

**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 150**



WHEN: Thursday, December 3, 2015 @ 7:30 AM
WHERE: Lovejoy Room (2nd Floor), City Hall,
1221 SW 4th Avenue, Portland Oregon

<u>Time:</u>	<u>Topic:</u>	<u>Lead:</u>
7:30 AM	Coffee/Pastries/Introductions:	All
7:35 AM	Hot Topics, Points of Interest, Successes: PFC members to report on current topics of interest and announcements from their respective industries. <ul style="list-style-type: none">• City Council Resolution on Fossil Fuels Infrastructure (Rob Mathers and Tim Love)	Debra/Committee Members
7:55 AM	PFC Chair/Vice Chair Vote Report back from the October 12 th Nominating Subcommittee. Additional nominations from the floor shall be permitted at the November meeting and elections shall be held at the December meeting. The Chair/Vice Chair serve a two-year term and may be re-elected by the Committee.	Debra Dunn
8:05 AM	City of Portland STIP and Connect Oregon Projects Mark Lear will update the committee on the STIP and Connect Oregon funding proposals and support letters from the modal committees.	Mark Lear (PBOT)
8:20 AM	Metro 2019-21 Regional Flexible Funding (RFF) Program Regional flexible funds are federal monies used to finance local and regional transportation priorities in Clackamas, Multnomah and Washington counties. These funds are administered by Metro and every two years Metro allocates these funds according to policies established by the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT). Dan Kaempff from Metro will provide the latest update on the upcoming 2019-2021 RFF funding cycle.	Dan Kaempff (Metro)
8:50 AM	PFC Priorities for 2016 As we wrap-up 2015 now is a good time to start thinking about PFC priorities for the coming New Year. Please come prepared with your ideas for priority projects and initiatives we want to advance in 2016 and topics you want to see discussed.	Debra Dunn
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

Notes from Meeting No. 149
Portland Freight Committee
November 5, 2015
7:30AM, Lovejoy Room (City Hall)



Hot Topics, Points of Interest, Successes:

- Lee Johnson noted improved roadway signage along Powel Boulevard and commended the city on their efforts.
- Tony Coleman reported that a (new) New Seasons is being built on NE Lombard Street that will remove on-street parking and include bike lanes. Since this segment of Lombard (US30 Bypass) is designated as an ORS 366.215 route and subject to the “no reduction to capacity” impacts to roadway capacity will be required.
- Rob Mathers updated the committee on Resolutions 1156 (oppose crude oil shipments by train) and 1157 (oppose expansion of fossil fuels related infrastructure) that was presented at yesterday’s City Council hearing. Rob reported that BPS staff was instructed to prepare ordinance language that does not violate federal interstate commerce laws. Rob expressed concerns that if the resolutions are approved as expected it would be the beginning of disinvestment in the working harbor and would negatively impact businesses and middle-wage jobs. A discussion ensued by the committee on this issue.
- Bob Hillier reported that the Rivergate Overcrossing TIGER funding request was not awarded and the City and Port will need to evaluate a plan B funding strategy for this project.
- Susie Lahsene requested a PFC letter of support for two Connect Oregon funding requests: (1) Terminal 2 - Grant Request: \$1,500,800 - to increase rail car storage and loading capacity and to add rail car weighing capabilities for general cargo terminal users; and (2) Terminal 6 (Grant Request: \$3,000,000) to increase the capacity of T-6 - Berth 601 auto import/export facility to handle increasing vehicle exports. Corky Collier moved to approve the Port’s request for a support letter for the funding request and the motion was seconded by Rob Mathers.
- Mark Lear also requested PFC support letters for several City of Portland funding application requests for Connect Oregon and STIP project and agreed to return to the December PFC meeting with more information.

PFC Chair/Vice Chair Nominating Subcommittee Report:

- Susie Lahsene spoke on behalf of the PFC nominating committee which was composed of Cork Collier, Jerry Grossnickle, Marie Dodds and Bob Hillier and nominated Pia Welch as the Chair and Raihana Ansary as the Vice Chair for the next two year term starting in January 2016. The nominating committee also requested that a PFC executive committee be formed and meet bimonthly to assist the chairs and Bob in addressing the many issues

PFC Subcommittee Report on Comprehensive Plan:

Pia Welch discussed the main points that were raised during the October 9th PFC subcommittee to include in the letter to City Council on the Comprehensive Plan Update which are as follows:

- ❖ Middle wage jobs and Equity - add comment/policy language emphasizing the need to foster middle-wage job growth through targeted transportation investments that serve Prime Industrial lands. Also link the equity aspects of providing middle-wage jobs and the current “housing emergency” and a way of addressing the housing affordability issue.
- ❖ In reference to policy 9.6 (Transportation strategy for people movement) – add language on the need to accommodate region-wide access to regional employment centers.
- ❖ Add policy to discourage development/redevelopment of housing along Priority Truck Streets and Regional Road Connectors.
- ❖ Add policy to maintain an adequate system of regional over-dimensional truck routes and incorporate the recommendations of the Regional Over-Dimensional Truck Route Study that is currently underway.
- ❖ Add policy to maintain portal capacity at freeway interchanges and bridgeheads.
- ❖ Add policy to provide and maintain adequate truck loading and parking and incorporate the recommendations on the Portland Truck Loading and Parking Plan currently underway.
- ❖ Need to provide commend/make reference to the previously submitted PBA comments that were not addressed in the Planning and Sustainability Commission’s current recommend draft.

- Susie Lahsene raised concerns that BPS used the low-range forecast for estimated the amount of future industrial lands needed for the working harbor instead of the middle-range forecast which are more typically used for this type of land use analysis.
- Corky wanted to know how this will play out at the Council level.
- Susie: You can't fudge the numbers. You typically have a high and low-range forecasts and the mid-range is the one typically used and the most defensible.
- Rob Mathers expressed concerns that by using the low-range forecast the city will be disinvesting in the working harbor area and undermine middle wage jobs.
- Raihana Ansary observed that the low-range forecast does not reflect the economic realities of industrial land use demand and should not be used just to meet Goal 9 requirement.

The committee discussed sending a letter to Oregon's congressional delegation in response to the pending federal transportation reauthorization highlighting freight ready projects in the Portland area.

Citywide Parking Strategy and TSP Update:

- Francesca Patricolo and Grant Morehead from PBOT staff provided updates on the Citywide Parking Strategy and Transportation System Plan. Summary handouts of the two projects were provided.
- Bob Short asked where all the estimated 260,000 Portland new residents are going to live and where the jobs will come from? Commissioner Novick noted that people are filling up the newly constructed apartment being built. The future jobs are estimated by the Employment Forecasts Projections as part of the Comprehensive Plan update.

PBOT Street Funding:

Commissioner Novick provided an overview of previous efforts for generating additional revenues for transportation maintenance and safety improvements by both Portland and other communities. A discussion ensued about a potential diesel tax for Portland.

Corky: Did you talk to TriMet or the school bus service providers about a potential diesel tax? Because of their axle configuration and load distribution busses do more damage to the roads than most trucks.

Eric Hess: Tri-Met is exempt from paying diesel tax. The trucks that haul Metro's solid waste are also exempt from paying diesel tax.

Bob Short: You need an excise tax on studded tires. Street maintenance has been kicked down the road by the previous city councils for 20 years an additional revenues from a fuel tax needs to be dedicated to street repair to begin filling the maintenance backlog.

Jana Jarvis: Will a city tax subverts a larger state-wide effort to fund transportation?

Commissioner Novick: I spoke with Tena Kotek about this and she said to "save yourselves" and not wait for the Oregon legislature to pass a transportation funding package.

Susie Lahsene: Did you consider a business license fee on fuel which would capture everyone?

Tim Love: Expressed concern that this may push large bulk fuel companies out of Portland and asked 'where would you collect the tax –at the end user or wholesale level? It was noted that the state diesel tax is 30 cents per gallon and that the city of Eugene has a 5 cent tax that is collected at the wholesale level.

Greg Zanavich: Do we have a comprehensive list of those entities that are exempt from the diesel tax?

Corky: Suggested to contact Jubitz for their insights on a diesel tax since they are a major truck stop and a local home-grown business which donates lots of money for local causes.

James Dibble: Have you considered a regional fuel tax?

Pia Welch: Will the proposed tax help stem the tide on the road maintenance backlog?

Bob Short: What is the "break even" point that would cause trucks to fuel-up outside of Portland? That is the figure we need to tease out to determine the optimal tax amount that would retain the tax for local use.

A discussion ensued about the two resolutions at yesterday's Council Hearing that would oppose crude oil shipments by train and oppose expansion of fossil fuels related infrastructure.

Pia: What message does this send to industry?

Rob Mathers agreed to meet with Commissioner Novick to clarify the proposed language in these resolutions.

Meeting adjourned at 9:30 a.m.