



**PORTLAND FREIGHT COMMITTEE  
AGENDA  
Meeting No. 140**

WHEN: Thursday, February 5, 2015 @ 7:30 AM  
WHERE: Lovejoy Room (2nd Floor), City Hall,  
1221 SW 4<sup>th</sup> Avenue, Portland Oregon

<b><u>Time:</u></b>	<b><u>Topic:</u></b>	<b><u>Lead:</u></b>
<b>7:30 AM</b>	<b>Coffee/Pastries/Introductions:</b>	<b>All</b>
<b>7:35 AM</b>	<b>City Bureaus and Agencies:</b> Bureau reports of upcoming topics and announcements.	<b>Debra Dunn</b>
<b>7:50 AM</b>	<b>Hot Topics, Points of Interest, Successes:</b> PFC members will report on current topics of interest from their respective industries: <ul style="list-style-type: none"><li>• Area Commissions on Transportation (ACT)</li><li>• Statewide Transportation Improvement Program (STIP)</li><li>• Joint April PFC/WTS Meeting</li></ul>	<b>Debra/PFC</b>
<b>8:15 AM</b>	<b>Transportation System Plan/Projects, Programs &amp; Financials: Peter Hurley</b> The City of Portland is currently in the process of updating the Transportation System Plan, the long-range plan that guides transportation investments in Portland. A key component of the TSP is the Projects, Programs & Financials recommendation. PBOT staff will present the Bureau's recommendations. Materials are available at the following link: <a href="https://www.portlandoregon.gov/transportation/article/517017">https://www.portlandoregon.gov/transportation/article/517017</a>	
<b>9:15 AM</b>	<b>PFC Membership Update</b> Form PFC membership subcommittee.	
<b>9:30 AM</b>	<b>Adjourn</b>	

**Next Meeting – March 5<sup>th</sup> 2015**

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)



**Notes from Meeting No. 139  
Portland Freight Committee  
January 8, 2014  
7:30AM, Lovejoy Room (City Hall)**

**Agency Reports**

**PBOT:** The Over-Dimensional Truck Strategy is moving forward and with the IGA is and hopefully going to City Council Feb 4. The official kickoff will be late February/early March followed by a 9 month process.

TSP Update: Ranked project list will be out Jan. 30. This will be a topic of discussion at next month's meeting.

**ODOT:** The new Region 1 Manager is Rian Windsheimer. Tony has been asked to evaluate Trans-Loading at ODOT facilities. Trans-Loading refers to the transfer of loads between modes. The purpose of this is to look at funding opportunities for Connect Oregon.

**BPS - Comp Plan Update:**

-The Economic Development section of the Comprehensive Plan update will be discussed at a Planning and Sustainability Commission work session on February 10.

-West Hayden Island update: At this point, an Economic Opportunities Analysis will not include West Hayden Island as Industrial Land. Instead, BPS will be adding about 140 acres at other Portland Harbor sites. There is still an industrial land shortfall, and without West Hayden Island, there isn't enough land for a marine terminal expansion. The shortfall will be made up largely with lands east of 82nd Ave. Though these lands may not be entirely equivalent to those on the harbor front, land for distribution sites is what is in most demand today, which can be accommodated on land either east or west of 82nd.

-Concerns were raised from committee members about the industrial land shortfall. How can we meet the Industrial Lands need without this? One way of dealing with it is a Goal 9 Exception, which would allow the City to have a shortfall. Another is for brownfield redevelopment and intensification of uses on industrial lands.

**Metro:** Making some improvements to the truck model. It will be a more complex model and will include delivery truck trips. An RFP is out now for data collection from the trucking industry.

**Hot Topics**

**Joint Modal Committee:**

Debra Dunn provided on update. This group has been meeting regularly. The point is to help get the Bike Master Plan classifications into the TSP. It has been a learning process and the modes seem to have more in common than not. The main sticking points are around removal of travel lanes and parking. And there may be times that the groups can agree to disagree.

Bob: The main crux is the language about removal of travel lanes/parking (i.e. reallocation of roadway space). This policy language opens up new possibilities, but isn't prescriptive that travel lanes/parking should be removed. Counterbalancing language was added that says analysis must first be conducted at the project level for reallocation.

Debra: Encouraging to hear more agreement that all modes can't be accommodated on all streets.

Pia: The modal committees have common interests and concerns, including concerns about how committee feedback is actually used and slow turnaround on committee concerns. Working together might help get things done better, quicker

Debra: The City needs a transit modal committee

**Transportation Hierarchy:**

Most on the TEG like the Vancouver hierarchy model, in which freight is considered separately. It's not clear what is happening with hierarchy proposed with the Comp Plan update.

Steve Kountz reported that the PSC will be looking at this February 10. Freight will likely will be considered in a separate policy.

### **Street Fund Update:**

Raihana Ansary from the PBA reported that the Street fee (residential portion) will be referred to voters in May. The vote is advisory in nature. The business portion is moving forward with a second reading at Council today.

**Metro Climate Smart Communities Project - Kim Ellis (Metro)** Kim Ellis from Metro was in attendance to present the Metro Climate Smart Communities Project. The 2009 Oregon Legislature required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks to 20 percent below 2005 levels by 2035. In response, the Metro Council adopted the final Climate Smart Communities Strategy in December 2014. The Strategy must next be approved by the Oregon Land Conservation and Development Commission and, if approved, will be implemented and monitored beginning in 2015. Implementation will be through a variety of projects and possible policy actions by the region, local governments, the state and special districts like transit providers and the Port of Portland.

To come up with the strategy, Metro staff looked at a variety of different scenarios to see how to achieve the strategy. They came up with up with three different scenarios:

- Current trends – sticking with the status quo
- Implementing current adopted plans
- Adding the use of new tools e.g. a carbon fee, road user fee, expansion of transit service.

The third strategy get us much further in terms of meeting the GHG reductions. There are a number of key policies to achieving the strategy, including:

- Implement adopted land use and transportation plans.
- Make transit convenient, frequent, accessible and affordable.
- Make biking and walking safe and convenient.
- Make streets and highways safe, reliable and connected.
- Use technology to actively manage the transportation system.
- Provide information and incentives to expand use of travel options.
- Manage parking to make efficient use of vehicle parking and land dedicated to parking spaces.
- Support Oregon’s transition to cleaner, low carbon fuels and more fuel-efficient vehicles.
- Secure adequate funding for transportation investments.

Next Steps - This work makes it clear that it’s important to invest in the plans that have been adopted, including:

- Advocate for funding to look at local solutions to achieve reductions
- Come up with policy changes, including for the RTP and other policies
- Metro adopted a toolbox for local governments to use to reduce GHG
- Adoption of an evaluation matrix/strategy

### **Committee Discussion:**

Q. How much would we need to invest?

A. About \$12 billion by 2035. This figure doesn’t include operation and maintenance.

Q: What are the specific projects?

A: There are no specific projects, more a strategy for funding projects and planning. In most cases these are projects that are already adopted. This strategy is a lens for looking at RTP projects and local plans that help to achieve GHG goals.

Q. What does this mean for funding if these are already financially constrained projects?

A: It pushes for more funding for these projects, since there isn’t always enough money. Also, there are funding shortfalls for operations and maintenance and this strategy is looking at new ways of providing transportation funding.

Q. You seem to be getting at chasing after decreasing funding opportunities - a fundamental question is “how do you make the pie bigger?”

A: The recommendation is that we have to grow the pie. It recommends looking at alternative funding options.

Q. How is this impacted by low gas prices? People drive more when oil is cheap.

A: Gas prices fluctuate, so it’s hard to say if this is the new reality or just a dip. Planning relies more on long term trends and forecasts, and trends still show that overall VMT is dropping. Nevertheless, we monitor changing trends. The RTP is updated every four years to reflect changes in trends and other information.

A: This is a response to a state mandate and provides additional info to decision makers. Climate change/GHG reductions aren’t the only outcomes of this strategy - health and other issues as well.

Bob: The intent is to provide more efficiency in the transportation system. It’s a benefit for freight because this can lead to reduced congestion. An example of how this impacts freight is the recommendation for grade separation projects - good for freight and good for GHG emissions.

Metro should support incentives to encourage a shift to hybrid/electric engines for freight. Most of this type of work is happening at the state level, at least for passenger vehicles.

### **Recap on 2014 and PFC Priorities for 2015 - Debra Dunn/Bob Hillier**

Committee members discussed priority projects and activities for 2015. Key projects include:

- Transportation System Plan Update
- Regional Over-Dimensional Truck Route Plan
- Central City Truck Parking and Loading Plan
- Rivergate Overcrossing Project - \$15 million grade separation project

What are the committee’s priorities for 2015?

- Project Assistance: There have been fewer project-specific subcommittees recently. We want to ensure that this committee is still included at the project level on important projects.
- BES Collaboration: We need to ramp up the conversation with BES. How can we better coordinate with them when they’re doing work on the roadway to better leverage project funding?
- Greenway Extension Project at Chimney Park: It’s a grade-separated project. This committee needs to keep its eye on it.
- Sellwood Bridge Project Update: Should they come back to report what’s happening?
- Tualatin Bypass: Update on the project for freight to bypass downtown Tualatin.
- Modelling Primer: Tim could bring in a travel forecast modeler from Metro along with someone who’s working on truck/freight data collection.
- Metro’s Urban Growth Report: Tim will check in with John Williams about giving a presentation.
- The CRC: Is it really dead?
- Cornelius Pass Roundabout: Ask Multnomah County to provide an update on the Cornelius Pass Roundabout. It sounds like a dead idea and will be a signalized intersection, but there is talk about transferring the road to ODOT.
- Street Fee: If there is a transportation funding package, we’ll need someone to give an update.
- Railroads: An update from Brock Nelson
- Clean Fuels presentation
- ODOT Leadership: Rian Windsheimer to talk about ODOT and his new position
- Bureau leadership - Leah Treat to keep the committee up to date in terms of the political side of things.

**Meeting adjourned at 9:30 a.m.**