

**PORTLAND FREIGHT COMMITTEE  
AGENDA  
Meeting No. 166**



WHEN: Thursday, April 6, 2017 @ 7:30 AM  
WHERE: Lovejoy Room (2nd Floor), City Hall,  
1221 SW 4<sup>th</sup> Avenue, Portland Oregon

<u>Time:</u>	<u>Topic:</u>	<u>Lead:</u>
<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. <ul style="list-style-type: none"><li>• Regional Transportation System Plan Update (Tim Collins)</li><li>• Burnside Bridge Weight Limits (Megan Neill)</li></ul>	<b>Pia Welch/All</b>
<b>7:50 AM</b>	<b>System Development Charge (SDC) Update:</b> Bob will provide an update on the recommendations from the March 8 <sup>th</sup> PFC workgroup on the SDC projects list (meeting summary and staff response attached). For more information on the SDC update see the following link: <a href="http://openhouse.jla.us.com/pbot-tsd">http://openhouse.jla.us.com/pbot-tsd</a> .	<b>Bob Hillier</b>
<b>8:10 AM</b>	<b>Heavy Vehicle Use Tax Project Update:</b> Jennifer Rollins (Chair of the Fix Our Streets Oversight Committee) will provide an update on the Heavy Vehicle Use Tax project recommendations.	<b>Jennifer Rollins</b>
<b>8:30 AM</b>	<b>Special Guest: Commissioner Dan Saltzman</b> As the new Transportation Commissioner overseeing PBOT, Commissioner Saltzman will discuss his vision, priorities, and desired direction for the Bureau.	
<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. 165  
March 2, 2016**



**Announcements and Hot Topics**

- Marine Dr, W of 33rd to 105th, extensive drilling estimated to start March 7th, last about three weeks. Closing to one lane to certain areas. Link on the agenda and PBOT press release today – 30 min delays potentially.
- Central East Side – BID to Enhanced Service District (ESD) initial stages. New industrial intermediary working with the entire city and industrial firms to advocate directly to city council about the interests of industry; Led by Central Eastside Industrial Council.
- January – Superfund plan approved and adopted for cleanup plan. Estimate of cost is \$1.5 billion, 5 years out before it starts. Estimated to last 35 years. Cost is reflective of response to extensive public comments.
- Susie Lahsene will discuss freight transportation issues at the WTS luncheon on March 14<sup>th</sup> at the Sentinel Hotel.
- Bob submitted a TGM pre-applications to update the Freight Master Plan.

**State Transportation Improvement Program**

Andrew Plambeck from ODOT provided the update on the STIP process and opportunities for providing public comment. PDF attachment explains process. Taking comments on the future STIP (2018-2021). See the website: <http://www.odotr1stip.org/>

Comment: What kind of feedback are looking from this group?

Response: Has already been through the process of identifying projects this group is interested in. If you're interested in certain areas, there's a map app and opportunity for feedback online. Be specific in your comments online.

Comment: The public comment period officially closed a few days ago but we can still take additional comments.

**System Development Charge (SDC) Update**

PBOT staff provided information on the SDC Update program and the proposed updated projects lists. Visit the TSDC Open House and provide PBOT your feedback. Plans to go to council April 15th and opportunity for public comment period. There will be a workshop at the end of March about SDC rates.

Comment: Why are projects only limited to the constrained TSP list? Based on these criteria a number of our important freight projects are not on the proposed SDC list.

Response: Idea is that we have a timeline of projects, they were subject to the criteria and public support and conversation from the committee. State Law says projects have to add capacity for one or more modes. Revenue forecast from the transportation funding package with the constrained list, but the unconstrained list requires new revenue sources.

Response: Maintenance vs capacity is a state statute for SDC projects. Depending on the project, engineers determine maintenance vs capacity. This is just one tool to fund projects.

Comment: Need to update the Freight Master Plan. We have an outdated projects list.

Response: The new TSP will take that into consideration.

Comment: Are there going to be different costs with the different types of trips and how are you going to evaluate them?

Response: This is getting to how many people are moving through the system. Current methodology does break down into different modes. Looking at contextual differences.

Comment: Many of these projects on the proposed SDC list are not freight improvements. Columbia Blvd between 60th to 80th is a key freight bottleneck and is an important project to have on the SDC list.

Response: Balance has been attached to different projects to find matching funds. The Columbia/Cully project to install a signal is identified under the Airport Features Plan and will likely need to widen the road. Preference would be to re-visit this whole segment of Columbia Blvd and find a viable project that may be included in the TSP.

Comment: Is there pressure for TSDC to pay for Vision Zero projects?

Response: The Vision Zero projects will be filtered through our criteria and may be added onto the SDC list. More impact on what gets funded each year, related to Vision Zero. Potential to combine safety and freight, example Greeley protected bikeway.

The PFC requested a separate workgroup be scheduled to review the TSP list to identify additional projects to be added to the SDC list.

### **Heavy Vehicle Use Tax Projects**

Bob reported back on the project rankings and recommendations from the February 10th PFC work session on the candidate HVUT safety and maintenance projects (see separate document for spreadsheet). \$3.5 million dollars left. A few safety projects may be funded through other funding avenues.

Comment: Different from city staff recommendations, criteria and ranking?

Response: Same projects. Goal of subcommittee was to rank them. Same recommendations from PBOT.

Comment: We've got to think long term, not 10-20 years.

Voted to approve top four maintenance projects and safety projects.

Comment: Concern money is not being spent waiting for a project.

Response: We have four years to use this money. If we don't use it all we can find other projects for safety needs. The list can change but we need to be flexible. We don't have all this money but expected to collect and these are the allocations.

Comment: Any of these projects on the TSP list?

Response: Maintenance projects are not on the TSP.

### **Get Portland Moving 2017**

Emily Tritsch provided an update on PBOT's Get Portland Moving program designed to minimize adverse impacts on the public right-of-way during project construction. Invite committee to email: [movepdx@portlandoregon.gov](mailto:movepdx@portlandoregon.gov) to report any safety or other concerns along freight route that will impact the public right-of-way. There will be a notification system of closures. The website goes live next week.

Comment: What changes can we make to think about moving things along faster?

Response: Traffic engineers required that private or public materials on hand before closing, work must be done on sight and continue to allow access. Pilot, able to enforce rules with our own partners.

Request to come back in a year to report on the program's progress.

Meeting adjourned at 9:30 AM.