:      ODOT/OMSI**

ODOT staff and OMSI representatives provided an update on a recent safety event involving falling objects from the Marquam Bridge.

**8:50 AM      Middle Wage Jobs Report Update:      Steve Kountz**

As a prelude to the 2040 Freight Plan's demographic and economic update Steve Kountz presented his previous analysis on middle wage jobs which will inform the 2040 Freight Plan.

- Local cost of living is outpacing wages of most jobs – a widening wage gap with college-credential workers. Economic disparities are widening. High-wage jobs particularly benefit white workers. Growing poverty means more households are struggling – approaching or falling below income self-sufficiency. The region's job growth is wage-polarized.
- Where jobs grow shapes wage inequality. Business districts are specialized. Policy choices are leaving out middle-wage job growth. Wage polarized growth varies widely by region. Most regions are seeing more middle-wage job growth than Portland is. State and local growth policies constrain middle-wage job growth. Land capacity and educational capacity are constrained for middle-wage growth.
- Three proposals to moderate wage inequality: (1) New data and narratives on wage distribution; (2) 40-40-20 goal for land, transportation, and education; and (3) Middle wage job retention and position region for recession recovery.

**Questions & Comments**

- How does the wage distribution compare nationally?
  - o The nation has more of a U-shaped whereas we have a J shape distribution of job growth.
- It is interesting that there are jobs available but are not being filled, i.e. truck drivers and diesel mechanics.
- How do the jobs that are being created translate into governments ability to create stable tax revenues?
  - o If we don't have land supply and we don't have infrastructure to support that type of job growth we're not going to be getting it. Generally, the city budget has increased in the last business cycle with the higher wage job growth. State budgets are increased with higher wage job growth.
- Did you analyze public versus private sector jobs.
  - o Not specifically, but the governmental jobs are about college-degree jobs and half office jobs. They tend to be higher wage jobs.
- How often have you presented to decision makers, and what is their response?
  - o This presentation has been shared with Metro Council in recent years, but has not been shared recently. Generally (9:22) the reactions are to requests to look at policy responses, so I have emphasized comparing what other regions are doing
- Are there some recommendations with the CARES funding that we could make some head way?
  - o There are opportunities for looking at doing a better job at stimulus efforts for middle wage job retention and for positioning the region for middle wage job growth afterwards. I think freight investments are one of the opportunities to support middle wage job growth and also looking at with where job growth is occurring, e-commerce is a big area where middle wage job growth is occurring.
- How would this data impact the planned or the proposed new metro transaction tax that's going to go before voters in November
  - o We have heard that freight investments are less popular and so there's less of an emphasis on freight in that regional transportation package.

- Given the recession, this is a good time to connect people seeking work with available industrial employment opportunities.

**9:44 AM**

**Public Comment**

**Jana Jarvis**

Members of the public can provide comment and ask questions to the committee and staff.

- Southeast neighborhood representative in small industrial district raised questions about the Division Rapid Transit project and other large vehicles that are already moving through the area. Are these considerations for 2040Freight process? There needs to be coordination between the freight and transit dialogues.
  - o We will rely on neighbors and community members to let us know what issues they are seeing. Subject matter experts on the Technical Advisory Committee will act as liaisons between Division Transit Project and 2040Freight.

**9:51 AM**

**Adjourn**