

**PORTLAND FREIGHT COMMITTEE  
AGENDA  
Meeting No. 163**



WHEN: Thursday, January 5, 2017 @ 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>Hot Topics, Points of Interest, Successes:</b> PFC members report on current issues and events from their respective industries and affiliations.	<b>Pia Welch/All</b>
<b>8:00 AM</b>	<b>PFC 2016 Recap and Priorities for 2017:</b> Bob will summarize the highlights from 2016 (see attached 2016 PFC summary) and outline some key issues we'll be addressing in 2017. So - as we start the New Year please come prepared with your ideas for priority projects and initiatives to advance in 2017 and topics you want to see discussed. A few of the 2017 topics include: <ul style="list-style-type: none"> <li>• 2017 legislative session and transportation funding package</li> <li>• Portland Transportation System Development Charge (SDC) project list</li> <li>• Heavy Vehicle Use Tax projects</li> <li>• Regional Transportation Plan Update and call for projects</li> <li>• Columbia Blvd ITS project update</li> <li>• ODOT Freight Intermodal Connector Study</li> </ul>	<b>Bob Hillier/Pia Welch</b>
<b>8:40 AM</b>	<b>PBOT Project Status Updates:</b> Andrew Aebi will provide updates on the following PBOT lead projects: <ul style="list-style-type: none"> <li>• NW Front Avenue / Naito Parkway LID: heading to Council</li> <li>• NE 47th Avenue LID: status of 60% plans</li> <li>• N. Suttle Rd. LID: status of petition</li> </ul>	<b>Andrew Aebi (PBOT)</b>
<b>9:15 AM</b>	<b>Farewell to Susie:</b> Our friend and PFC colleague Susie Lahsene has recently retired after 24 years of dedicated service with the Port of Portland. We will end our first meeting of the new year by thanking Susie for all her dedication and hard work in making our region a better place to live and work.	<b>All</b>
<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)

**Notes from Meeting No. 162  
Portland Freight Committee  
November 3, 2016  
7:30AM, Lovejoy Room (City Hall)**



**Announcements and Hot Topics**

- The Cascade Locks on the Columbia River will be shut down for maintenance and repair beginning Dec 12 and ending March 20<sup>th</sup> 2017.
- Suzie Lahsene will be retiring from the Port of Portland on Dec 21st.
- Tony Coleman will be retiring from ODOT next May (2017)

**2017 Legislate Update**

Craig Campbell (AAA Oregon) provided insights on the upcoming 2017 legislative session in respect to transportation-related priorities. There is an \$8.3 billion shortfall and the committee in the legislature want to pass a transportation package. The goal is to raise enough money for funding transportation projects but not so high that it's referred to the voters. Indication from polling show people approve of moderate increases in transportation funding. Oregon's law states that money generated from taxes on trucks can only be used on infrastructure such as bridges. Transportation packages now are to take care of the infrastructure and integrate across modes. Critical to have Connect Oregon robust funded - challenge, 2 measures took away some lottery funding. Try to get 100 million for Connect Oregon and where to start the discussion, currently around \$45 million. Seismic retrofitting existing bridge structures and where to come up with sufficient funding will likely be raised but coming up with sufficient funding to retrofit Oregon's infrastructure and where to direct funding is beyond our current capacity. Focus would then to be on infrastructure primarily to highways (i.e., US 97, US 26, I-84) where emergency relief is expected to travel in the event of a major seismic event.

Comment: We were told to come up with a list of project needs, not just additional money.

Response: Yes. Until what the money what will be used for is justified for those expenditures. The legislature can approve increases in taxes and accountability.

Comment: Heard about the CRC coming up again discussion opening transit funding at the federal level. Has any of that discussion floating at the state level?

Response: Oregon Legislature dedicated funding then we'll talk about it. Result, don't foresee the CRC coming up in the near future.

Comment: Emphasize on seismic, how real is that? As far as getting the money. What can we do to help?

Response: Legislators aware of it, but for a package, immediate needs are critical in the near future. More token than substantive. Capacity for maintenance and preservation will get most attention.

Comment: Allude to gradual increase, index to inflation?

Response: The Legislature seldom give up ability to taxing. Going to see index for fuel efficiency.

Challenge - Legislation to adopt indexing and reduce tax voting.

Comment: How will you control for the "peanut butter" effect of allocating the resources?

Response: Two issues to deal with: 1) not spreading funding too thin and 2) not taking huge chunks of money and placing where it gets lost and not used. We have a good shot obtaining a funding package this session. Caveat - politics will take time to get through the angst of this past political campaign. Will see more transparency in the packages compared to the past. Will be discussions for bonding - it's needed.

Comment: Funding - anything come up on tolling?

Response: Complicated - interpretation of language. level of taxation because it's applied to those who use that particular roadway. Tolling can only be applied to areas that will be used for the span of roadway that is being tolled. Once it's been raised, the toll has to go away. Eventually Oregon will need to do tolling and congestion pricing. AAA has a policy against that. Road use fee - tax without the weight. ODOT currently testing pilot project.

## **System Development Charge Project Update**

Kyle Chisek provided an update on PBOT's current work program for updating the Transportation System Development Charge (CDC) capital projects list. A focus on specific freight needs for inclusion on the updated project list were discussed. This is the third update in 10 years of the program. Three key elements: project list update, refine the methodology and determine rates charged to new development.

Comment: Does this include business expansions? Case of Pizza store - was \$20,000 all transportation?

Response: It would depend on change of the land use. Most SDCs are based on new construction. Depend on how it changes trip generation. There's a formula that goes into it.

Comment: Land use goals shift constantly, you're going back and forth?

Response: No, we take a snapshot in time. Plan for denser urban growth. We look to be incentivizing, if not in the area but similar criteria then you can apply for the discount. We can amend changes over time.

Comment: Talk through Comp Plan and TDM still being developed. Would you offer a credit?

Response: We would offer an incentive or discount. Criteria for discount to incentivize development that support the City's land use goals. That conversation isn't clear right now.

Comment: Shift to a separating into a trip model - would the rates or cost go up? Per person?

Response: Overall city-wide. Not looking to increase the rates. Columbia Corridor (CC) getting a different kind of rate per trip because of density and mode split. We want to simplify it and make it straightforward. Shift to a person trip model - less categories and narrow that down even further. Make it more transparent. CC discount addresses many of the issues.

Response: We want to contextualize for city council within the region. Placing transit rate and overall original rate within context. Show where our rate falls within that region. Parks, BES and transportation all have SDC rates set independently. We're not impacting rates as much. Regionally we want the context, but there are many factors that go into that.

Comment: How to address the increase in freight impacts?

Response: We do two different ways. SDC overlays - kept local, independent of city wide. SDC credits, 1:1 match. Currently not an option except in very specific cases. New update - will change that and be more aware. Acknowledge that not all trips are equal.

Comment: Project is very light on freight concepts. Project for Columbia Blvd - capacity project on your unconstrained list. Reconsider how you put projects on your list. SDCs auto dependent will be committed to street capacity improvements than transit?

Response: Has to be based on our TSP. Preparing for outreach. Not in the constraint list. Freight priority program in the TSP right now. Columbia Blvd is a huge project - not constrained at all. SDC will pay a portion and leverage becomes important. Have a requirement to have a capacity component included.

Comment: Developer outside the CC; unfair remote will not have transit. Inequity SDCs intended to be local to the development. Complex solution - discount if you're outside a certain area and do not benefit.

Response: State level requirement needs to be on our TSP. Changing dynamics over time - we've changed our approach to our project list. TSP can always be amended to address changing conditions.

Comment: How can we best provide feedback?

Response: We're taking a resolution to City Council as a part of our SDC update. PSU doing workshops with various business for how the methodology works. Doesn't preempt the outreach and concerns. PSU and consultants can come in to explain. Voted on in Spring 2017. Project list finalized hopefully in February. Mandated public notification 60-90 days will dictate the vote.

Comment: How can we influence project list?

Response: Online open house and freight committee. Other multiple ways of contacting. We can develop a smaller work group.

**Meeting adjourned at 9:30 AM**